WINNIPEG FUTURES

Farmers' Market

WINNIPEG MARKET LETTER

(Office of The Grain Growers' Grain Company Limited, Sept. 25, 1915)

Wheat—Active, nervous and unsettled all week, with a tone at finish none too firm, altho prices were about 2 cents above those prevailing a week ago for October, and 1½ cents up on December, and 1½ cents up on the May, with cash grain ranging from 1½ higher to ½ cent lower. Local sentiment was much divided at the outset, but the market gradually gathered some strength, being affected to a great extent at the time by general backward weather prevailing over the North-west, and firmness in Liverpool, which brought about some very good buying on a large scale by the leading exporting houses. In addition to this there was scattered covering by "shorts" on the advance. Around top figures more selling pressure developed and what few "longs" there were took profits freely and the market took on a very weak tone today after the opening. The decline in the Southern markets helped to weaken the undertone. The demand for cash wheat continues very good, particularly for near-by deliveries, and good premiums are still being paid. For 1 Northern unloaded there is a premium of 7½ to 7½ cents over the October future, whereas inspected 1 Northern is commanding a premium of 5½ to 6 cents over the October future, ber delivery the premium is 5 to 5½ cents.

Oats—Prices firmer in sympathy with the advance in wheat, coupled with some short covering due to the continued backward weather which has greatly delayed arrivals of new oats, and prices today are 1½ to 2½ cents up. Trade continues light and the demand very good, with offerings very scarce. A premium of about 5 cents over the October future is being paid for inspected oats, as well as for those already in store.

Barley—Market holds firm, offerings keeping up fairly well and prices show very little change when compared with a week ago.

Flax—The Duluth flax market had quite a bulge the latter part of this week and prices here advanced in sympathy, finishing about 9 to 10 cents higher with a trade of small vo

No. 2 Nor. wheat, 1 car

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in sympathy, finishing about 9 to 10 cents higher, with a trade of small volume.	

