The market is lower, closing dull at 85c. to 88c. *Oats*.—Receipts by cars 3,720 bush., and 4,000 bush. last week. The market has fluctuated somewhat, closing with buyers at 50c. to 51c., sellers asking 52c. to 53c.; no sales. *Rye*.—Nominal. *Seed*.—Timothy is worth $2.25 to $2.75; *Clover*.—$6.00 to $6.50.

FLOUR.—Receipts for the week 2,400 bls., and 1,090 bls. last week: there were good shipments eastward and by Grand Trunk. There is some demand for lots of superfine and very little offering. Holders ask $5.00 to $5.10; some transactions occured at $5.00. Extra is offered at $6.50, but is only worth about $6.00. Superior is held at $6.50.

PROVISIONS—*Butter*—Is held firmly at 22½c. to 23c., no sales; pound rolls, 26c to 27c. *Mess Pork*—Nominal at quotations. *Dressed Hogs*—Selling at $6.50 to $7.50; not a great many have come forward. *Lard*—Quiet, at 14½c. *Bacon*—Held at 11c. *Hams*—11½c to 12c asked for lots. *Eggs*—Selling at 18c for packed.

LIVE STOCK.—The cattle market is well supplied; lots selling at $6 for first-class, and down to $4.50 for inferior. *Sheep*—$2.50 to $3 each. *Hogs*—One firm put down 6,000 hams during the past week. Live hogs are selling at $5 to $5.50. The average weight of live hogs to date was 191 lbs.

PETROLEUM.—There is good demand for consumption at quotations.

HIDES.—There were some large transactions in hides during the week at about 6c.

FREIGHTS.—Rates by steamer to Montreal are 30c. per brl. on flour and apples; on grain 7c. to 8c.; to Kingston, 2c.; grain to Chicago, by vessel, 3½c.; to Erie, 4c. U. S. cy.; lumber, to Oswego, $1.75, U. S. cy. Rates per Grand Trunk, to Montreal, 35c. on flour: to Halifax, 95c.; to St. John, 85c. Rates to Liverpool are by the Grand Trunk, via Portland—boxed meats, gross ton, 67s. 6d.; lard and butter, 77s. per ton; beef per tierce, 11s. stg.; pork per brl. 9s.

The Chicago *Tribune* of the 30th says: The movement in grain vessels at this point to-day was a large one, and rates were firm on the basis of 9½ to 10c. for wheat, and 8½c. for corn to Buffalo, by sail craft; 15½c. for wheat to Kingston; 16c. for corn to Brockville; 16c. for corn to Prescott; 7c. for oats to Erie; 7½c. for corn to Windsor; 16c. for wheat to Oswego; and 13½c. for oats to Ogdensburg. In all there were sixteen charters. The number of vessels awaiting cargoes is comparatively light.

The Wine Trade.

SHERRY.—The vintage in Spain has at the last moment proved rather disappointing; the heavy rains coming upon the ripe fruit will, it is feared, have the effect of deteriorating the quality somewhat. This is unfortunate, as just before the gathering the vines looked everything that could be desired. The market demand is for good sound cheap descriptions; the lowest-priced wines are the scarcest. Quotations: Sound common, 14*l.* to 18*l.*; Cadiz wines, 20*l.* to 25*l.*; middling stout, 26*l.* to 36*l.*; fair to good, 38*l.* to 50*l.*; superior to fine old, 84*l.* to 90*l.*; very fine choice, 100*l.* to 250*l.* per butt in bond.

PORT.—The Douro vintage has resulted in excellent quality, but the great heat and drought has shortened the quantity. Dealers are stated to have made large purchases of the new wine, and prices at Oporto have been well maintained, the general impression being that the vintage will take a high rank.

FRENCH.—The transactions in this market are of a limited nature; nevertheless prices are firmly supported, the large business done at Bordeaux causing holders here to show no disposition to sell except at advanced rates. That sound low to middling clarets are good value there is no doubt from the very fact of the Germans buying so largely at Bordeaux of the present vintage.

The gathering for red wines finished on the 3rd instant; the vintage is said to be less than an ordinary average in quantity, but of superior quality. More business has been done in this year's wines than probably ever was known so early in the season; consequently prices are advancing.

CHAMPAGNE.—The vintage in Champagne terminated about the 24th ult. The produce is good in quality, and in this respect, and also as to quantity, is decidedly above the average of ordinary years. The prices have been even higher than the celebrated year 1865. Never have champagne houses shown themselves so eager to purchase. Such, indeed, was the rivalry, that the whole of the grapes of the principal vineyards were bought before the gathering: and this haste on the part of the buyers has been a little to the disadvantage of the quality of some of the wines, for the proprietors assured of the sale of their crops, began to gather several days before the maturity of the grapes was complete. The result of this will be that generally the wines of 1868, whilst preserving a high character for delicacy and bouquet, will not possess the fullness and richness of the wines of 1865. The quantity of wine made is very large: in spite of this, there is not now a single cask of wine in the hands of the proprietors. In less than three days the whole of this year's production was sold. Very high prices were paid, which must be attributed to the eagerness of buyers rather than to the wonderful superiority of the wine.

