

week. Exports continue quite heavy and in this fact lies the only hope for a strong market later on. "There is plenty of wheat, and good wheat," said a heavy buyer. "Putting up prices will simply result in overflowing elevators and a stoppage of exports. It has been selling for all it is worth, and farmers who sell now will get as much as they will by holding it six to ten months, without the risk of heating or weevil. I can't see anything to bull wheat on."

The highest and lowest wheat prices by grade on change during the week ending to-day, closing prices, and prices one year ago were:

			August 17.	1885
Wheat.	Highest.	Lowest.	Closing	
No. 1 hard..	75½	73	75½	85½
No. 1 north'n	73	71	73	82
" 2 ..	69	68	69	79

Futures were higher and strong, in sympathy with cash, September 1 hard opening at 74½c and closing at 77½c; October opened at 75½c and closed at 77½c; November opened at 77c and closed at 77½c. September 1 northern opened at 72c and closed at 73½c. New wheat sold 1 to 2c below old on all grades. Coarse grains were quiet, corn closing at 38 to 44c and oats at 24 to 27c, all by sample.

MILLSTUFF—Has been easy and in fair supply, bulk bran closing at \$8.50 to \$8.75 and shorts at \$9.25 to \$9.75 per ton.

FLOUR—There is a fair export demand, at slightly better figures, bakers grades being most wanted. Domestic trade is moderate in volume, the markets of the east being crowded as hard as possible by millers of all sections, who wish to run their mills full time, if possible. Local millers are not working very hard for orders at small margins, because of the prospect of insufficient power for some time to come. They say they can not afford to use steam until there is more profit on flour, and do not care to get behind on orders while they depend on the river.

Quotations at the mills for car or round lots are: Patents, \$1.30 to \$4.50; straights, \$3.90 to \$4.25; first bakers', \$3.40 to \$3.60; second bakers' \$2.90 to \$3; best low grades, \$1.70 to \$1.90; bags; red dog, \$1.30 to \$1.40, in bags.

These quotations are on flour in barrels, except as stated. The rule is to discount 30c per bbl for 250 and 140 lb jute bags, 20c for 112 lb cotton sacks, 15c for 49 lb cotton sacks, 10c for 24 lb cotton sacks, and 20c for 49 lb paper sacks.

The mills did not close down the latter part of last week as was expected, and the flour production reached a very fair figure, considering the difficulty experienced from low water. The output of the week was 121,175 bbls—averaging 20,130 bbls daily—against 142,230 bbls the preceding week, and 72,620 for the corresponding time in 1885. The matter of letting the water out of the canal to clean it was reserved for the present week, this being done Sunday morning, and since that time all except three of the mills have been idle. The three running are the Pillsbury A, Columbia and Phoenix, representing a capacity of about 9,000 bbls. With the other mills down, they have ample power, and are running strong. Those who have the cleaning of the canal in charge state that they will be able to finish up the job so that the mills can resume work Thursday, but the general impres-

sion prevails that Monday will be nearer the time when this will occur. Most of the mills are taking advantage of the stop to make needed repairs, instead of closing down later. The exports are kept in the forties, not varying greatly up or down. With a slightly stronger wheat market, flour has taken on rather a better tone. There is quite a brisk demand for bakers', but not at prices to induce millers to sell freely.

The table below gives the exports of flour from Minneapolis for a series of weeks:

Week ending—	Bbls	Week ending—	Bbls
August 14 ..	45,920	July 3	62,200
August 7 ..	49,025	June 26	56,552
July 31	44,650	June 19	44,400
July 24	49,500	June 12	50,000
July 17	48,000	June 5	79,750
July 10	48,000		

The following were the receipts at and shipments from Minneapolis for the weeks ending on the dates given:

	Aug. 17.	Aug. 10.	September 1 to Aug. 17.
Wheat, bus ..	357,750	409,756	31,934,080
Flour, bbls ..	377	160	147,308
Mills off, tons.	25	29	18,425

	Aug. 17.	Aug. 10.	September 1 to Aug. 17.
Wheat, bus ..	81,950	56,650	5,974,880
Flour, bbls ..	108,010	100,435	5,218,726
Millstuff, tons.	2,956	2,874	170,435

The wheat in elevators in Minneapolis, as well as the stock at St. Paul and Duluth, is shown in the appended table:

	Aug. 16.	Aug. 9.
No. 1 hard, bus ..	1,119,947	1,136,412
No. 1 northern, bus ..	556,442	591,946
No. 2 northern, bus ..	277,760	305,160
No. 3 ..	9,125	8,248
Rejected ..	23,750	20,465
Special bins ..	223,533	267,502
	* 2,239,567	2,329,736

Amount in store same date last year

* These figures do not include a considerable quantity of wheat in private elevators and sheds and annexes to regular elevators, nor that in mill bins.