Wheat-	Oct.	Dec.	May		.97
Sept. 21	871	861	921		93
Sept. 22	881	881	941	No 3 wheat 1 car	.93
Sept. 23	871	871	93	No. 3 wheat, 1 car	.90
Sept. 24	891	89	947	No. 3 wheat, 1 car	. 93
Sept. 25	881	- 88	931	No. 3 wheat, 1 car	. 9.
Sept. 27	89	881	931		. 94
Week ago	871	863	921		.9:
Year ago	1111	113	120	Rejected wheat, 1 car	.9.
Oats-					.9.
Sept. 21	351	341			. 92
Sept. 22	351	341		No. 2 western wheat, 1 car	. 0:
Sept. 23	36	341		Mustard wheat, part car	.00
Sept. 24	367	34 1			. 92
Sept. 25	371	341			. 9
Sept. 27	371	34 ½			.90
Week ago	35 %	341	****		. 94
Year ago	491	491		No. 1 mixed wheat, 1 car	.91
Flax-		-		No. 1 mixed wheat, 1 car	. 9
Sept. 21	145	145%		No. 1 mixed wheat, 1 car	.9
Sept. 22	146	- 146		No. 4 wheat, 1 car	.9
Sept. 23	1474	1471		No. 4 wheat, 1 car	.9
Sept. 24	153	1521		No. 2 yellow corn, 1 car	. 6
Sept. 25	155	155	154	No. 4 white oats, 14 cars	. 3.
Sept. 27	158	1571	157	No. 3 white oats, 9 cars	. 3
Week ago	1441	145 _		No. 4 yellow oats, 1 car	. 3:
Year ago	1264	128		No. 4 white oats, 1 car, heavy	:3:
1				Sample oats, 1 car	. 3
MINNEAPOLIS				No grade oats, 1 car	. 3
(Sample Mark	et, Sept	. 25)		No grade oats, 1 car	.3
No. 1 hard wheat, 18 cars			\$1.02	No. 3 white oats, 4 cars	. 3
No. 1 hard wheat, 4 cars			1.014	Mill oats, 1 car	.2
No. 1 hard wheat, 4 cars No. 1 hard wheat, 2 cars			1.014	Mill oats, 1 car Standard white oats, 4,500 bu., to arrive	.2
No. 1 hard wheat, 4 cars No. 1 hard wheat, 2 cars No. 1 hard wheat, 1 car			1.014	Mill oats, 1 car Standard white oats, 4,500 bu., to arrive No. 3 white oats, 2 cars	.3
No. 1 hard wheat, 4 cars No. 1 hard wheat, 2 cars No. 1 hard wheat, 1 car No. 1 hard wheat, 1 car			1.01½ 1.03¼ 1.03 1.02½	Mill oats, 1 car Standard white oats, 4,500 bu., to arrive No. 3 white oats, 2 cars No. 4 white oats, 1 car	.3
No. 1 hard wheat, 4 cars No. 1 hard wheat, 2 cars No. 1 hard wheat, 1 car No. 1 hard wheat, 1 car No. 1 hard wheat, 1 car			1.01½ 1.03¼ 1.03 1.02½ 1.00¾	Mill oats, 1 car Standard white oats, 4,500 bu., to arrive - No. 3 white oats, 2 cars No. 4 white oats, 1 car, short rate	.3
No. 1 hard wheat, 4 cars No. 1 hard wheat, 2 cars No. 1 hard wheat, 1 car No. 1 hard wheat, 1 car No. 1 hard wheat, 1 car No. 1 hard wheat, 1 car			1.01½ 1.03¼ 1.03 1.02½ 1.00¼ 1.02½	Mill oats, 1 car Standard white oats, 4,500 bu., to arrive No. 3 white oats, 2 cars No. 4 white oats, 1 car No. 3 white oats, 1 car, short rate Special grade oats, 1 car, wild oats	3 3 3 3
No. 1 hard wheat, 4 cars No. 1 hard wheat, 2 cars No. 1 hard wheat, 1 car No. 1 Nor. wheat, 10 cars			1.01½ 1.03¼ 1.03 1.02½ 1.00¼ 1.02½	Mill oats, 1 car Standard white oats, 4,500 bu., to arrive No. 3 white oats, 2 cars No. 4 white oats, 1 car No. 3 white oats, 1 car, short rate Special grade oats, 1 car, wild oats No. 2 white oats, 1 car	3 3 3 3 3
No. 1 hard wheat, 4 cars No. 1 hard wheat, 2 cars No. 1 hard wheat, 1 car No. 1 Nor. wheat, 10 cars No. 1 Nor. wheat, 17 cars No. 1 Nor. wheat, 17 cars			1.01½ 1.03½ 1.03 1.02½ 1.00¾ 1.02½ 1.00¾ 1.02½	Mill oats, 1 car Standard white oats, 4,500 bu., to arrive = No. 3 white oats, 2 cars No. 4 white oats, 1 car No. 3 white oats, 1 car, short rate Special grade oats, 1 car, wild oats No. 2 white oats, 1 car No. 3 white oats, 4 car, sample	3 3 3 3 3 3 3
No. 1 hard wheat, 4 cars No. 1 hard wheat, 2 cars No. 1 hard wheat, 1 car No. 1 Nor. wheat, 10 cars No. 1 Nor. wheat, 17 cars No. 1 Nor. wheat, 8 cars			1.01½ 1.03½ 1.03 1.02½ 1.00¼ 1.02½ 1.00% 1.01	Mill oats, 1 car Standard white oats, 4,500 bu., to arrive No. 3 white oats, 2 cars No. 4 white oats, 1 car No. 3 white oats, 1 car, short rate Special grade oats, 1 car, wild oats No. 2 white oats, 1 car No. 3 white oats, 1 car, sample No. 4 white oats, 1 car	3 3 3 3 3 3 3
No. 1 hard wheat, 4 cars No. 1 hard wheat, 2 cars. No. 1 hard wheat, 1 car . No. 1 hard wheat, 1 car . No. 1 hard wheat, 1 car . No. 1 Nor. wheat, 10 cars No. 1 Nor. wheat, 17 cars No. 1 Nor. wheat, 8 cars No. 1 Nor. wheat, 8 cars No. 1 Nor. wheat, 1 car			1.01½ 1.03½ 1.03½ 1.03½ 1.02½ 1.00½ 1.02½ 98 1.00 1.01	Mill oats, 1 car Standard white oats, 4,500 bu., to arrive No. 3 white oats, 2 cars No. 4 white oats, 1 car No. 3 white oats, 1 car, short rate Special grade oats, 1 car, wild oats No. 2 white oats, 1 car No. 3 white oats, 1 car Standard white oats, 3 cars Standard white oats, 3 cars	3 3 3 3 3 3 3 3 3
