

Wednesday's closing bids, as compared with the week previous were:

	June 10.	June 17.
Montreal	187	186½
Ontario	104	105
Molsons	110½	110½
Toronto	171½	170
Merchants	107½	106½
Commerce	120½	118
Imperial	133½	133½
Federal	118½	117
Dominion	189½	
Standard	113½	113
Hamilton		
North-west Land	40½	40

GRAIN AND PRODUCE.

Deadness is still the condition of our local market as regards trade, and in sympathy with outside centres of trade the course of values is downwards, and there is no prospect of an early recovery from this dullness, which is due to several causes; first, that there is little grain offered, and second that millers cannot pay the prices asked for grain in the present condition of the flour market. Stocks in store have not shown much change, and according to Monday's report were as follows: Flour, 2,350 bbls.; fall wheat, 61,796 bush.; spring wheat, 77,716 bush.; oats, 7,342 bush.; barley, 3,066 bush.; peas, 35,584 bush.; rye, 333 bush.; against on the corresponding date last year; flour 3,095 bbls.; fall wheat, 146,433 bush.; spring wheat, 141,506 bush.; oats, 1,000 bush.; barley, 73,397 bush.; peas, 6,603 bush.; rye, 244 bush.

WHEAT

Neglected. Offerings are extremely light, and buyers are few and far between; if a buyer could be found present prices would have to be shaded to effect a sale; No. 2 fall is offered at \$1.12 f.o.c., and No. 3 at \$1.10 on track; No. 1 spring is offered at \$1.15 f.o.c.; a few small lots of goose has sold at 57c f.o.c.

OATS.

The demand for oats has improved somewhat from last week and values are fairly steady; car lots of choice grades are fair sale at 40 to 41c on track; street receipts are not large, and prices vary from 40 to 43c.

BARLEY.

None offered; if there was it is doubtful if purchasers could be found; on the street one small lot was offered and sold at 55c.

RYE.

Nominal at 60 to 62c.

PEAS

are following the course of the grain markets for want of buyers, tending downwards; No. 2 are offered at 73c without takers; street receipts are light and worth from 73 to 75c.

FLOUR.

Offerings are light but sufficient to supply the demand, which is but very limited; prices have undergone a slight change and that has been downward; at the close guaranteed superior changed hands at \$5 to \$5.10; extra at \$4.50 f.o.c.; patents \$5.90 to \$6.

POTATOES.

Unchanged; car lots are selling fairly well at 60 to 62c; a few lots of prime Early Rose have sold at 70c on track.

BUTTER.

There is no life in the butter market; no one wants to buy only for immediate wants; prices continue weak and declining; the best dairy is not worth over 14c and slow sale at that figure; rolls are easier and sell at 12½ to 14c, according to quality; no shipments reported; buyers are holding off in hopes of lower prices in the near future; street receipts are very large and prices are weak at 15 to 17c for pound rolls, and 14 to 15c for tubs and crocks.

EGGS

are in fair supply, but all offerings are readily taken at 15c for round lots; market closes firm; street receipts are fair and worth 16 to 17c for fresh laid.

CHEESE.

A fair business has been transacted during the week; several sales of round lots were reported made at 10½c and small lots brought 11c for prime; no sales of medium heard of.

PORK.

Rather easier at \$20.50 to \$21 in small lots; trade is reported fair.

BACON

has been selling very freely but prices are rather easier; long clear has sold at 9½c, in car lots, and tons and cases at 10½ to 10¾c; Cumberland is active at 9½ to 10c; rolls have been selling at 12½ to 13c, and bellies at 13 to 13½c.

HAMS

are still in good demand at firm prices; smoked have sold in lots of 100 to 200 and also in small lots at 14c and canvassed at 14½c; pickled at 12½c for a lot of 50 tierces.

LARD.

Quiet and declining, round lots of tinnets are offered at 11½c and pails in small lots are worth 11½ to 12c.

APPLES.

No offerings, consequently prices are not quotable.

POULTRY.

