

stocks of high grades held here, millers would not be inclined to accumulate further stocks, were it not for the good demand for bran and shorts. Patents has declined 10c for local trade owing to the accumulation of this grade. The demand has been principally for baker's grades of late, whilst last season it was mainly for patents. The change is owing to the fact that the wheat is a much better sample than the crop of 1895, and therefore the flour is of better quality this season. Quotations for lots delivered in the city, or f.o.c. for local trade, are: patents \$2.25; strong baker's \$1.80; XXXX \$1.20 to \$1.30; superfine 00c to \$1.00. In the low grades stocks are light, there having been a disposition to run a portion of this into shorts, the price of the latter being nearly equal to low grade flour, taking into consideration the cost of bagging, etc. A Montreal report says: The flour market continues tame and very quiet, as a rule. There was, however, a better feeling in Manitoba strong bakers, sellers of which advanced the market 5c to \$1.35. In other grades values were no better than steady, with only a local trade in progress. Among sales reported were 300 barrels patents at \$4.55 to \$4.65, 100 choice superior at \$4, six cars Manitoba strong bakers' at \$4.35, and two car medium do. at \$4.15.

MILLSTUFFS

Unchanged at \$14 for bran and \$16 for shorts.

OATS

About the usual quantity offered and prices steady, and ruling at from 44 to 15c for cars on track. Manitoba oats offered have usually been very dirty, being mixed with seeds and other grains. Dealers complain of this to a great extent.

OATMEAL

Prices hold steady at \$2.60 for standard and \$2.75 for granulated, in trade lots.

EGGS.

Have ruled easier during the week, and case lots were selling at 21c, with some slow sale at that. There were still some imported in the market, but no more will be brought in. Country lots have commenced to arrive, and from this forward will be in sufficient supply to fill all demands. Some lots of Manitoba sold at 22c, with imported held at 21c. It is not thought that prices will go below 20c until after Easter, though the feelings is not firm.

BUTTER

There is no improvement in this market, and the feeling is dull and easy. In some instances country dealers have urged the sale of lots held by commission men here, even at a cut on ruling prices. Prices seem irregular and there appears to be quite a range to quotations. However, 18c seems to be about the usual price for good quantities, in such small lots as are taken. Were there any calls for good round lots, these prices would be shaded for the best in the market. Several lots of butter have recently arrived in very bad shape, such as would render them entirely unsaleable in a sluggish market, such as this is at present.

DRESSED MEATS.

Hogs were still coming in, in small lots, and were taken at 6c for good medium. Some poor lots sold at \$5.85 to \$5.95. There was very little change in the situation, but that little was probably in the direction of easier prices. Frozen beef was in good supply, and best qualities of country sides brought 5½ to 5¾, with the range down as low as 4c for poor to medium sides.

CURED MEATS

Prices were steady at last quotations, though there were rumors of shading prices a fraction on hams. Quotations are reported as follows: Long-clear, in lots of under 500 pounds, 10c; over 500 pounds 9½c; breakfast bacon, clear, 12c; breakfast bacon, unclear, 11c; spiced rolls, 11c; hams, 13½c; mess pork, \$18 per barrel.

LARD

Firm at the late advance, as follows: \$2.2

per per pail of 20 pounds. Three-pound pails, 43c; five-pound pails, 65c each.

LIVE STOCK.

There seems to be a great deal of uncertainty as to what the condition of the live stock market will be this spring. One butcher thought choice stall-fed cattle would bring 54c, giving as his reasons that choice cattle would be very scarce, owing to scarcity and dearth of feed. Another large buyer thought 4½ would be the top price reached, and he believed that there would be plenty of good cattle forthcoming as soon as they were wanted. No offerings of consequence have yet been made, and it is expected that about ten days will elapse before cattle will be moving actively. There is still a plentiful supply of frozen beef on hand, though stocks are not as large as they were last year at this time. It is said that cattle have been offered for April and May delivery at 4 to 4½c.

HAY

There was a considerable inquiry for pressed hay for western shipment, with car lots obtainable at \$7 to \$8 per ton, according to quality. On the market there were plentiful offerings, at \$8 to \$9 per ton.

VEGETABLES

One day last week a load of potatoes brought 80c on the market, but this probably the top price for this season. With mild weather offerings are expected to be plentiful, and prices will be lower; 60c is about as much as could now be relied upon. Prices are irregular. Other vegetables are scarce, and almost anything would command high prices in this line.

POULTRY.

There is still a considerable quantity of turkeys and geese in the market, which are held at 8 to 10c.