No. 1 hard wheat, 4 cars No. 1 hard wheat, 1 car No. 1 Nor wheat, 1 car No. 1 Nor wheat, 10 cars No. 1 Nor wheat, 17 cars No. 1 Nor wheat, 12 car No. 1 Nor wheat, 2 cars No. 1 Nor wheat, 2 car No. 1 Nor wheat, 2 car			1.01½ 1.03½ 1.03½ 1.02½ 1.00½ 1.02½ 98 1.00 1.01 1.02 98	Mill oats, 1 car Standard white oats, 4,500 bu., to arrive No. 3 white oats, 2 cars No. 4 white oats, 1 car No. 3 white oats, 1 car, short rate Special grade oats, 1 car, wild oats No. 2 white oats, 1 car No. 3 white oats, 4 car, sample No. 4 white oats, 1 car Standard white oats, 3 cars No. 2 ve, 1 car	3 3 3 3 3 3 9
No. 1 hard wheat, 4 cars No. 1 hard wheat, 1 car No. 1 Nor. wheat, 10 cars No. 1 Nor. wheat, 17 cars No. 1 Nor. wheat, 2 cars			1.01½ 1.03½ 1.03 1.02½ 1.004 1.02½ 98 1.00 1.01 1.02 98½ 98¼	Mill oats, 1 car Standard white oats, 4,500 bu., to arrive No. 3 white oats, 2 cars No. 4 white oats, 1 car No. 3 white oats, 1 car, short rate Special grade oats, 1 car, wild oats No. 2 white oats, 1 car No. 3 white oats, 1 car No. 3 white oats, 1 car Standard white oats, 3 cars No. 2 rye, 1 car No. 2 rye, 1 car No. 2 rye, 3,000 bu., in settlement	.3.3.3.3.3.9.9
No. 1 hard wheat, 4 cars No. 1 hard wheat, 1 car . No. 1 Nor. wheat, 10 cars No. 1 Nor. wheat, 17 cars No. 1 Nor. wheat, 2 cars No. 1 Nor. wheat, 1 car . No. 1 Nor. wheat, 2 cars No. 1 Nor. wheat, 1 car . No. 1 Nor. wheat, 1 car . No. 1 Nor. wheat, 1 car .			1.01½ 1.03½ 1.03 1.02½ 1.00½ 1.00½ 1.00½ 98 1.00 1.01 1.02 98% 98½	Mill oats, 1 car Standard white oats, 4,500 bu., to arrive No. 3 white oats, 2 cars No. 4 white oats, 1 car No. 3 white oats, 1 car, short rate Special grade oats, 1 car, wild oats No. 2 white oats, 1 car No. 3 white oats, 1 car, sample No. 4 white oats, 1 car, sample No. 4 white oats, 1 car Standard white oats, 3 cars No. 2 rye, 1 car No. 2 rye, 1,3000 bu., in settlement No. 2 rye, 1,3000 bu., to arrive	23 33 33 33 33 33 99 99
No. 1 hard wheat, 4 cars No. 1 hard wheat, 1 car No. 1 Nor wheat, 10 cars No. 1 Nor wheat, 10 cars No. 1 Nor wheat, 17 cars No. 1 Nor wheat, 2 cars No. 1 Nor wheat, 2 cars No. 1 Nor wheat, 12 cars No. 1 Nor wheat, 15 cars No. 1 Nor wheat, 15 cars No. 1 Nor wheat, 15 cars			1.01½ 1.03½ 1.03 1.02½ 1.00½ 1.02½ 1.00½ 1.00 1.01 1.02 98½ 98½ 1.00½	Mill oats, 1 car Standard white oats, 4,500 bu., to arrive No. 3 white oats, 2 cars No. 4 white oats, 1 car No. 3 white oats, 1 car, short rate Special grade oats, 1 car, wild oats No. 2 white oats, 1 car No. 3 white oats, 1 car No. 4 white oats, 1 car Standard white oats, 3 cars No. 2 rye, 1 car No. 2 rye, 3,000 bu., to arrive No. 2 rye, 1,300 bu., to arrive No. 2 rye, 3,000 bu., to arrive	.2. .3. .3. .3. .3. .3. .9. .9. .9. .9.
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No. 1 hard wheat, 4 cars No. 1 hard wheat, 1 car No. 1 Nor. wheat, 10 cars No. 1 Nor. wheat, 17 cars No. 1 Nor. wheat, 12 cars No. 1 Nor. wheat, 1 car No. 1 Nor. wheat, 2 cars No. 1 Nor. wheat, 2 cars			1 03 k 1 03 k 1 03 c 1 02 k 1 02 k 98 c 1 00 c 1 01 c 1 02 c 98 c 1 00 c 1 01 c 98 c 1 00 c 1 01 c 98 c 98 c 1 00 c 98 c	Mill oats, 1 car Standard white oats, 4,500 bu., to arrive No. 3 white oats, 2 cars No. 4 white oats, 1 car No. 3 white oats, 1 car, short rate Special grade oats, 1 car, wild oats No. 2 white oats, 1 car No. 3 white oats, 1 car No. 3 white oats, 1 car No. 4 white oats, 1 car Standard white oats, 3 cars No. 2 rye, 1 car No. 2 rye, 1 car No. 2 rye, 1,300 bu., in settlement No. 2 rye, 1,300 bu., to arrive No. 2 rye, 3,000 bu., to arrive No. 2 rye, 3,000 bu., to arrive No. 2 rye, 1 car, Sept. delivery No. 3 rye, 1 car No grade rye, 1 car, tough and short rate	2: 33 33 33 33 33 39 99 99 99 99
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No. 1 hard wheat, 4 cars No. 1 hard wheat, 1 car No. 1 Nor. wheat, 10 cars No. 1 Nor. wheat, 17 cars No. 1 Nor. wheat, 1 car No. 1 Nor. wheat, 2 cars No. 1 Nor. wheat, 2 cars			1 01½ 1 03½ 1 03½ 1 02½ 1 00½ 1 02½ 98 1 00 1 01 1 02 98½ 98½ 1 00 98½ 98½ 1 00 1 00 1 00 1 00 1 00 1 00 1 00 1 0	Mill oats, 1 car Standard white oats, 4,500 bu., to arrive No. 3 white oats, 2 cars No. 4 white oats, 1 car No. 4 white oats, 1 car No. 3 white oats, 1 car, short rate Special grade oats, 1 car, wild oats No. 2 white oats, 1 car No. 3 white oats, 1 car No. 4 white oats, 1 car Standard white oats, 3 cars No. 2 rye, 1 car Standard white oats, 3 cars No. 2 rye, 1 car No. 2 rye, 1,300 bu., to arrive No. 2 rye, 1,300 bu., to arrive No. 2 rye, 1, car, Sept. delivery No. 2 rye, 1 car, Sept. delivery No. 3 rye, 1 car No grade rye, 1 car, tough and short rate No. 2 rye, 2 cars, arrive Sept. No. 2 rye, 1 car, short rate	2: 33: 33: 33: 33: 33: 99: 99: 99: 99: 99
