Crops in Minnesota and the Dakotas

The farmers to the south of the boundary have also suffered much on account of the excessive rains this season. A correspondent of the Northwestern Miller, writing from Grand Forks says The news of most vital importance from this section pertains to the crops, which can not be said to be, on the whole, in a promising condition. Much land, both in South and North Dakota, has been sown without plowing, and, in many fields, the weeds have already choked out the grain so badly that the land will either be plowed and resown to later grains or summer fallowed. Wet weather, which would not allow farmers to get at work early, has made it impressible for more than on half of the wheat acreage of last year in the Red River valley to be sown to wheat this year. The crop is very backward, and weeds have the start of the grain. That the crop will be much less than an average one is an assured fact, as, in a few of the richest wheat counties not over 20 per cent of wheat can be gotten into the ground. Seeding will be pretty well over by June 1.

California Raisin Situation.

The developments in the California raisin market during the past week or two have been interesting. Although there has been nothing like a speculative movement for some time past, stocks have gone so freely into consumption, on account of the exceptionally low prices that have been quoted as acceptable, that at the present time the supplies in first hands have been reduced to a minimum. In fact, it is generally reported that the total stock in New Yook is less than forty cars of loose muscatels, including the holdings of both first and second hands, and at the present rate of consumption it is expected that this will all go out before the middle of July. A year ago at this time there were over 100 cars in first hands, but it was disposed of before new goods arrived.

According to the latest advices from the coast the stock remaining there is small, and holders in interior markets appear to have very little. Philadelphia, it is reported, has been quite a 'ree buyer here within the last few days, particularly of two-crowns.

The tone of the market here is very firm and tendency of prices upward. A material advance in quotations is prevented, however, by the offerings of inferior goods at comparatively low prices. The cheap stock, which forms a part of the forty cars above referred to, is scattered, and for that reason has more influence than if it were in the hands of one or two parties.

It is generally held that the next crop will

It is generally held that the next crop will come on a virtually bare market, and the trade is looking for much higher prices next fall than have prevailed for several past seasons, as the crop is expected to be late and smaller than that of 1891 and 1895 on acc unt f the frosts this spring New York Commercial Bulletin.

Triumph of Southern Cotton Mills.

The announcement was made in the telegraph the other day that the Lawrence Manufacturing Company of Lowell, Mass., one of the largest manufacturers of cotton goods in New England, had determined to stop making cloth entirely, one half the mill closing down, and leaving only the hosiery works in operation. The Lawrence mill is the first to lead off in this matter, but it is expected that many others, especially those engaged in the manufacture of the coarser grades of cotton cloth, will follow suit.

They have been struggling for the last three years against the advantages of the Southern mills, which allow the latter to turn out the coarse cotton goods very much cheaper. Labor in the south is cheaper by 30 per cent. and the southern manufacturers enjoy an advantage of from 1½ to 2 cents a pound on their New England competitors. With these advantages it was impossible for the New England mills to keep up with them. They have been struggling on, hoping for some change that would put them on their feet again, but the surrender of the Lawrence company, and its determination to close its mills shows that they have given up the idea that they can ever compete with the South.

The fact that the Southern mills have been able to keep running during a period of the greatest depression ever known in the United States as significant enough to the New England manufacturers. They have been running, too, on full time, many of them night as well as day to fill orders, while their Northern competitors have been compelled to shut down right and left. They have been making dividends of from 12 to 30 per cent; and not only have new mills been erected, but the old ones have been enlarged.—New Orleans Times Democrat.

Chicago Packer Hides

The big Chicago packers are now, in the vernacular of the stock yards, on the "sunny side of Easy street." They expected t sell off their March and April hides at higher figures, but the general condition of business checked the hide boom and the packers were giad to unload to the leather company at the best bid the buyer of that concern was willing to make. Now that old accumulations are disposed of the quotations are booming again, the advance being predicted upon the undoubted small supply of hides in the country and the choice short-haired condition of the present take-off. The recent sales have been greatly exaggerated. The purchases of last week amounted to less than 75,000 hides all told, but some of the Eastern papers placed the quantity at 150,000. The leather company has bought large quantities of dry hides, which some writers have mixed with the purchases of Western green salted hides.

There is undoubtedly a stronger tone to leather in all the markets and large sales have been made. Shoe and harness manufacturers are ovidently realizing that the severe curtailment of tanning has at last diminished the available supply of leather. Shoe and Leather Review.

Two-cent Hogs.

The price of hogs is now lower, we believe, that it has since the fall of 1878. We have a very distinct recollection of selling in one day \$500 worth at 2c per lb, and it astonished us to see what a pile of them it took to make up that \$500. We remember in 1873 when hogs sold in Illinois at \$1.75 per hundred, and the farmers then felt poor, indeed. We are apt to conclude that when prices are let they will stay there or grow lower, and forget that since 1878 we had a long spell of selling hogs on the farm at 5c and 6c per lb. Solomon once said, we believe it was Solomon, that "what has been, will be." or words to that effect, and that "there is nothing new under the sun." We sometimes think that it cases up a little when we look back at prices that are lower than they are now, and remember that those low prices did not last, and in the nature of things could not. It must be remembered that in 1878 a dollar was not we the semuch as it is now, and that even this small amount of money did not go as far in purchasing the comforts or necessities of life as a like amount will to-day. The only thing to do is to grow better hogs, and decrease in every way the cost of preduction, knowing that the lower hogs are the more room there is for them to rise, which, in the light of all past experience,

they certainly will. The lower they become the greater will be the demand abroad, and the wider the market will be in the future. —From Wallace's Farmer, Chicago.

WALKER HOUSE.

The most conveniently located Hotel in Toronto

One Block from Union Railway Depos

A first-class Family and Commercial House

Terms from \$2 a Day
DAVID WALKER, PROPRIETOR.

Corner York and Front Sts., TORONTO, Ont

No Trouble

to furnish information about plendid Service offered via "The North-Western Line" from Minneapolis and St. Paul to Milwaukee and Chicago—it's a pleasure. If you contemplate a trip East, please drop a line to T. W. Teasdale, General l assenger Agent, St. Paul, and receive illustrated Fol-Free, with detailed information about the three superb trains leaving Minneapolis and St. Paul every day in the week, for Milwankee and Chicago together with any special information you may desire. Home Agent will sell you tickets via this first class line and reserve you Sleeping Car Berths in advance, on application.

WISCONSIN CENTRAL

LINES.

LATEST TIME CARD.

Daily Through Trains.

12.45 pm | 6.25 pm | Lv Minneapolis Ar | 8.40 am | 4.20 pm | 1.25 pm | 7.15 pm | Lv. | St. Paul | Ar | 8.00 am | 3.40 pm | 4.05 pm | Lv. | Duluth | Ar | 11.10 am | 7.15 pm | Lv. | Ashland | Ar | 8.15 am | 7.15 am | 10.05 am | Ar | Chicago | Lv. | 5.00 pm | 10.40 p

Tickets sold and baggage checked through to all points in the United States and Canada.

Close connection made in Chicago with all trainsgoing East and South.

For full information apply to your nearest ticket ages

JAB. O. POND, Geo. Pass. Agt. Wilwaukee, W