	Aug. 18.	Aug. 11.	Aug. 4.
In elevators—			
bus ..	530,000	577,000	631,000
Same date last year	530,000	503,000	502,000

	Aug. 16.	Aug. 9.	Aug. 2.
In store, bus ..	2,819,036	3,038,300	3,332,605
Same date last yr.	1,935,746	2,301,300	2,658,900

—Northwest Miller.

Communication.

To the Editor of The Commercial, Winnipeg:

SIR,—Your well timed remarks, in your issue of the 10th instant, about the need of proper mail arrangements in Southwestern Manitoba, have been read in this neighborhood with much interest.

A fortnight ago I wrote a letter on this pressing subject to the *Free Press*, but so far as I am aware this has not been published, and consequently I conclude it has not reached its destination.

Some months ago my sons and I were asked and readily signed a petition for a bi weekly mail service to this district; to that more than respectful application we have, so far as I know, not been favored with any reply, but a short

time ago we were indignantly surprised at an alteration in our mail service which not only does not give us any increase, but positively makes it worse than it has hitherto been; this I will demonstrate as follows:

UNDER THE OLD PLAN.

We got our mail on Monday morning, it went out again to Pilot Mound, on Tuesday; thence to Manitou on Wednesday; on to Winnipeg, and if a letter was immediately answered we got our reply on the following Monday, or say eight days in all.

UNDER THE NEW PLAN.

Our letters come in on Friday, answers go back to Pilot Mound on Saturday, and actually lie there until the following Tuesday and after various delays reach Winnipeg shortly after our following week's mail has left; the result is, our answering post has another long detention in Manitou and Pilot Mound, and we get our supplies (provided our letters are answered immediately) in about 15 days.

The whole distance is by road or rail under 130 miles; you can drive to Winnipeg and back by a shorter route (about 225 miles in all) so by the moderate walking of 20 miles a day, would walk to Winnipeg and get our replies in at least four days less than by "Her Majesty's Mails."

The mail sent west is as bad as this if not worse; I have had disagreeable experience of this lately in letters, I have written to the Turtle Mountain district; I will instance one only as illustration of all. On the 8th of July I sent a letter to Fairburn P.O., in the reply my correspondent wrote "I have just received your letter and have just time to answer it before the mail goes out again," that reply reached me on the 30th ultimo, or nearly twice the time that it takes for a letter to reach Winnipeg from England. The mail authorities manage to absorb this time by sending the mail the longest possible route; now what I have to write about this I can hardly expect you or your readers to believe but the following are the facts: a train goes along from Pilot Mound west daily, and stops at Killarney, some 14 miles from Fairburn P.O., by this route the distance would be say 60 miles, and we should get a reply in 3 days, but instead of this the Postal Department manage to get through 22 days, or more than 7 times what they should by sending the letter 130 miles dead away from Fairburn, viz. to Winnipeg thence 132 miles to Brandon, and from there through an end of post offices. South some 75 miles to Fairburn, in short go over five and a half times the distance that is necessary.

The railway west from Manitou has been running fully 9 months and has been in excellent working order for the last two thirds of this time, but it will hardly be credited that the mails are still treated as if the extension had never been made, in fact the service as shown in this letter, is now worse than it was before we got the Railway.

The above facts not only concern us locally, but they very seriously concern Winnipeg as well; the country affected is very large and contains many scores of settlements in the very best part of Manitoba, and so wretched a mail service must seriously damage the trade, development and best interests of the Province; if what I have related concerned a country ruled by Turkey, or some part of Central Asia, or even one of the South American States, it might be credited, but it can hardly be believed of this country which is supposed to be managed by good vigorous Anglo Saxon blood.

I saw a short time ago that the head of the Postal Service of Canada, is ill, I fear that the whole Department must be sick and requires drastic remedies.

I have written this letter at the request of many friends and neighbors, and if you will kindly give it early insertion you will much oblige them, and

Yours obediently,

W. WALTON.

Maringhurst, Man., 16 Aug., 1886.