

WINNIPEG MARKETS.

SATURDAY AFTERNOON, March 5.

(All quotations, unless otherwise specified, are wholesale, for such quantities as are usually taken by retail dealers, and are subject to the usual reductions for large quantities, and to cash discounts. See additional quotations on inside back cover.)

The very mild weather which prevailed during the week had its influence upon business, in drawing attention toward spring lines, and indications point to an early movement in spring goods. Several additional building contracts were announced, and prospects seem favorable to an active season in lumber and other branches of building supplies. Spring is hardly expected to set in yet for good, but the weather has been very mild for the past week, and a continuance of the same for a short time longer will soon remove all traces of winter. In the green fruit trade apples are firm at \$3.75 to \$4 per barrel for fancy stock. California oranges are easier, but Floridas are firmer. Sugars are easier, granulated being obtainable at 5c in wood, and 5 to 10c per 100 lbs lower in bags. The market is well supplied with fresh fish, at last week's prices. A few strawberries, the first of the season, were brought in and sold retail at a fancy price. Advices from the east report that the Ontario cotton mills will be taken over by the cotton syndicate on April 1, thus increasing the strength of the cotton combine. It is also reported that three large paint manufacturers have amalgamated under the name of the Canada Paint Company, limited. The firms are Ferguson, Alexander & Co., Wm. Johnson & Co., both of Montreal, and A. G. Penchen & Co., of Toronto. The sugar trade east is still demoralized, and jobbers have been selling under cost. The sugar refiners held a meeting at Montreal on Friday to consider the situation.

GRAIN AND PRODUCE.

GENERAL WHEAT SITUATION.—The wheat markets have been inclined to quietness, and without important features. On Monday United States markets were slightly lower than Saturday previous. Cables were irregular, but mostly lower, and there were large receipts in northwest states, Duluth receiving 196 cars and Minneapolis 1,047 cars, for two days. The visible supply statement showed a decrease of 363,000 bushels, making the total 41,111,023 bushels, compared with 22,926,411 bushels a year ago. On Tuesday United States markets were slightly stronger, but closing prices showed very little change from the previous day. Cables were again irregular but mostly easy. Wheat and flour on ocean passage increased 640,000 bushels. Duluth receipts were 90 cars, Minneapolis 429 cars. On Wednesday United States markets were higher gaining about 1c, though the feeling was uncertain. New York was a liberal buyer. Reports as to the condition of winter wheat are beginning to influence the market, though so far reports have been contradictory. While it is admitted that the weather during February was not very favorable for winter wheat, yet at the same time there appears to be no reason to believe that the crop has received any serious setback. The month of March, however, will be the most trying time for the winter crop, and this critical period being now on, crop news will be anxiously watched for, and no doubt there will be the usual scares on this score. Early Liverpool cables on Wednesday were lower, but later were higher. Duluth received 133 cars, and Minneapolis 330 cars. On Thursday United States markets took the usual downward turn again, closing 3c lower than Wednesday, influenced by free selling to realize. Cables were higher. On Friday there was little change in the situation. Prices

in United States markets advanced slightly, on firmer cables, but later cables were easier and prices declined.

LOCAL WHEAT SITUATION.—One of the features of the week, and rather a disagreeable one, was the increase on some days of offerings of damp wheat. This was probably due to the very mild weather. The weather was soft most of the week, with rain on some days, and wheat which had ice or snow amongst it, would go damp from the thaw, and would be more readily detected than in frosty weather. A good many car lots passing Winnipeg inspection, were reported damp, and it looks as though there will be a considerable loss somewhere. This will fall upon farmers who are holding damp grain, as well as upon dealers who have purchased it. It is regrettable that there is so much damp wheat, and in fact it is also to some extent annoying that such is the case, seeing that the trouble was largely avoidable. The trouble is from winter threshing of stacks which were not in condition to thresh, and which should have been allowed to stand. More or less threshing has been going on all winter, and threshing has been done even on days when the snow was drifting badly, and when it was practically impossible to keep the grain dry. It is impossible to give an estimate of the loss from damp grain, but it is to be feared it will be considerable. It has been becoming increasingly hard of late to dispose of lowest grade stuff. No. 3 regular does not seem to be wanted any more at any price. With soft weather setting in, the outlook for the sale of very low grade stuff is not encouraging to holders. There was some increase in farmers' deliveries at country points. At a few country markets there was a fair movement, but the aggregate was light, and the movement from first hands continues very small—so small that many buyers are off country markets. The last weekly statement showed an increase of 237,670 bushels in stocks in store at Fort William, making the total 1,839,328 bushels, as compared with 580,227 bushels a year ago. The movement to store at Fort William was large in comparison with farmers' deliveries, and consequently country elevator stocks have been reduced. Manitoba country and terminal elevator stocks amount to about 3,275,000 bushels. For the week ended Feb. 27, 334 cars of wheat were inspected at Winnipeg, as compared with 276 cars for the corresponding week last year.

Following were quotations on the call board of the Winnipeg grain exchange during the week:

Monday—No. 1 hard, \$1.01½ and 1.03 bid, car lots at North Bay. No. 2 hard—Sellers at 99c to \$1 North Bay, 97c bid; \$2½ bid for in store Fort William. No. 3 hard—Sellers at 91c North Bay, and 90½ in elevator Montreal. No. 2 northern—1 car in store. William, sold at equal to 61c Manitoba. The same bid for 10 cars more. No. 1 regular—51½c bid for 12 cars, on track Manitoba point, sellers at 52c. No. 2 regular—Sellers at 41c, 39½c bid Manitoba point. No. 3 regular—Sellers at equal to 32c Manitoba point for 1 car at Montreal.

