

MINNEAPOLIS.

The markets have been irregular and feverish the past week, with a slight firming up at the close. Prospects of a moderate crop the world over and a reduction of about twelve millions in the visible supply in this country as compared with the stock at this date last year, are features which might lend strength and give us higher prices had the course of the market the past three months been different or had the foreigners not been so badly scared by their own large stocks of flour and wheat. They have been loaded up so long over there, and our markets have been so erratic that our customers abroad seem to have settled down to the belief that because there is plenty, the future will bring plenty, hence they can buy as they please and at their own prices. The movement of new wheat, now beginning, will be apt to be such as to strengthen them in this belief, for the next three or four months, at least, so that while there may come a legitimate and considerable advance before the holidays, nothing but manipulation can avert a low range of values between now and October. Conservative, thoughtful observers talk this way, but some of them believe No. 1 hard will reach the dollar mark in Minneapolis before the new year comes.

Receipts continue heavy, while shipments are not as large as many had expected. The predictions so frequently heard throughout the spring as to a propable scarcity and a falling off in receipts have not been verified, but the longest haired bears have been surprised at the magnitude of receipts week after week.

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

	July 1.			
	Wheat.	Highest.	Lowest.	Closing 1885.
No. 1 hard..	74	74	74	93
No. 1 north'n	72	71½	72	89
" 2 ..	70½	70	70½	84

Futures were rather quiet, No. 1 hard August closing at 75½c and September at 77c. August 1 northern closed at 73c, but had sold at 73½c. Coarse grains closed firm, with corn at 31 to 32c, oats 29 to 30c o.t., barley 35 to 55c and rye 49 to 51c, all by sample.

MILLSTUFFS—Although quiet, is rather scarce, the mills having mainly contracted ahead for all they can make. Bulk bran closed firm at \$6.25 to \$6.50 and shorts at \$7 to \$7.50 per ton.

FLOUR—Millers say that there is no export demand for flour, but most of them report a fair domestic trade, due to the low prices prevailing. The market is far from active, however, it being necessary to force trade, buyers steadily holding back and demanding concessions.

Quotations for car or round lots at the mills are as follows: Patents, \$4.20 to \$4.40; straights, \$4.00 to \$4.20; first bakers', \$3.30 to \$3.50; second bakers' \$2.50 to \$3.00; best low grades, \$1.90 to \$2.15, in bags; red dog, \$1.40 to \$1.60, in bags.

These quotations are on flour in barrels, except as stated. The rule is to discount 30c per bbl for 280 and 140 lb jute bags, 20c for 88lb cotton sacks, 15c for 49lb

cotton sacks, 10c for 24lb cotton sacks, and 20c for 49lb paper sacks.

The mills again showed what they could do last week, and rolled up a large output. The sum total of the week's work was 140,870 bbls—averaging 23,475 bbls daily—against 117,200 bbls the preceding week, and 137,500 bbls for the corresponding time in 1885. On the 6th of July last year most of the mills were closed down for repairs on the canal. There has been no perceptible change on the platform from a week ago, except that one less mill, and that one of the smallest, is temporarily idle. The situation, however, it is claimed, is less favorable, and not a few millers look for a slackening of operations to some extent before a great while. Several millers have been quite free sellers of late and claim to have a sufficient number of orders booked to keep their mills going as at present for a month yet, but there are others who have about run dry in this respect. A few parties have recently been storing flour to a small extent, and there are not far from 35,000 bbls in warehouses here, or about a day and half's output. The flour market is dull and weak, with the lowest prices prevailing that our millers ever experienced. There was quite a heavy increase in the exports of the mills last week, and they were almost exclusively of the bakers' grade. The table below gives the exports of flour from Minneapolis for a series of weeks:

Week ending—	Bbls.	Week ending	Bbls.
June 26	56,500	June 5	79,750
June 19	44,400	May 29	67,810
June 12	50,000		

