

### Toronto Grain and Produce Market.

**Wheat.**—The offerings of wheat are very small, there is a good demand, and the markets are very firm. Cars of red wheat sold to-day delivered to a mill west at 80c, and 80c was asked for white wheat on the lines west. Manitoba wheat is firmer. Cars of No. 1 hard are quoted at 80c asked grinding in transit, and 78c bid; No. 1 northern is quoted at 77c and No. 2 hard at 76c. No. 1 hard is quoted at 71c; Midland and No. 2 northern at 73c. O. 'Change to-day 78c was bid for No. 2 fall east; No. 1 hard was offered at 74c on track Midlands, and No. 2 hard was offered to arrive North Bay at 76c; two cars of No. 3 hard sold to arrive on track North Bay at 71c; No. 3 hard was offered at 70c Prescott, and 69c was bid for it.

**Flour.**—There is an active demand for flour, and the market is strong and higher. A car of Ontario patent sold at \$3.75 Toronto freights, and the millers are asking \$3.60 for straight roller Toronto freights. Manitoba flour is firm and in good demand.

**Millfeed.**—Is in good demand and steady; cars of shorts are quoted at \$12 to \$13, and bran at \$11 to \$12.

**Birley.**—No. 1 is quoted at 41 to 45c, and fancy No. 1 at 47 to 48c east; No. 2 is nominal at 39 to 40c east.

**Oats.**—The market is firmer in sympathy with the advance in the other markets. Mixed are quoted at 22c and white at 23c to 21c west. On the 'Change to-day mixed oats were offered outside on a ten cent freight to Toronto at 23c, and white were offered at 23c, with 23c bid. On the track here cars were quoted at 27c.

**Butter.**—Pound prints are in fair demand and sell easily. Large rolls are plentiful and sell at 13 to 14c, with a little more for extra choice. Fresh dairy tubs are quoted at 14 to 16c, and low grade and medium are slow at 8 to 11c. Pound prints bring 14 to 16c. Creamery butter sells well at 20 to 22c for rolls and 17 to 20c for tubs.

**Eggs.**—Pickled sold well at 14 to 15c for five and ten case lots and 15c for single cases. Late gathered offer at 17 to 18c and cold storage at 15 to 17c. New laid 21 to 22c.

**Dressed Hogs.**—Receipts were fair this morning and prices steady. For car lots of select weights \$1.70 to \$1.80 is quoted. Mixed cars sold at \$1.60 to \$1.65.—Globe, January 28.

### United States Iron Trade.

A more cheerful tone pervades the iron trade, chiefly because the past week has demonstrated that further demoralization in the cruder products has been put a stop to. Influences powerful in the control of the two principal raw materials, Connellsville coke and lake ore, have decreed that prices on them for 1895 shall not go back to the low figures of 1895. Those who purchase these supplies have reached the conclusion that they have not only the desire but also the ability to do in the near future what they have set out to accomplish. In the coke trade it is hinted that further pressure may be applied. In ore the percentages of allotment are said to be fixed.

This heroic treatment has already caused a number of outside Bessemer pig iron workers to stop work, some of them preferring to cover their sales by buying iron in the open market to making the iron themselves.

Our statistics published elsewhere, show how great the need of a reduction of output is all over the country. During the month of December there was an accumulation of about 100,000 tons of coke and anthracite pig iron, outside those plants which make iron for their own use. Now it is known that a number of the steel works have accumulated iron. On the other hand, it is true that some exag-

gerated reports have been given currency, like those relating to the surplus purchases of a leading concern in the Central West. In the past year the requirements from outside sources have risen as high as 50,000 to 60,000 tons per month. Since the amounts to be received during the first four months of the current year are only 35,000 tons, additional purchases may be necessary before the great new furnace plant of the company puts it in a position to take care of its own requirements.—Iron Age.

### Bounty on Agricultural Exports.

The Lubin project for a bounty on our agricultural exports has been considered by some of the eastern United States granges and received their approbation. The idea is that the manufacturing industries have for thirty years been receiving the benefit of a tariff for protection, whereby the prices of things sold to the farmers have been increased. The farmers have borne this on the plea of "infant industries" and fear of "pauper labor" till now, finding themselves in competition with the cheap wheat and cotton producing countries of the world, the enhanced prices of the things they buy begin to tell on them and they want the burden equalized by a bounty on their exports. This bounty will enhance the home price of their product as the protective tariff does that of the manufacturers and place them on an equal footing in the support of the home market. This is their argument and the alternative they offer is absolute free trade. The state granges are considering the subject; Pennsylvania is the last one to speak. The constitution forbids any bounty on exports, so their plan can only be carried out by its amendment, if at all. The alternative proposition of free trade is what is exciting the attention of the protected classes. Lubin has found many believers among the farmers, who see in his argument the explanation of the general depression of the agricultural interests for some years back.—Milwaukee Journal.

