nominal. *Flour*—At the beginning of the week, holders were exceedingly firm in their views, but with the receipt of discouraging reports from the British markets, and advices of improvement in the young crops, prices here gave way somewhat, closing at a decline of 5c. to 10c. a barrel on all grades, with buyers not disposed to operate to any extent. It is difficult at the present moment to come to any decision as to the probable course of the market, which must to a great extent be regulated by the accounts from the British and continental wheat crops. Should there be a continuance of the present more favourable accounts from England, we need certainly look for no further advance, although we scarcely anticipate much lower prices for the present. The reported sales for the week include the following; 100 bbls. super No. 1, choice, at $5.40 f.o.c.; 1,000 bbls do. at Hamilton on private terms; 100 bbls. do. at Malton, at $5.25; 100 bbls. fancy at $5.80 f.o.b.; 100 bbls. extra at $6; 100 bbls. No. 1 super at $5.22½ f.o.b.; 1,000 bbls. do. fo. July grinding and delivery at $5.20 f.o.b. at Hamilton; 200 bbls. do. inspected, $5 f.o.b. here; 500 bbls. from spring wheat extra at $5.38 at the Northern depot; 1,000 bbls. No. 1 Super, July grinding and delivering, at $5.10 f.o.c.; 300 bbls super at $5; 100 bbls super at $4.96, at a station west. *Wheat*—Rather more business has been done, a good many round lots having changed hands during the week; prices at the close having given away very materially, buyers rather inclined to hold off in the expectation of a further decline. The following are the principal transactions which have been made public: 11 cars white at $1.31 f.o.b. here; 2 cars do. at $1.33, and a car of ordinary at Bowmanville at $1.26; 6,000 bush. Midge-proof at $1.18 f.ob.; 2,000 bush. Treadwell at $1.25 f.o.b; 2,000 bush. Spring at $1.17 f.o.b., at Cobourg; 2 cars of Fall at $1.33 f.o.c., and 2 cars do. at Brampton at $1.35; 2,500 bush. Midge-proof at $1.16 f.o.b., at Hamilton; 1,000 bush. Treadwell at $1.23, at a point east; 4 cars Spring at $1.17, at Shannonville; 5,000 bush. Fall at $1.32 f.o.b. here; 7,000 bush Midge-proof at $1.15 f.o.c.; 7,000 bush. Treadwell at $1.20 f.o.c. at Hamilton; 10,000 bush Midge-proof at $1.15; 6,000 bush. Spring at Kingston at $1.09.

On the street, at the close, the following prices were paid for farmers' deliveries; Soules $1.25 to $1.28; Treadwell $1.18 to $1.25; Spring and Midge-proof $1.08 to $1.12. *Oats*—Have been taken to a limited extent, prices gradually improving towards the end of the week; sales reported are of some 15 cars at 40c. to 41c. in store. *Peas*—Have been firm, but transactions have been limited; latest sales are of a few cars at 79c. *Barley*—No transactions to report in shipping lots; buyers have been gradually advancing their ideas, and at the close paid from 68c. to 70c. for fair to good. *Rye*—Inactive at about 70c. *Hay and Straw*—Unchanged.

Provisions.—*Butter*—Receipts of Dairy have been very limited, and all offering is readily taken at quotations. Store packed arrives more liberally, and is offered in larger lots, but the demand absorbed all the receipts at full prices. *Eggs*—Are firm at quotations, receipts being small. Shippers have now ceased operating in consequence of the extreme heat of the weather. *Pork*—Nothing doing, but prices firm at quotations. *Lard*—Inactive and unchanged. *Tallow*—Nothing doing.

Salt.—No change in Goderich, which meets a steady demand. Liverpool coarse has been offered to some extent, and 1,000 bags have been taken at 74c., we quote 75c. to 85c. according to quantity.

Wool.—Arrivals have been more liberal, but the demand has quite kept pace with the receipts. Buyers have paid from 30c. to 31c. for all offering, and then have also been sales reported during the week of 5,000 lbs. selected combing at 30½c.; 4,000 lbs. at 30c.; 1,600 lbs. at 30½c.; 2,000 lbs. 30c.; 20,000 lbs. at $1.31; 5,000 lbs. at 31½c. A lot of 25,000 lbs. is reported as offered at 32c. with 31½c. bid and refused.

Money.—Sterling Exchange, 60 days sight 110 to 110¼; gold drafts on New York, par; currency drafts on New York and greenbacks, 89c. to 90c.; American silver, large 5½ to 6¼; small, 6 to 10 discount. Gold in New York has further declined closing at 111⅝.

Freights.—Grain 2c., greenbacks to Oswego, and 2c. gold to Kingston by sailing vessel; from Kingston to Montreal, by barge 4½c.. Steamer rates continue low, freights not offering abundantly. We quote for flour, 12½c. to Kingston; 15c. to Brockville and Prescott, 20c. to Montreal, and 20c. gold to Oswego and Ogdensburg. Railway rates are without change. Per G. W. Railway:—Flour, from Detroit to Toronto 35c. per brl; grain, 18c. per 100 lbs. From Sarnia, 30c per brl; grain 15c per 100 lbs.. From the Suspension Bridge, 25c.; grain, 13c. The Grand Trunk through rates to Liverpool or Glasgow, are: Butter per gross ton 65s: cheese per do. 65s; lard per do. 65s; bacon and hams per do. 60s; beef per tierce, 12s; pork per brl., 9s. flour per bbl., 5s. 6d; grain, 10s. 6d per quarter. Grain taken only in ships' bags. The following are the summer rates of the Grand Trunk Railway: to Halifax 75c. for flour and 38c. for grain; to St. John 75c. flour, 38c. grain. The rates to railway stations are—Flour to Kingston, 25c.; grain, 13c.; flour to Prescott, 30c.; grain, 15c.; flour to Montreal, 30c.; grain, 18c.; flour to St. John, Quebec, 45c.; grain, 23c.; flour to Point Levi, 55c., grain, 28c.; flour to Portland, 75c., grain, 38c.; flour to New York 75c.; grain 38c.; flour to Boston 80c., grain 40c. gold.