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

	RECEIPTS.		
	June 29.	June 22.	June 15.
Wheat, bus ..	564,309	491,150	566,500
Flour, bbls ..	225	495	530
Millstuff, tons ..	51	69	75

	SHIPMENTS.		
	June 29.	June 22.	June 15.
Wheat, bus ..	80,300	\$8,000	116,050
Flour, bbls ..	123,648	109,500	103,507
Millstuff, tons ..	3,228	3,855	4,442

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

	MINNEAPOLIS.		
	June 28.	June 11.	
No. 1 hard, bus. ..	1,351,217	1,460,964	
No. 1 northern, bus ..	811,507	869,314	
No. 2 northern, bus ..	452,838	473,539	
No. 3, ..	6,943	6,944	
Rejected ..	25,759	33,944	
Special bins ..	424,396	417,806	
	* 3,072,660	3,282,511	

*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.

	ST. PAUL.		
	June 30.	June 23.	June 16.
In elevators—			
bush ..	772,000	818,000	878,000

	DULUTH.		
	June 30.	June 23.	June 16.
In store, bus. ..	4,776,777	5,156,332	5,373,107

—Northwest Miller.

Prices at Brandon.

There is still very little wheat coming in. Buyers have been out in their calculations as to there being quite a stock in the country which would be marketed as soon as seeding and planting was got through with. We could hear of but two loads of No. 1. wheat on the market this past week and those were sold at 5c a bushel less than last week; 50c was the highest we have heard of being paid. Oats are still at the old price, but dealers are shipping a few car loads per week. If the surplus in the city was once got rid of this grain would soon come up to a figure that would remunerate the farmer as there is a large quantity required for home consumption. There are a few of our grain buyers and one or two of our merchants trying to get markets in some of the large cities in the U.S., for the coming crop of barley. Cattle are a drug in this market. Hogs are almost unsaleable. One firm has lost quite a number and others are disinclined to handle any until the weather becomes cooler. Sheep and lambs still in good demand and scarce. A few dressed turkeys were brought in on last Saturday, and found ready sale at 15c a lb. Flour, \$2 to \$2.25 for home ground. Wheat No. 1. hard, from 45 to 50, the last mentioned price being only paid in two instances. Cattle, live weight, with a downward tendency, 3 to 4c. Hogs dull 2 to 2½c. Butter 10 to 12c. Eggs not quite so plentiful, 8 to 10c.—Times.

Passenger Rail Rates in Minnesota.

The Minnesota State Board of Railway and Warehouse Commissioners have given formal notice to railway companies to reduce passenger fares in that state to 3c per mile. The board states that the average rate per passenger per mile for the year ending June 30, 1885, on the different roads was 2.9c. The fixed rate of fare per mile for local passengers, as prescribed by the companies during these years, was 4c per mile, except upon the Duluth & Iron Range (which carried 5,356 passengers), and a part of the Northern Pacific, where 5c per mile was charged. After naming seventeen different kinds of passenger rates, the board says that there are very substantial discriminations in the charges for passenger transportation, ranging from free passes to 5c per mile. Average railroad fares in other states are quoted per passenger per mile, as follows:

New England ..	2 15c	Western states ..	2.50c
Middle states ..	2.17c	Pacific states ..	2.84c
Southern states ..	2.82c		

In a number of states the report shows the maximum of 3c per mile is fixed by law. In Georgia, Iowa, Nebraska and South Carolina the passenger rates are fixed by classification of roads based on gross earnings; roads earning \$4,000 per mile or more, 3c per mile; those earning \$3,000 and less than \$4,000, 3.5c; those earning less than \$3,000 per mile, 4c. All the railroads centering in St. Paul and Minneapolis have accepted the conditions, and given notice that the 3c rate will be made. The order to this effect was made some time ago, tickets at the new reduced rate to be sold on and after June 5th.

A Dominion Lands office has been opened at Lethbridge.