

The Fur Trade.

Capes are reviving in favor, says the *New York Fur Trade Review*. The styles vary considerably from early popular designs, but the garments are quite certain to meet with increasing appreciation. Boas will again meet with approval, and many handsome styles are shown. Unlimited orders were given for certain articles at the London sales early in the year, and this unwise competition resulted in unwarranted advances on sundry articles which were offered in moderate quantity; at the June sales, when there were no orders without limits, the same articles declined, though some of them were really desirable. We have previously called attention to the folly of placing unlimited orders at public sales, and merely remind the trade of the fact in the hope that the recent undesirable experience will impress the lesson and result in the exercise of reasonable business prudence in the future.

The prospects for various articles may be briefly defined as follows: Raccoon good. Skunk dyed roccoon quiet, but will doubtless be in request later. Mink good for fine trade; others not favorable at present. Opossum good; no encouragement for common imitations. Seal good for all kinds. Skunk and black dyed opossum good. Muskrat very quiet now; future to be ascertained. Beaver quiet; future not easily determined. Beas, brown and black good. Nutria good. Grey fox quiet, but expected to advance. Red fox selling very well, and will be steady. Wolf selling very well, and will continue in favor. Mouflons quiet now; future doubtful. Lynx quiet on account of high prices; will sell later. Astrakhan selling, but will not command extreme price of one year ago. Persian, finest grades only in favor. Marten selling for scarfs in moderate quantity. Sable in favor for very finest trade only. Badger very good. Thibet selling, but supply exceeds expectations. Wild cat excellent. Boas, all articles suitable for boas in excellent request. Linings now in good demand in the west, and will have a satisfactory sale.—*Fur Trade Review*.

Crops in the United Kingdom.

One more week of grand summer weather has strengthened the agricultural position immensely. The heat of the sun has been of a semi-tropical character, and there have been the usual electrical storms locally, over the whole of the United Kingdom. The wheats have come into ear very fast in the eastern and south-eastern districts, and on well farmed clay—wheat lands proper—it will probably be correct to say that they never gave better promise; on lighter soil they show loss of plant (mainly in respect of the comparative lightness of the soil), due apparently, more to the depredations of the wireworm than to the climatic winter-killing of late sown seed on similar soils. The outlook, at present, is for an exceptionally good crop of wheat on well-farmed clays; but the value of native wheat at the present time, and under existing circumstances, supports the suggestion made in this column a short time since, to the effect that growers here might at least conserve their own interests by growing wheat only to the extent of their requirements; that is to say, enough to supply bread to themselves and to all those engaged on their farms. In the opinion of the writer this will ultimately be the practical limit of wheat growing in this country. The Lenten grain is needing more rain, and it is quite impossible to assess the harvest value of a good and thick plant, which has been more or less punished by drought. The meadow grasses are being cut in some of the earlier districts, because the rye grass is coming into flower; this is undoubtedly a wise thing to do, inasmuch as the first cut will be of good quality (if secured favorably), while the aftermath will have the best of the chances. The same policy is being pursued with the "seeds" and other leguminous fodder crops; undoubtedly the best chance of the year is for early aftermaths. This feature has been enlarged upon here, because

of its influence on the value of purchased feeding stuffs. The root crops are having a splendid start, but in the south-eastern districts a lot of the heavier clay lands are in a hopelessly unworkable condition 'till more rain comes for late sowing.—*Agricultural Gazette*, London, June 13.

Minneapolis Milling in Peril.

According to the testimony of Chas. A. Pillsbury and other millers before the Inter-State Railway commission, the whole business of milling in Minneapolis is in grave peril and is likely to be ruined by the competition of Duluth, which pays more for wheat and saves on the transportation of flour to eastern markets the cost of the haul from Minneapolis to the head of Lake Superior. Duluth's advantage is said to be equal to fifteen cents a barrel, which the Minneapolis millers testified is more than they are now making. They declare that they have been running their mills at a loss for the past year. To put them on a parity with the Duluth millers they must either get their wheat about seven cents cheaper per bushel than Duluth or else the total freight charge on flour from Minneapolis to Duluth must somehow be wiped out.

It appears that the controlling factor in making wheat rates from the harvest fields of the Northwest is the Northern Pacific Railroad, which has a line to Duluth from important points in Northern Minnesota and North Dakota of the same length of its line to Minneapolis. Consequently it charges the same rate to the two points. The Duluth miller pays exactly the same rate for his wheat that the Minneapolis miller pays, but when the former gets it into flour he loads the flour directly upon the lake steamers at his own dock, whereas the Minneapolis miller must ship the flour 150 miles by rail and then transfer it to the vessel. The chief competitor of the Northern Pacific is the Great Northern. Its line to Duluth is considerably longer than its line to Minneapolis, but it must make the same rate as its rival or it would get no grain to haul from competitive points in the two hard wheat states. The policy of these two roads is followed by the Soo, the Milwaukee, the Northwestern and the Minneapolis & St. Louis, which penetrate much good wheat country in Western Minnesota and the two Dakotas. They will all haul to the lake as cheaply as to Minneapolis.

It would be useless for the millers of Minneapolis to insist that the Northern Pacific shall charge more for the carriage of wheat to Duluth than to their own city, the distance being the same. They appear to realize this and their strong plea before the commission was that they should be helped to get the grain from their own territory, in the region lying much nearer to them than Duluth, at a lower rate than is charged for hauling it past their very doors to the mills of their competitors at the head of the lake. This seems to be reasonable, but whether the commission can give them any real aid remains to be seen. It would be a great pity if an industry in which seven millions of capital has been invested and which employs many thousands of people should be destined to be ruined by injurious competition. Flour milling is the backbone industry of Minneapolis, making it the greatest original wheat market in America and bringing to it millions of dollars of wealth every year. Its destruction would injure all interests in the city and put an immediate stop to its career of growth and prosperity. The Minneapolis millers have foreseen this peril for many years and for ten years not a single new mill has been erected, although the old ones have been pushed to greater and greater capacity. Now they regard the danger as upon them and they are arousing themselves to special exertions to protect their interests.—*Northwest Magazine*, St. Paul.

The sale is reported at Montreal of 4,000 cases canned tomatoes at 50c, being a lot held by a bank to cover advances.

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