

THE IMPLEMENT TRADE.

BINDER TWINE.

The following items of binder twine are from the Farm Implement journal of Minneapolis:

Fibre prices continue firm and twine prices follow the fibre quotations. To show how closely the demand for fibre is running to the stocks on hand the following figures are taken from a New York broker's report for Dec. 1: The stock of sisal hemp in the hands of importers and speculators in the United States on that date was 2,829 bales, and the price quoted was \$1-2 to \$5-3c; Dec. 1, 1898 the stock of sisal hemp in the hands of importers and speculators was 73,146 bales, and the quoted price 6 cents. On the same date the stock of manila hemp in 1899 was 704 bales, and the price quoted 14 1-4 to 14 1-2c; in 1898, the stock on hand was 14,905 bales, and the quoted price 6 1-4c.

There has been considerable talk about the use of New Zealand hemp for the manufacture of twine next season, but it is not considered practical by twine men, and manufacturers do not seem to regard the plan of mixing New Zealand and manila, or New Zealand and sisal, with much favor. There seems to be a difference of opinion, also, with reference to the amount of manufactured twine carried over. The estimates on such stocks run from 20,000 to 30,000 tons. A majority of dealers would prefer to handle fresh stocks, but a great quantity of this carried over twine will be placed through brokers, who will undoubtedly be in a position to shade prices somewhat for the purpose of cleaning up. Quotations for new twine have not changed, and prices are not guaranteed. The quotations ruling in the open market are as follows:

	Cents.
Sisal, 500 feet.....	111-2
Standard, 500 feet	111-2
Manila, 600 feet.....	141-2
Pure manila, 650 feet.....	16

Add a quarter of a cent a pound for less than car lots.

Dealers in binder twine generally seem disposed to take advantage of present conditions in the market to abolish the guarantee clause in binder twine contracts. It is known that with but two or three exceptions, the handlers of binder twine in every part of the country are refusing to make the guarantee clause a part of their contracts under any conditions whatever. Manufacturers and jobbers have long regarded this clause as obnoxious, and have been merely waiting a favorable opportunity to rebel against its further use. It is entirely a one-sided affair, practically amounting to the jobber waiving all right to increased compensation should prices advance, and agreeing to shoulder the losses should prices decline. No such absurd agreement as this is expected on other lines, and no better opportunity for freeing themselves from this rule will ever be presented to the twine trade.

NEW FREIGHT CLASSIFICATIONS.

The change in freight classifications which goes into effect Jan. 1 and Jan. 15 will mean a decided advance in rates on vehicles and implements. It is as much the reduction of the minimum carload weight on vehicles as the higher classification which contributes to this result. The reduced minimum is equivalent to an advance

in rates of 25 per cent, and will add from \$20 to \$25 per car on vehicles brought from eastern points to the Mississippi river.

The trunk line committee, representing the eastern railroads has announced that on Jan. 1 agricultural implements will be advanced one class. The change will affect both car load and less than car load shipments. Also the special rates heretofore granted on goods returned to manufacturers for repairs will be withdrawn, and such shipments hereafter will take regular rates. As the jurisdiction of the trunk line committee is limited to the territory east of Buffalo N. Y., this ruling will not affect any great percentage of the goods shipped into the Northwest; and though some parts of the supplies for this section come from within the territory affected most of them are shipped by the water route. The promulgation of this order will impose on the freight and classification committee of the National Association of Agricultural and Vehicle Manufacturers an unexpected burden. The reasonable contention of the manufacturers of implements has been that with an increased tonnage they were entitled to a more liberal rate, and the freight committee of the national association has labored to that end with good results. The action of the eastern railroads seem to indicate their belief that the heavier the shipments the more the shipper should be made to pay, proportionately, for the service, and some of the work of the committee must be done over. President Mellen, of the Northern Pacific railroad, is reported to have said recently that the heavy traffic with which the railroads were now favored made it possible to retain a higher rate for transportation, and the roads were thus able to make good earnings. This presaged the move on the part of the western lines in accord with the precedent established by the trunk line committee. For Mr. Mellen is said to have stated, also that a uniform classification on freight was not feasible, because of the different conditions in different sections of the country. As the new classification in the east brings the two sections closer together so far as this point is concerned the western classification committee has decided to put agricultural implements up a notch, just to emphasize the difference in conditions between the east and the west.

The Great Northern Railway put into effect on December 8 a new schedule of freight rates, affecting the entire Northwestern territory within 800 miles of the Twin Cities. Minneapolis and St. Paul have always been enabled to ship goods into this territory on what was called a distributing rate, somewhat lower than the rate accorded the small towns located along the line. Some time ago the cities of Fargo and Grand Forks, N. D., and Crookston, Minn., were granted this same distributing rate, and on the date above named the Great Northern issued a schedule which grants this distributing rate to all points on the line within 800 miles of the terminals. The reduction is equivalent to from 10 to 20 per cent. The change affects first, second, third and fourth class freights. Articles carried under special commodity rates are not affected. Farm Implements, Minneapolis.

IMPLEMENT TRADE NOTES.

The proposed combination of threshing machine companies in the United

States has fallen through owing to opposition of some of the leading manufacturers.

North Dakota implement dealers are organizing for the purpose of buying and receiving their stocks more advantageously. A meeting was held in Grand Forks recently for this purpose. Single purchases of goods for the entire group of dealers will be made.

United States plow manufacturers have not yet announced the 2-1-2 per cent. advance on prices of their goods which was predicted for Dec. 15, but unless there is an early change in the raw material market they will be obliged to make a change in that direction.

It is said that since the threshing machine makers of the United States have failed to affect their proposed combination, they will indulge in some keen price cutting this season, and already there are preliminary signs of this in the shape of special prices, terms and discounts for future deliveries.

The manufacturers of the Racycle bicycle, made at Middletown, Ohio, are organizing a company at Toronto, where they will establish a Canadian branch factory. This is a well known high grade wheel, which has had a considerable sale in Canada. A. C. McRae will handle the wheel in Winnipeg this year.

The Studobaker Bros. Manufacturing Company, of South Bend, Ind., recently made a shipment of 300 wagons to be used for transportation purposes and ambulance wagons, by the British army in South Africa. The wagons are built very much like the wagons built in the American army, and have a carrying capacity of 6,500 pounds. The order was received about three months ago, and was accompanied by specifications as to what was needed; but to facilitate shipment the agent of the British government substituted some of the features of the army wagon as used in this country in place of the requirements demanded by the original specifications.—Farm Implements.

Jobbers report that the vehicle factories of the United States are exceedingly busy at this time says Farm Implements of Minneapolis, and they find it more difficult to secure prompt shipments of vehicles than ever before in the history of the business. This is perhaps due, to some extent, to the fact that the demand for wheeled vehicles continues because of a lack of snow. But it is mainly due to the fact that farmers generally are in good financial shape, and able to indulge in such luxuries as buggies, etc., on account of the three good crops they have had in succession, and the fair prices received. The advance in prices of vehicles has apparently little effect on the demand, as dealers believe it is to their interest to have a stock of fresh new goods rather than goods carried over from previous seasons which might be bought at lower prices. Experience has taught that it is not the cheapest vehicles, but the most attractive line of work, displayed in the most attractive manner to show style and finish that attracts the bulk of the vehicle trade. It was feared the demand for vehicles would be light during the present season, because of an exceedingly wet spring in 1899, but if orders to date are a fair criterion the vehicle business of 1900 will be the heaviest in the history of the trade.