### Report on Farm Animals.

The Orange Judd Farmer this week publishes the results of an investigation, made through local agents in the different counties of the country, relative to the number and values of farm animals in the United States. The total value of all classes of animals is estimated at \$1,864,420,000, or \$62,189,000 less than a year ago. This is the lowest yet reached since the decline began in 1893, when the total value of farm animals was reported at \$2,493,083,000, a shrinkage in this one item of farm property in three years of \$322,663,000, or 25 per cent. The heavy decline in the past year has been in horses and mules, the loss in value amounting to \$139,000,000. Milch cows have increased substantially in numbers and hold their own in price, while other cattle show a little enlargement in numbers and decided improvement in price.

The total number of hogs is less than two per cent smaller than a year ago, loss from sickness in some districts being offset by substantial increase in others, notably the South and the districts that suffered a corn failure in 1894. The slaughter of sheep continues, this class of animals showing a farther shrinkage during the year of nearly 3,000,000. From 1889 to 1893 flocks increased by 5,000,000, while from 1893 to 1894 the average decrease has amounted to that figure each year, while those remaining show a shrinkage in value of 91c, or 34 per cent per head.

The total number of farm animals on January 1 are estimated as follows: Horses, 15,867,000; mules, 2,310,000; cows, 17,787,000; other cattle, 32,602,000; sheep, 32,818,000; hogs, 46,302,000.

### Pork Packing and Provisions.

Western packing shows a total of 880,000 for the week, compared with \$410,000 the preceding week, and 460,000 for corresponding time last year. From November 1 the total is 5,190,000 against 5,255,000 a year ago. While the quality continues good in some of the markets it is declining somewhat in others, which fact is being taken by dealers as an indication that marketable stock is now closely disposed of. It is not plain yet, however, that the lessening of supplies at this time is entirely or even mainly due to the near approach to the end of liberal numbers, but is likely the result at least in some degree of the effect of an advancing tendency in values, which naturally encourages delay in shipments. The recent speculative interest in the product and decided advance in the market from the especially low point prevailing have given assurance of better prices for hogs, which fact with the wide margin of profit in feeding operations at current values of corn, should be expected to serve as a temporary check to marketing operations. It seems reasonable to regard the situation as one influenced more by prices than by scarcity of animals. At the close the average of western markets is about 80 cents 100 per pounds higher than a week ago for hogs, the general average being about \$4.00.—Cincinnati Price Current, Jan. 28.

### Consumption of Coffee.

A house in New York has just completed statistics for the year, in which it is shown that the total sales of coffee of all kinds in the United States during 1895 was 272,506 tons, against 263,274 tons in 1894, and 247,717 tons in 1893. The receipts of Brazilians into the country were 3,311,604 bags, and the distribution from the seaports, 3,230,660, comparing with 3,169,028 in 1894 and 3,208,042 in 1893. These figures are significant in showing good full average consumption, but in their application to present position must be taken in conjunction with the fact that on January 1st the world's visible supply of coffee was much in excess of last year; the quantity available for this country was then and has since shown an amount very much in excess of January, 1895, and the absence of any hints of damage to the growing bean is strong evidence that previous liberal estimates of next crop are not now assailable. Cocoa has been marked down fractionally since the opening of the year, and the shading on cost served as a momentary attraction for a little more demand, but manufacturers are again in an indifferent attitude. The supply, however, is held fairly well, as desirable cocoa is unquestionably cheap and ought to secure greater attention.

### Grain and Milling Notes.

The barley crop of 1895 was by far the largest ever grown in the United States being 87,373,000 bushels as against 80,000,000 in 1891, and 70,000,000 bushels, the average for ten years back. The average crop for the past twenty years is 52,500,000 bushels.

A Montreal dispatch says that the Canadian Pacific Railway Company will build at Fort William, the coming summer, another mammoth elevator of as large capacity as those already there. A mammoth flour shed, 500 by 75 feet, will also be erected. This statement is no doubt true, as the elevator is needed, the wheat production of Manitoba having exceeded the present elevator capacity at the Lake Superior ports, though it is not likely a start will be made on the elevator until it is seen how the next crop is likely to turn out.

The total receipts of wheat at the four principal United States winter wheat points, Toledo, St. Louis, Detroit, and Kansas City,