No. 1 hard wheat, 4 cars No. 1 hard wheat, 1 car . No. 1 Nor. wheat, 1 car . No. 1 Nor. wheat, 10 cars No. 1 Nor. wheat, 12 cars No. 1 Nor. wheat, 1 car . No. 1 Nor. wheat, 1 car . No. 1 Nor. wheat, 2 cars No. 2 Nor. wheat, 2 cars			1 01½ 1 03½ 1 03 1 02½ 1 00½ 1 00½ 1 00½ 1 00½ 1 00 1 01 1 02 98½ 98½ 98½ 98½ 98½ 98½ 98½ 98½ 98½ 98½	Mill oats, 1 car Standard white oats, 4,500 bu., to arrive = No. 3 white oats, 2 cars No. 4 white oats, 1 car, short rate Special grade oats, 1 car, wild oats No. 2 white oats, 1 car, wild oats No. 3 white oats, 1 car, sample No. 4 white oats, 1 car, sample No. 4 white oats, 1 car Standard white oats, 3 cars No. 2 rye, 1 car No. 2 rye, 1,300 bu., in settlement No. 2 rye, 1,300 bu., to arrive No. 2 rye, 1 car, sept. delivery No. 3 rye, 1 car No grade rye, 1 car, tough and short rate No. 2 rye, 2 cars, arrive Sept. No. 2 rye, 1 car, short rate No. 4 varley, 3 cars	23 33 33 33 33 39 99 99 99 99 99 99 99 99
No. 1 hard wheat, 4 cars No. 1 hard wheat, 1 car . No. 1 Nor. wheat, 10 cars No. 1 Nor. wheat, 17 cars No. 1 Nor. wheat, 12 cars No. 1 Nor. wheat, 1 car . No. 1 Nor. wheat, 1 car . No. 1 Nor. wheat, 2 cars No. 2 Nor. wheat, 2 cars No. 2 Nor. wheat, 1 car			1 01½ 1 03½ 1 03 1 02½ 1 00½ 1 00½ 1 00½ 1 00½ 1 00 1 01 1 02 98½ 98½ 1 00 1 01 1 02 98½ 1 00 1 01 1 02 98½ 1 00 1 01 1 02 98½ 1 00 1 01 98½ 1 00 1 01 98½ 1 00 1 01 98½ 1 00 1 01 98½ 1 00 1 01 98½ 1 00 1 01 98½ 1 00 1 01	Mill oats, 1 car Standard white oats, 4,500 bu., to arrive No. 3 white oats, 2 cars No. 4 white oats, 1 car No. 3 white oats, 1 car No. 3 white oats, 1 car, short rate Special grade oats, 1 car, wild oats No. 2 white oats, 1 car, wild oats No. 3 white oats, 1 car, sample No. 4 white oats, 1 car Standard white oats, 3 cars No. 2 rye, 1 car No. 2 rye, 1 cap No. 2 rye, 1 car, short rate No. 2 rye, 3,000 bu., to arrive No. 2 rye, 1 car, Sept. delivery No. 3 rye, 1 car, Sept. delivery No. 3 rye, 1 car, tough and short rate No. 2 rye, 2 cars, arrive Sept. No. 2 rye, 1 car, short rate No. 2 rye, 1 car, short rate No. 4 barley, 3 cars No. 1 feed barley, 5 cars	2: 33: 33: 33: 33: 33: 33: 99: 99: 99: 99
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No. 1 hard wheat, 4 cars No. 1 hard wheat, 1 car . No. 1 Nor. wheat, 10 cars No. 1 Nor. wheat, 17 cars No. 1 Nor. wheat, 12 cars No. 1 Nor. wheat, 1 car . No. 1 Nor. wheat, 1 car . No. 1 Nor. wheat, 1 car . No. 1 Nor. wheat, 2 cars No. 2 Nor. wheat, 1 car . No. 2 Nor. wheat, 1 car .			1.01½ 1.03½ 1.03½ 1.00½ 1.00½ 1.00½ 1.00½ 1.00½ 1.00½ 1.00 1.01 1.02 98½ 98½ 1.00 1.01 98½ 1.00½ 98½ 1.00½ 98½ 1.00½ 98½ 1.00½ 98½ 1.00½ 98½ 1.00½ 98½ 1.00½ 98½ 1.00½ 98½ 1.00½ 98½ 1.00½ 98½ 1.00½ 98½ 1.00½ 98½ 1.00½ 98½ 98½ 1.00½ 98½ 98½ 98½ 98½ 98½ 98½ 98½ 98½	Mill oats, 1 car Standard white oats, 4,500 bu., to arrive No. 3 white oats, 2 cars No. 4 white oats, 1 car No. 3 white oats, 1 car No. 3 white oats, 1 car, short rate Special grade oats, 1 car, wild oats No. 2 white oats, 1 car, wild oats No. 3 white oats, 1 car, sample No. 4 white oats, 1 car Standard white oats, 3 cars No. 2 rye, 1 car No. 2 rye, 1 car No. 2 rye, 3,000 bu., to arrive No. 2 rye, 3,000 bu., to arrive No. 2 rye, 1, car No. 2 rye, 1 car, Sept. delivery No. 3 rye, 1 car No grade rye, 1 car, tough and short rate No. 2 rye, 2 cars, arrive Sept. No. 2 rye, 1 car, short rate No. 4 barley, 3 cars No. 1 feed barley, 5 cars No. 4 barley, 1 car, oaty No. 2 feed barley, 5 cars No. 2 feed barley, 5 cars No. 2 feed barley, 5 cars No. 2 feed barley, 3 cars	2:33 3:33 3:33 3:33 3:33 9:99 9:99 9:99
No. 1 hard wheat, 4 cars No. 1 hard wheat, 1 car No. 1 Nor. wheat, 10 cars No. 1 Nor. wheat, 17 cars No. 1 Nor. wheat, 12 cars No. 1 Nor. wheat, 1 car No. 1 Nor. wheat, 1 car No. 1 Nor. wheat, 2 cars No. 2 Nor. wheat, 2 cars No. 2 Nor. wheat, 1 car No. 2 Nor. wheat, 1 car			1 . 01½ 1 . 03 1 . 02½ 1 . 03 1 . 02½ 1 . 00½ 1 . 00½ 1 . 00½ 1 . 00 1 . 01 1 . 02 98½ 98½ 98½ 1 . 00 1 . 01 98½ 98½ 98½ 98½ 98½ 98½ 98½ 98½ 98½ 98½	Mill oats, 1 car Standard white oats, 4,500 bu., to arrive = No. 3 white oats, 2 cars No. 4 white oats, 1 car, short rate Special grade oats, 1 car, wild oats No. 2 white oats, 1 car, wild oats No. 3 white oats, 1 car, sample No. 4 white oats, 1 car, sample No. 4 white oats, 1 car Standard white oats, 3 cars No. 2 rye, 1 car No. 2 rye, 1,300 bu., in settlement No. 2 rye, 1,300 bu., to arrive No. 2 rye, 1,300 bu., to arrive No. 2 rye, 1 car, Sept. delivery No. 3 rye, 1 car No grade rye, 1 car, tough and short rate No. 2 rye, 2 cars, arrive Sept. No. 2 rye, 1 car, short rate No. 2 rye, 1 car, short rate No. 4 barley, 3 cars No. 4 barley, 5 cars No. 4 barley, 5 cars No. 4 feed barley, 5 cars No. 2 feed barley, 5 cars	2:33 3:33 3:33 3:33 3:33 9:99 9:99 9:99