BRANDY.—This market has lately exhibited firmness—in fact, sellers pretend to slightly higher prices, the reasons for which are reports from Charente of a greater deficiency in the crop than was anticipated; one-third of an average vintage is reported as the probable yield. This is expected to influence opening prices in an upward degree, which will in its turn probably give stability to quotations for old brandy, but must, or rather ought to, limit speculation in new spirit, considering the present large stock on hand. From our advices we should calculate one-half to be nearer than one-third of an average as the probable result, which would show a very respectable total in actual figures.—*London Grocer*.

Halifax Market.

BREADSTUFFS.—Oct. 27.—Flour without change and dull. No. 1 Canada $6.25 to $6.40. Strong Bakers $6.65 to $6.75. Extra Canada $7.50 to $8. Extra State dull at $6 to $6.40; No. 2 in good demand at $5 to $5.50. Cornmeal dull at $4.50 for kiln dried, and $4.40 for fresh ground. Oatmeal $7.75 to $7.85. Imports from January 1st to October 27th, 1867 and 1868:

	Bbls. Flour.	Bbls. Cornmeal
1868.	149,367	42,145
1867.	159,369	30,566

WEST INDIA PRODUCE.—Sugars and Molasses remain without change. Large lots are being shipped out of our market and must soon affect prices here. Porto Rico, 6¼ to 6¾; Barbadoes, 5¼ to 5¾c.; Cuba, 5¼ to 5½c.; Centrifugal Cuba, 6c. in bond. Rum scarce and in demand at 62½c. for Demerara and 51 to 52½c. for St. Jago.

St. John Market.

Oct. 25.—We have to report a further decline in our flour market. Receipts have been liberal, and as the demand has kept small, stocks have been accumulating. Holders are very anxious to sell, and almost any price that buyers would name would be accepted. In the absence of sales prices are nominal. Good No. 1 Super, is offering at $6.25 and some sales are reported under that.

The Transportation of Petroleum.

While cotton, grain, tobacco, and other leading agricultural staples of the country combined, are universally regarded as the basis of industry and commerce, little is said of Petroleum in the same connection, notwithstanding the fact that there is probably as much money involved in the last mentioned commodity as in any other single article of home production. Petroleum indeed, has become a product, not only of the first necessity, but of the first importance, at home and abroad, each succeeding year since it became a considerable article of commerce, witnessing an increased consumption in every civilized part of the world; and every year seems to develop new methods for utilization. It is not only almost universally employed as an illuminator, but, in the manufacture of soap, candles, wax, lubricating substances, and dye-stuffs, and as a motor, it has become of essential use. After the first flush of excitement attending the discovery of Petroleum in Pennsylvania, grave fears were entertained that there might be, sooner or later, an exhaustion of the supply; but these fears have been expelled by succeeding years, during which there has been an increase of production commensurate with the increase of consumption. It is true oil wells are constantly being exhausted, but for each one that proves unproductive, a new one, or more, is sunk, and thus the supply is kept up, and may now be said to be all but inexhaustible. Petroleum has been discovered in various parts of the world, but thus far the wants of commerce have been mainly supplied by the United States, which has a practical monopoly of the trade. The exports of Petroleum from New York since the 1st of January are, in round numbers, 40,000,000 gallons, against 20,000,000 gallons for the corresponding period last year. From the United States the exports to date are, in round numbers, 70,000,000 gallons against 42,000,000 the corresponding period last year, an increase of about sixty per cent. The great bulk of the exports are from New York and Philadelphia, though most of the business of the latter port is on New York account. The increase of exports this year is mainly to Continental Europe, as will be seen by the exports, a glance at which cannot fail to prove highly instructive to those who take an interest in the march of progress in this important branch of commerce. Leaving out France, which takes crude almost exclusively, most of the exports to Continental Murope consist of the Refined article, which is not only safer to transport, as may be gathered from the fact that vessels carrying Crude are subject to an extra insurance of three or four per cent., but is really cheaper to the foreign dealer and consumer. It was with a view to retaining the entire business of refining Petroleum in this country that so strenuous an effort was made at the last session of Congress to have the tax on the Refined product reduced, and which, though it met with partial success, will, it is thought, ultimately be accomplished, since a monopoly of the refining process must necessarily add some millions of dollars annually to the wealth of the country.

As to the risks incident to the transportation of Petroleum there appears to be a great diversity of opinion, though, as between Crude and Refined, it is obvious that the former is by far the most inflammable, and therefore more dangerous. Any liquid or product that will throw off explosive vapor, must, to a certain extent, be dangerous to convey; but if the fear of accident were allowed to operate to the prejudice of common carriers, a severe blow would be inflicted upon commercial interests. Considering the immense commerce afforded by Petroleum, the accidents directly or indirectly chargable to the article, it must be confessed, have been proportionately small. Petroleum and its products may be safely transported when not exposed to heat beyond a certain recognized degree and when carried under proper regulations of packing, but if these regulations be not observed, they may become exceedingly dangerous from their liability to explode from expansion and heat. This opinion is borne out by a recent communication to the British Academy of Sciences, by M. Henri Deville, who stated that the earth product called petroleum increases in bulk by one-hundredth of its volume for every ten degrees of heat; and that if this expansion were not allowed for, explosions must take place. But as Petroleum has come to be an article of universal necessity, it is safe to say that ingenuity will devise means for the safety of its transportation, storage and handling, as it has done in the case of all other extra hazardous commodities.