Rather easier at 55 to 80c per pair for spring chickens and 60 to 80c for fowl.

Foreign Grain Market.

VIENNA AND BERLIN, June 1. —The last week of May brought severe night frosts in Hungary, doing much damage. As a whole, grain remains unhurt, but such weather is illy calculated to aid its speedy development and the prospects, so favorable at an earlier date, have received a considerable set back. On the Austrian side the frost was only felt in spots and light damage resulted. Vienna grain markets are very firm. Futures are active, with rising tendency, especially rye and oats.

In Germany good weather and flourishing crop prospects are the rule. Trade in wheat is dull and prices generally very low, Berlin averaging only 36s 9d, while Hamburg, having advanced slightly, quotes 37s. West German prices are somewhat higher than those of the eastern markets and this is also the case along the Rhine from Cologne to Basle. In the south there is a lack of uniformity. Some places report higher values, while others have dropped, the matter depending on local circumstances. Saxony still bewails lack of sales, and the tendency of buyers to hold back, but succeeds in maintaining prices firmly.

France is quiet with 12c. per qr. decline on wheat at Paris. An average fall of 2c. per cwt. for the week is reported for the whole country.

Belgium and Holland exhibit more firmness, and a slight increase in rates for wheat, but a dull trade. Other grains remain the same.

In Germany and Austro-Hungary firmer grain markets affect flour somewhat, and rye flour has risen, although the state of trade is the same. In the first quarter of 1884, Austro-Hungary imported 7,867 qrs of flour and exported 349,816 qrs. As compared with the first three months of 1883, this shows a falling off in imports of

3,474 qrs and in exports of 164,528 qrs. During the same time, Germany exported 286,148 qrs. and imported 101,270 qrs. —*Northwestern Miller.*

Points from Glasgow.

The Newcastle scheme for improving freights by restricting the supply of competing tonnage has collapsed, for the good and sufficient reason that it has not received the necessary amount of support from the ship-owners of the United Kingdom. According to the scheme 25 per cent. of tonnage steamships was to be withdrawn from competition and laid up in port, but the movement was not to assume a practical shape unless 1,500 steamers were entered on the books of the proposed association. On the day fixed for the plan coming into operation, it was found that the requisite 1,500 had not been entered, and, as was generally anticipated from the first, the scheme has ended in failure. The impossibility of carrying out the arrangement was palpable from the beginning, and the result will not cause much surprise. In the chemical and iron trades schemes of a similar nature have been carried out with a certain amount of success, but in these cases the promoters were unanimous in the object they desired, as well as in the steps taken to attain it. Amongst the ship-owners of the United Kingdom no such general arrangement exists. The ship-owners of the Clyde and other districts where the tonnage held is engaged in regular trades or "lines" have given no countenance to the policy of restriction. In fact the owners of steamers and of cargo vessels are differently circumstanced, and it would be impossible for the two to unite in a general agreement for the regulation or restriction of competition. That the present state of matters is unsatisfactory is admitted on all hands, but ship-owners must make up their minds to continue their trade on a sound basis and leave the depression to work out its own cure as it is sure to do. The natural demand must arise before freight can get higher. In the meantime much may be done to avoid losses and increase dividends by a cheapening of the cost of ships and a rigid economy in steamship running. British ship-owners ought to endeavor to reduce dock and port dues, still further reduce the cost of insurance, lessen other charges on the shipping trade, and above all decline to accept the present low freights for advance shipments in the autumn. Their interests are too varied to admit of restriction being successfully carried out, but they can unite on the lines of economy, and if they do so, they may make the trade profitable, even with the present low range of freights. British shipping has undergone an unexpected and prolonged depression, but it has not been without salutary results, and the trade and all its auxiliaries will be the better for the purifying process to which they have been subjected.

The cheapening of the cost of steel and the lessened demand for ship plates and angle irons, caused by dullness in shipping and ship-building, have laid idle many of the puddling furnaces of the United Kingdom. British makers of manufactured iron are at present fighting for their lives, for a combination of circumstances have brought about a depression of unusual