No. 1 hard wheat, 4 cars No. 1 hard wheat, 1 car No. 1 Nor. wheat, 10 cars No. 1 Nor. wheat, 17 cars No. 1 Nor. wheat, 17 cars No. 1 Nor. wheat, 1 car No. 1 Nor. wheat, 2 cars No. 2 Nor. wheat, 1 car No. 2 Nor. wheat, 3 cars No. 2 Nor. wheat, 1 car			1 01½ 1 03½ 1 03½ 1 00½ 1 00½ 1 00½ 1 00½ 1 00½ 1 00½ 1 00 1 01 1 02 98½ 98½ 1 00 1 01 98½ 98½ 1 00 98½ 98½ 98½ 98½ 98½ 98½ 98½ 98½ 98½ 98½	Mill oats, 1 car Standard white oats, 4,500 bu., to arrive No. 3 white oats, 2 cars No. 4 white oats, 1 car No. 3 white oats, 1 car No. 3 white oats, 1 car, short rate Special grade oats, 1 car, wild oats No. 2 white oats, 1 car, wild oats No. 3 white oats, 1 car, sample No. 4 white oats, 1 car Standard white oats, 3 cars No. 2 rye, 1 car No. 2 rye, 1 cap No. 2 rye, 1 cap No. 2 rye, 1,3000 bu., to arrive No. 2 rye, 3,000 bu., to arrive No. 2 rye, 1 car, Sept. delivery No. 3 rye, 1 car, Sept. delivery No. 3 rye, 1 car, tough and short rate No. 2 rye, 2 cars, arrive Sept. No. 2 rye, 1 car, short rate No. 4 barley, 3 cars No. 1 feed barley, 5 cars No. 4 feed barley, 5 cars No. 2 feed barley, 3 cars No. 2 feed barley, 3 cars No. 1 feed barley, 3 cars No. 1 feed barley, 3 cars No. 1 feed barley, 1 car, oaty No. 1 feed barley, 1 cars No. 1 feed barley, 1 cars No. 1 feed barley, 1 cars	2:33 3:33 3:33 3:33 3:33 3:33 3:33 3:33
No. 1 hard wheat, 4 cars No. 1 hard wheat, 1 car No. 1 Nor. wheat, 1 car No. 1 Nor. wheat, 10 cars No. 1 Nor. wheat, 17 cars No. 1 Nor. wheat, 12 cars No. 1 Nor. wheat, 2 cars No. 2 Nor. wheat, 1 car No. 2 Nor. wheat, 1 car			1.01½ 1.03 1.03 1.02½ 1.00½ 1.00½ 1.00½ 1.00½ 1.00½ 1.00½ 1.00 1.01 1.02 98½ 98½ 1.00½ 1.00 98½ 98½ 1.00½ 98½ 98½ 98½ 98½ 98½ 98½ 98½ 98½ 98½ 98	Mill oats, 1 car Standard white oats, 4,500 bu., to arrive No. 3 white oats, 2 cars No. 4 white oats, 1 car No. 3 white oats, 1 car No. 3 white oats, 1 car, short rate Special grade oats, 1 car, wild oats No. 2 white oats, 1 car, wild oats No. 2 white oats, 1 car, sample No. 4 white oats, 1 car Standard white oats, 3 cars No. 2 rye, 1 car No. 2 rye, 1 car No. 2 rye, 3,000 bu., in settlement No. 2 rye, 1,300 bu., to arrive No. 2 rye, 1,300 bu., to arrive No. 2 rye, 1 car, Sept. delivery No. 2 rye, 1 car, sept. delivery No. 3 rye, 1 car No grade rye, 1 car, tough and short rate No. 2 rye, 2 cars, arrive Sept. No. 2 rye, 1 car, short rate No. 4 barley, 3 cars No. 1 feed barley, 5 cars No. 2 feed barley, 5 cars No. 2 feed barley, 5 cars No. 1 feed barley, 2 cars No. 1 feed barley, 1 car No. 2 feed barley, 1 car	23 33 33 33 33 33 33 33 33 39 99 99 99 99
No. 1 hard wheat, 4 cars No. 1 hard wheat, 1 car No. 1 Nor. wheat, 10 cars No. 1 Nor. wheat, 17 cars No. 1 Nor. wheat, 12 cars No. 1 Nor. wheat, 1 car No. 1 Nor. wheat, 1 car No. 1 Nor. wheat, 12 cars No. 1 Nor. wheat, 12 cars No. 1 Nor. wheat, 2 cars No. 2 Nor. wheat, 2 cars No. 2 Nor. wheat, 1 car No. 2 Nor. wheat, 2 cars No. 2 Nor. wheat, 2 cars No. 2 Nor. wheat, 2 cars			1 .01½ 1 .03 1 .03 1 .02½ 1 .00 1 .00 1 .00 1 .00 1 .00 1 .00 1 .00 1 .00 1 .00 98½ 98½ 98½ 1 .00 98½ 98½ 98½ 98½ 98½ 98½ 98½ 98½ 98½ 98½	Mill oats, 1 car Standard white oats, 4,500 bu., to arrive = No. 3 white oats, 2 cars	23 33 33 33 33 33 33 33 33 39 99 99 99 99
No. 1 hard wheat, 4 cars No. 1 hard wheat, 1 car No. 1 Nor. wheat, 1 car No. 1 Nor. wheat, 10 cars No. 1 Nor. wheat, 17 cars No. 1 Nor. wheat, 12 cars No. 1 Nor. wheat, 2 cars No. 2 Nor. wheat, 1 car No. 2 Nor. wheat, 1 car			1 . 01 ½ 1 . 03 ½ 1 . 03 ½ 1 . 03 ½ 1 . 00 ½ 1 . 00 ½ 1 . 00 ½ 1 . 00 ½ 1 . 00 ½ 1 . 00 ½ 1 . 00 ½ 1 . 00 ½ 1 . 00 ½ 1 . 00 ½ . 98 ½ . 98 ½ . 98 ½ . 99 ½ . 98 ½ . 99 ½ .	Mill oats, 1 car Standard white oats, 4,500 bu., to arrive No. 3 white oats, 2 cars No. 4 white oats, 1 car No. 3 white oats, 1 car No. 3 white oats, 1 car, short rate Special grade oats, 1 car, wild oats No. 2 white oats, 1 car, wild oats No. 2 white oats, 1 car, sample No. 4 white oats, 1 car Standard white oats, 3 cars No. 2 rye, 1 car No. 2 rye, 1 car No. 2 rye, 3,000 bu., in settlement No. 2 rye, 1,300 bu., to arrive No. 2 rye, 1,300 bu., to arrive No. 2 rye, 1 car, Sept. delivery No. 2 rye, 1 car, sept. delivery No. 3 rye, 1 car No grade rye, 1 car, tough and short rate No. 2 rye, 2 cars, arrive Sept. No. 2 rye, 1 car, short rate No. 4 barley, 3 cars No. 1 feed barley, 5 cars No. 2 feed barley, 5 cars No. 2 feed barley, 5 cars No. 1 feed barley, 2 cars No. 1 feed barley, 1 car No. 2 feed barley, 1 car	23 33 33 33 33 33 33 33 33 39 99 99 99 99