OIL MATTERS AT PETROLIA.

(From our Own Correspondent.)

Petrolia, June 20, 1870.

Oil business rather flat this week, chiefly owing to the price of refined, for to use the term of Refiners, there is no money in it at the present price of crude. The production for the last week has been about 4,500 bbls., and the shipments about 1,000 bbls. a day (or 20 car loads) of course this is rapidly decreasing the old stocks, and unless new territory is soon developed we shall not produce enough for our home consumption. No new strikes this week, the McDougal No. 3 is not yet fairly tested, and none of the rest have yet finished drilling in the North West. A Mr. Kennedy, of London, has bought the west part of Lot 9, in the 12th con., 100 acres, with the view of immediate development, they begin to-morrow.

The export firms are doing a large business, in fact the only oil business here; crude is held very firm at $2 per bbl., and in some cases $2.25 has been realized; good fresh pumped this time of the year is worth nearly as much as tanked.

Crude	$2 00 to $2 25 per bbl.
Refined	0 20 to 0 23 per gal.

Petrolia, June 27, 1870.

The production of crude for the last week has not exceeded 4,500 bbls. The shipments are about the same. The Cooly and Summers and other small refineries are shut down, the high price of crude not allowing a margin for profit. The export firms are all busy, and oil matters are generally brisk. There have been no new strikes this week, and the excitement in the North West is gradually abating. Mr Swinyard is about putting down some wells on his lot in Petrolia, and I think with every prospect of success. His old well, the Great Western, is still running and producing some 25 bbls. per day. This is an extraordinary well, having been in operation some four years; it and the old Hillsdale No. 1, are the oldest wells here. The King territory is showing evidence of giving out, and as I have often said, if new territory is not struck, our oil business must soon come to an end. At any rate, a few months must put a quietus to the export trade. There are three new wells going down near the large still; one by Mr. Lawson, one by Mr Thompson and one by a Yankee Company.

Crude in demand	$2.
Refined, none enquired after at	..21 to 23c pr. gal.

THE WHEAT CROP.

Of the estimated wheat crop of the United Kingdom in 1869, of 11,000,000 qrs. 9,879,259 qrs. have as per approximate estimates already been delivered, leaving in the hands of the growers of that crop only 1,120,741 qrs. equal to 8 965,528 bushels.

The stock afloat for Great Britain on the 21st ult. comprised 158 cargoes, of which 46 are San Francisco; 9 from Valparaiso, and the principal portion of the remainder from South Eastern Europe. The aggregate amount of wheat in these cargoes is estimated at 4,250,000 bushels. The stock of foreign wheat in granary in the ten principal importing ports of the United Kingdom, probably exceeded 8,000,000 bushels on the 1st inst. This would give a supply, including the remaining portion of the crop of 1869 in the hands of the growers, amount in transit and in granary, of 23.215,928 bushels, plus the surplus stock of old crop of 1868 held in the growers' hands on the 1st of September, 1869 which from the present large weekly deliveries was probably larger than has been estimated; but allowing for the normal stocks. September 1, 1870, and the later harvest as an offset to this, there is full three months consumption at the rate of about 14,000,000 bushels per month, or 42 000,000 bushels, less 21,215.928 bushels, to be provided for, which will equal about 21.000 000 bushels. The new crop will not probably be harvested till about the first week in September, and will not be available for consumption till about October 1st, 1870. It is not probable the shipments from all American ports to the United Kingdom during the next three months will exceed 8,000,000 bushels, including flour estimated as wheat, and it is doubtful, with the present volume of movement at and from lake ports and California, if we shall have even this amount to supply that Kingdom, as there is a very considerable demand for the Continent, the West Indies, South and Central America and the Provinces. Assuming that America can supply 8,000,000 bushels of wheat for export during the three months ending September 1, there will remain to be supplied from other sources about 13,000,000 bushels.

This must mainly be derived from the Black and Azov seaports. The stocks of all Baltic ports are light, and what there has been of surplus for export since the re-opening of navigation, has been divided between the United Kingdom, France, Belgium, Denmark, and Holland. The demands of France and Mediterranean ports have taken a very large share of the shipments from the Black Sea, since the re-opening of navigation. The supply from the Baltic Sea ports from the 1st of June to the 1st September, will be small. It is estimated that from the 1st April to the 1st of September, the surplus from the Baltic would not exceed 6,000,000 bushels for all countries. Of 29 cargoes of wheat cleared from Odessa from May 1st to May 24th inclusive, 15 were destined for Mediterranean ports, principally France, and 14 cargoes to Great Britain. The French demand will probably not be of long continuance, unless there shall be a prolongation of the drought that had prevailed during a considerable portion of May. This will be more apparent from the

WHEAT CROP OF FRANCE—IMPORTS AND EXPORTS.

	Crop Wheat, Bush.	Av'ge annual Consumption. Bush.	Imports Wh.&Fl. Bush.	Exports Wh. & Fl. Bush.
1867	304,990,754	331,702,242	41,027,870	16,611,023
1868	462,222,667	331,702,242	45,136,893	15,147,206
1869	367,433,334	331,702,242	16,891,200	13,101,994
Total	1,098,645,755	955,106,726	103,055,963	44,861,253
Ave., 3 years	366,215,585	331,702,242	34,351,988	14,954,754