Tuesday—No. 2 hard—Sellers at \$1 North Bay, 95c bid, 10,000 bushels offered at 92c afloat at Fort William, May delivery. No. 3 hard—Offered at Montreal and 91c, 89c bid; sellers at 90c North Bay, 89½c bid; 10,000 bushels offered at \$1c, afloat Fort William, May delivery. No. 2 northern—Offered at 64c country point. No. 1 regular—Sellers at 53c, 51½c bid, for 5 cars, Manitoba point, 2 cars at North Bay sold at equal to 52c Manitoba point. No. 2 regular—offered on Northern Pacific at 42c, 40c bid. No. 3 regular—Offered 31c, offered in Montreal at equal to 32c.

Wednesday—No. 1 hard, \$1.03 bid for 5 cars at North Bay. No. 2 hard—Sellers at 99c North Bay, 95c bid; sellers at 91 and 92, afloat Fort William, May delivery, for 5,000 or 10,000 bushels respectively; 53½c bid for on track Fort William, seller \$4c. No. 3 hard—Two cars in elevator, Montreal, offered at 89½c, 88c bid; 88c bid North Bay; seller 83c and 83c afloat May. No. 1 regular—51c bid for ten

cars, country point; 52c bid for March Shipment. No. 2 regular—Offered on Northern Pacific at 41½c, 40½c bid, offered 70½c North Bay. Feed wheat offered at 21c country point.

Thursday—No. 1 hard—\$1.02½ bid for round lot half March and half April shipment at North Bay. No. 2 hard—Sellers at \$1 and 99c North Bay, 98 and 98½c bid; seller 10,000 bushels afloat Fort William, May, at 92c; 83½c bid Fort William; seller 2 cars in store, Fort William, 86c—seller Grand Trunk, Ontario, 91c, 90c bid. No. 3 hard—Seller 10,000 bushels, afloat Fort William, May, 84c; 1 car sold at 90c, North Bay. No. 2 northern—Offered equal to 64c on track, country point. No. 1 regular—51c bid for ten or fifteen cars, country point, sellers 52½c; sellers afloat May at 72 and 73c, 70 bid. No. 2 regular—Sellers 41 and 42c country point, 40c bid. No. 3 regular—Sellers 32c, 31c bid, country point.

Friday—No. 1 hard \$1.02½ bid North Bay. No. 2 hard—Seller 99½c North Bay, 97c bid; 5,000 and 10,000 bushel lots were offered at Fort William, afloat May delivery, at 91 to 92c, 90c highest bid. No. 3 hard—seller 90½ North Bay, 90c bid; 10,000 bushels offered 81c afloat M.y, 79c bid. No. 2 northern—Two cars offered at 64c country point. No. 3 northern—Offered at equal to 55c country point. No. 1 regular—Sellers 5,000 and 10,000 bushels afloat May at 70½ to 72c, 69c bid, seller equal to 53 country point for in store Fort William. No. 2 regular—Fifteen cars sold at 42½ country point. No. 3 regular—Seller 30c country point, 28c bid. Feed wheat offered at 22½c country point.

On Saturday cables were lower. Telegrams indicated a better feeling in United States markets but the close was weak and lower. United States exports for the week were reported by telegram at 2,900,000 bushels, as compared with 3,300,000 bushels for the previous week. On change, Winnipeg, 3 cars No. 2 hard sold at 99c, North Bay. No. 3 hard, 90c bid for 5 cars, North Bay. No. 1 regular, 51½c bid, Manitoba country point. No. 2 regular sold at equal to 41c, Manitoba country point, for two cars en route to Sarnia, and 2 cars in store Fort William, also sold at equal to 41c Manitoba point.

FLOUR.—Quotations are unchanged. Jobbing prices to the local trade in broken lots are as follows per 100 pounds: Patents, \$2.40; strong bakers', \$2.20; second, do \$1.70 to \$2.00; XXXX, \$1.20 to \$1.40; superfine, \$1.10 to \$1.15. Less than 100 pound sacks 5c extra per hundred. These prices are for well known brands. Some brands selling under quotations.

MILLS OFF.—Prices are irregular, and there is a wide range of quotations. Bran has been quoted at \$9.50, and even \$9 per ton, in ten ton lots, while up to \$10 and \$11 is quoted for smaller lots, to the local trade, with shorts held \$2 per ton higher. The lower quotations on bran would indicate the value at country mills, in car lots, at \$6 to \$6.50 per ton.

OATS.—Car lots on track at Manitoba country points, on a 22 cent rate to Fort William, were held at 15 to 20c per bushel of 34 pounds, but these figures did not induce much business, as buyers would not bid over 16½ to 17½c, for feed quality, and about 20c for cars delivered at Winnipeg. On the Winnipeg street market offerings were more liberal, and prices at 20 to 21c. On Saturday five cars of feed oats sold at 18c, country point, on a 22 cent freight rate to Fort William.

BARLEY.—This grain continued very dull and slow sale. Car lots at country points were held at about 21c per bushel of 48 pounds, for feed quality, with buyers at about 20c. Winnipeg street price 20 to 22c for feed and 24 to 25c for malting samples, at local breweries. One car sold to day at 20½c, country point.

MEALS.—Jobbers are selling mostly at \$2.50 for rolled oats and granulated meal, and \$2.40 for standard per sack. Some brands of standard are quoted at \$2.30, and granulated at \$2.40. Oil cake, in bags, \$20 per ton; oil cake meal, \$23