,	No. 2 feed barley, 2 cars No. 4 barley, 2 cars Sample barley, 1 car		51
1	Sample barley, 1 car		55
	Sample barley, 5 cars		53
1	Sample barley, 3 cars		49
)	Sample barley 1 car, 1.0.0		51}
•	Sample barley, 3 cars		481
	Sample barley, 1 car, hot		474
	No. 1 flax, 200 bu., to arri	ve	1.79 1.77 1.78‡
	No. 1 flax, 20 sacks	ve	1.781
•	No. 1 flax, 1 car		1.81
	Sample barley, 1 car Sample barley, 5 cars Sample barley, 3 cars Sample barley, 1 car, fo.b Sample barley, 1 car, fo.b Sample barley, 1 car, sample barley, 1 car, not No. 1 flax, 200 bu, to arri No. 1 flax, 200 bu, to arri No. 1 flax, 500 bu, to arri No. 1 flax, 1 car, dockage		1 .83
•			
	STOCKS IN	TERMINAL	S
1	Fort William, Sept. 2 1915 V	4, 1915.—	
1	1915 \	Vheat	t Year
	This Year 426,391.20	Las	8,608.00 2,345,216.00 4,902,779.30 3,517,208.10 1,947,739.10
1	1 Nor 1,991,270.50		2,345,216.00
	2 Nor 514,981.10		4,902,779.30
	3 Nor 208,879.50		3,517,208.10
	No. 4 34,650 . 10 Others 564,231 . 20		1,626,351.20
1	Others 564,231.20		-10201001110
	This week 4,181,642.50 Last week 2,983,871.20	This week!	14,347,902.10
	Last week 2,983,871.20	Last week	9,868,599.40
1	Increase 1,197,771.30	Increase	4,479,302 30
	Increase 1,197,771 30 Ogilvies not included in	the above	grades, their
	total-441.230 10.		
	1 C.W145.10	ts	7 739 04
	1 C.W 145.10 2 C.W 67,568.01 3 C.W 26,534.22		7,739.04 765,235.14 420,282.28
	3 C.W 26,534.22		420,282.28
	Ex. 1 Fd 3,247.32		51,534.04
1	Others 114,425.30		557,9623
-	This week. 223,965.16	This week	1,802,757.05 897,220.19
	This week . 223,965 . 16 Last week . 147,059 . 20	Last week	897,220.19
	Terrore 76 005 30	Increase .	905,536.20
	Ogilvies not included in		
	total—12,043 23. Barley		
	Barley Barley	1 NWC	seed
	3 C.W 81,928.22 4 C.W 44,999.30	2 C.W	662,566.04 205,665.39 10,528.45 17,316.05
1	Rei 19,257.34	3 C.W	10,528.45
1	Feed 1,420.44	Others	17,316.05.
1	Others 87,152.43		
1	This week . 255,114 .14	This week	896,076.37
1	This week . 255,114 .14 Last week . 242,073 .29	Last week	994,815.16
1		Decrease	98,738.29
•	Increase . 13,040.33 Last year's	Last vear's	
k	total 408,350.42	total	1,855,261.26
1	total 408,350.42 Ogilvies barley not includ	ed in the al	pove grades -
1	their total—20,354.33.		
		EN TOPE	
	SHIPM		aless Piles
	Wheat 1915 (lake) 4,285,087	Oats Ba 02,635 212	rley Flax ,481 107,351
1	(rail)	1,764	.250
	1914 (lake) 4,071,212	16,205 98	657 247,713
	(rail) 96,854	11,690 3	,123 2,082
	CANADIAN VIS	SIBLE SUP	PLY
	Week Ending Sept. 24	, 1915.—	Dest
	Ft. William and	eat Oat	s Barley
	Pt. Arthur Ter 3,740	0,404 211	,921 234,759
	In vessels in Can.		
	Ter. Harbors 1,50	1,363 448	61,449
	Total 5,24	1,767 70	4,769 296,208