MINNEAPOLIS.

There has been little speculative life in the markets anywhere, the past week, fluctuations being confined within a limited range. The legitimate movement has been quite free, however, and under ordinary circumstances this would be a healthy sign, but the bear malaria has impregnated too many traders to be easily eradicated. It was this which prevented a healthful advance in January, and it is this, coupled with the presence of large supplies, which makes any decided and permanent advance impossible, so long as prospects remain good and the peace in Europe is undisturbed. "At about 80c for May wheat in Chicago," says a veteran observer, "the movement will be free and steady for some time. Put it five cents higher and buying will stop. Wheat may be cheap at present prices, but try to get more for it and you will kill business."

Local receipts were less than last week, while shipments, were much heavier. Shipments promise to continue large, at least until the end of the month, while there are no signs of a material decrease in receipts.

The highest and lowest wheat prices by grade on 'change during the week ending Mar. 23, closing prices, and the prices one year ago were:

| WHEAT— | Highest. | Lowest. | Closing. | Mar. 17, 1896. |
|--------------|----------|---------|----------|----------------|
| No. 1 hard | 76½ | 76½ | 76½ | 84 |
| " 1 northern | 74½ | 74½ | 74½ | 78 |
| " 2 " | 72½ | 72½ | 72½ | 70 |

FLOUR.—Some millers report an improved and steady export demand, with a fair business doing and prices steady, while others say they are receiving no cables whatever. The same diversity of sentiment is apparent regarding domestic trade, but the facts that the mills are

making all the flour they can, shipments are large and the new freight rates fairly satisfactory indicate a more healthy condition of the market than has prevailed for some time.

Quotations at the mills for car or round lots are: Patents, \$4.20@4.40; straights, \$4.00@4.20; first bakers', \$3.50@3.70; second bakers, \$2.85@3.00; best low grades, \$1.80@2.00, in bags, red dog, \$1.40@1.50, in bags.

These quotations are on flour in barrels, except as stated. The rule is to discount 25c per bbl for 280 and 140 lb jute bags, 20c for 98 lb cotton sacks, 15c for 49 lb cotton sacks, 10c for 24½ lb cotton sacks, and 15c for 49 paper sacks. In half barrels, the extra charge is 30c per bbl.

MILLSTUFF—Is still in active demand and most millers have sold their output well ahead. Bulk bran closes at \$11.50@12 and shorts at \$11.75@12.50 per ton.—Northwestern Miller.

Crossing the Ocean in Four Days.

We last week stated that the Arrow Steamship and Shipbuilding Company of New York had purchased the Marine railroad and shipyard at Alexandria, Va., for the purpose of building ocean vessels. We now learn that the purpose is no less than a revolution in steamship traffic across the ocean.

"We will begin work at once," said Robert M. Fryer, chief engineer of the line, "to build the ways for our first steamship, the Pocahontas, but there are to be no extensive shops built there. Our frames, which are simply the bulkheads, and all of the plates will be prepared at the works where we are having them made. The completion of this vessel and others to follow, will mark an era of revolution in the transatlantic trade, since they are to be constructed upon a new principle and with an estimated speed to make the voyage from New York to Liverpool in a little more than four days. We will not carry any freight, excepting, possibly, a few express packages, but the vessels are designed for passenger traffic alone."

It is said that twelve such vessels are to be built, each to bear a historic Indian name. The models and drawings at the office of the company present a unique and promising appearance, but other people are not so sanguine of the success of the company and the practicability of the vessels as are the directors. Mr. Fryer believes that he has solved the problem of swift and safe ocean navigation in this creation of his, as the vessel is solely his invention.

The Pocahontas is to be an iron and steel ship, and instead of being built on lateral lines, as has always been the custom, she will be built on sixty-eight transverse steel walls or bulkheads seven and a half feet apart, each of the full size and accurate shape of a cross section of the vessel. These walls will have openings cut in them for the saloons, passage-ways, tunnels, etc., with vertical longitudinal walls through them, thus making 1,060 water-tight compartments, of which 500 are to be below the water-line. She will be provided with compound engines of 27,000-horse power, capable of giving a speed of twenty-two knots an hour. There will be twenty boilers to furnish steam for the main engines, placed fore and aft of the vessel, with three smoke-pipes on each side of the ship next to the rail. What effect heavy seas will have on the smoke-pipes thus arranged remains to be seen. Her dimensions are to be 540 feet in length, 40 feet beam, and draft of water 25½ feet.—Ex.