Week Ending Se	Wheat		Barley
Ft. William and Pt. Arthur Ter In vessels in Can.	3,740,404	211,921	234,75
Ter. Harbors	1,504,363	448,949	61,44
Total	5,244,767	704,769	296,20
At Buffalo and Du- luth	219,000	11,000	25,00
Total this week	5,463,767	715,769	321,20
Total last week	4,961,402 20,112,196	855,619 3,392,350	300,81 558,14

	Cash Prices Fo	ort Wi	lliam	and F	ort Arthur	from	Sept	ember	21 to	3 21	inciu	sive	
,	WHEAT	e	Food	2 CW	OATS	1 Ed	9 E4	No 3	NOA	Rei	Food	1 NW	204

				WHEAT		2011				OATS				BAI	KLEY			F	LAX	
Date	1°	2°	3°	4	5	6	Feed	2 CW	3 CW	Ex 1 Fd	1 Fd	2 Fd	No. 3	No. 4	Rej.	Feed	IIINW	2 CW	3 CW	Rej.
Sept. 21 22 23 24 25 27	94 94 94 92 94 94 94 *91 4	92 92 92 90 92 92 92 89 \$	89½ 91¼ 89½ 91 90½ 88¾	831 82 841 832 821	751 77 791 781 771	.:	**	39 \\ 39 \\\ 40 \\ 41 \\\\ 42 \\\\ 42 \\\\ 42 \\\\\ 1	37½ 38½ 39 40¼ 40 41¼	37½ 38½ 39 40½ 39 40½	361 361 38 391 38 391	351 351 37 381 37 381	55 55 55 53 55 55	52 51 52 51 50 51	45 45 45 45 45 45	45 45 45 45 45 45	145 145 145 145 152 154 157	142 142 142 149 151 151 154	::	
Week	94	921	89					381	37	37	36	35	551	52	45	45	144	141		
Year	1114	108	103	954	884	84		501	491	494	491	475	64	59	57	55	1224	1194		

*These prices are for grain past inspection at Winnipeg

THE MARKETS AT A GLANCE

LIVESTOCK	Winn Sept. 27	ipeg Year Ago	Toronto Sept. 23	Calgary Sept. 25	Chicago Sept. 18	St. Paul Sept. 25	COUNTRY PRODUCE	Sept. 27	Year Ago	Calgary Sept. 24	Saskatoon Sept. 18	Regina Sept. 20	Brandon Sept. 25
Cattle	\$c \$ c 6.35-6.50	8 c 8 c	8 c 8 c	\$ c \$ c 5.50-5.75	\$ c \$ c 6.00-10.40	\$ c \$ c	Butter (per lb.)	21c-23c					
Choice steers Best butcher steers and heifers Fair to good butcher steers	6.35-6.50	7.00-7.25 6.75-7.00	7.90-8.15 7.65-7.90	5.50-5.75 5.25-5.50	6.00-10.40	4.00-9.25	No. 1 dairy	21e-23e 21e-22e 18e-20e	23e 20e 17e-18e	30e 25e 20e	25e 20e-22e	22 de 20e 18c-20e	21e 19e 17e
and heifers	5.25-5.85 5.00-5.25 4.75-5.00	6.25-6.50 5.50-5.75 5.25-5.50	7.40-7.65 6.00-6.50 5.00-5.50	4.75-5.00	6.00-10.40 2.85-8.25 2.85-8.25	4.00-9.25 4.25-6.50 4.25-6.50	Eggs (per doz.) Subject to candling Potatoes	22e	20e-21e	321c-35c	20c	22e	20c
Medium cows	4.25-4.50	3.75-4.00	7 25-7 50	4.00-4.50	2.85-8.25	4.25-6.50	In sacks, per bushel, new Milk and Cream	40c	50e-55e	40e	40c-45c		50c
Choice heifers Best bulls Common and medium bulls Best feeding steers	5.60-5.75 4.85-5.10 4.50-4.75 5.65-6.00	5.00-5.50 4.50-5.00	5.75-6.50 5.25-5.50 5.50-6.00 6.50-7.30	5.00-5.25 3.50-3.75 5.00-5.60	*********	4.25-6.50 3.50-5.35 3.50-5.35 4.50-7.10	Sweet cream (per lb. but- ter-fat)	30e	30e	28c-30c		32c-33c	25c
est stocker steers est milkers and springers (each)	5.50-5.75	\$55-\$65	6.50-7.00 \$75-\$95	\$65-\$70		4.00-6.75	purposes (per lb. but- ter fat) Sweet milk (per 100 lbs.) Live Poultry	24c \$2.00	24c \$2.00	22c-26c 46c per lb. of butter-fat			
common milkers and spring- ers (each)	\$ 45 -\$ 55	\$40-\$45	\$45-\$60	\$55-\$60			Spring chickens	8e 10e 12e	******	12c 9c	12½c 10c	14c-15c 11c	
Ieavy sows	\$9.00-\$9.40 \$6.25-\$6.75	\$7.00	\$9.75-10.00	\$8.85	\$8.45 \$6.60-\$8.25	87.90	Geese Turkeys Hay (per ton)	13c-11c		10c 12c 14c-18c	10c \$1.00 12 c	12e 12e 13e	*****
Sheep and Lambs	\$4.50	\$5.50	Springs	\$7.50	\$6 25- \$8 85	\$4 50 \$ 8 25	No. 1 Red Top No. 1 Upland	\$14 \$12 \$16	\$14 \$12 \$18	\$9 \$14		\$20 \$12	
hoice lambsest killing sheep	\$8.00-\$8.25 \$6.00-\$6.50	\$6.50-\$7.00 \$5.00-\$5.50	\$8.00-\$8.50 \$5.25-\$6.00		\$5.35-\$6.35			\$11	910	314	87	\$9	*****

WINNIPEG and U.S. PRICES

		distributant and a
Closing prices on t	he princip	al western
markets on Saturday,	Sept. 25,	were:
Cash Grain	Winnipeg	Minneapolis
Cash Grain 1 Nor. wheat	. \$0.94	\$0.991
2 Nor. wheat	92	.961
3 Nor. wheat	904	.931
3 white oats	40	.341
Barley		47-55
Flax, No. 1		1.814
Futures—		
Oct. wheat	8815	ept951
Dec. wheat	88	
May wheat	031	961

															S			
			e	et	e	\mathbf{d}	fc	r	t	h	e	w	e			ending		
1915, w	ere	9:												B	Т	his year	Last y	ear
Wheat						ž.								å		6123	830	3
Dats		. 1				0								3		138	84	7
Barley					3	a						1			3	209	20	5
Tlax				9	10	9	19							3		2	8	0
creeni	ngs	,														5		1
Total .																6480	943	6

LIVERPOOL WHEAT MARKET

Spot Wheats	
No. 1 hard winter, per bushel	1.451
Walla Walla	1.62
Rosafe	1.53
No. 1 Manitoba	
No. 2 Manitoba	
No. 3 Manitoba	1.64
No. 1 Nor. Duluth	1.61
Futures	
No. 1 Manitoba, Sept. delivery	
No. 1 Manitoba, SeptOct. delivery	
No. 1 Manitoba, Oct. delivery, London	1.354
No. 1 Manitoba, Nov. delivery, London	
Note.—The cable quotations have been	
lated into dollars per bushel at the rate of	
exchange; this will be varied from day t	

commit themselves to a rate at present.

These prices are only of value in showing approximately the value of wheat on the Liverpool market today. Of course, no new Canadian wheat is in a position for spot sale at Liverpool, but the prices for October delivery, Liverpool, are of interest.—Manitoba Free Press.

Liverpool, Sept. 25.—There was a firm undertone with offers light as influenced by the strength in Winnipeg and America yesterday and traders are becoming nervous. Spot firm, unchanged to 1d higher. Cargo market strong. Winters 4½ to 6 higher; Manitoba's and Indian's 9d higher, with Plates' 4½ higher. Indian shipments nothing and expectations are that world's shipments will show a smaller percentage to the United Kingdom; on passage quantities show a liberal reduction. Millers continue anxious with English country markets strong at 9d advance.

Corn weak, with liberal Plate offers and easy Argentine freights. Spot easy, ½ lower; cargoes 3d lower.

The Livestock Markets

Chicago, Sept. 25.—Slowness of Eastern did a good deal today to prevent owners of hrom maintaining an advance in quotatic Cattle prices were only nominal. The call sheep and lambs was slow.

South St. Paul, Sept. 25.—Severe price declifor all sorts of grassy killing cattle, receipts which were heavy early in the week, sharn higher prices for hogs after the slump on Mond steady market for sheep and lambs—these as marize packers' activities and their results dur the week in the local yards. Livestock trexperienced vicissitudes of a striking charact which kept shippers and yard traders guess much of the time.

Butcher cattle salesmen encountered trought from the start as they were called upon first half of the week to dispose of heavy receing grassy material of Canadian, Dakota, Montand native grades. Successive price cuts to by the middle of the week had lowered prices regularly from 35 to 50 cents on most killers, selling talent on the defensive and they conside it a creditable performance to check the decithe latter half of the week, altho they were unto get back any of the ground lost. Other pressing factors were a lack of stocker outlet.