

wheat growers on this continent will have to depend largely upon home consumption for a market, rates usually ruling higher in Chicago than in Liverpool."

Ready for the Struggle.

If the worst comes and the milling trade must pass through a struggle for existence (which is as unlikely as that the cotton, or iron, or any other line of staple manufacturing should do so) then it will be a question of the survival of the fittest. In that event the United States has long odds in its favor. Its mills are better equipped, better managed and better operated. It is the fountain head of milling invention, and anything new and valuable must be first used here with the attendant advantages following its first use. Its wheat is better, most reliable and the supply is greater than any other country enjoys. Its millers have as much capital and incomparably more energy and pluck than those of any other country. Its transportation facilities are better and cheaper than any other land enjoys, and in all things we are better prepared for a war of extermination than any other country whatsoever. We do not anticipate it, but if it must come, we do not shrink from it. Our cause is just and we are prepared to abide by the result of the wager of battle.—*North-western Miller.*

The Fur Trade.

A Montreal dealer writes about furs as follows: The buffalo has now practically disappeared, and the next to follow will be the beaver. These skins will not likely be ever again a drug in the market, and the feeling now among the trade is to buy and hold beaver. The muskrat—that poor relation of the beaver—will thrive in every swamp, and its power of reproduction is equal to that of any inferior race, consequently there is no fear of a scarcity of these. The only trouble is that they are not worth catching. Red fox, skunk, mink and coon live and thrive in the vicinity of farm yards—these we shall always have, at varying prices according to the caprices of fashion. Bear, lynx, fisher, wolverine, although holding a little further remote from civilization, will doubtless keep their own for many a day yet, but the tendency in these will be to decrease as the Northwest becomes populated.

It is a strange fact that the average annual collection of furs is as great now as at any time during the past fifty years or more. Many people think that the quantity is steadily decreasing. Such appears not to be the fact with the exception of the buffalo and the wolf that lived upon him, who have both practically disappeared. There is an annual crop of furs taken off the country with as much regularity as the hay crop, and the probability is that it will long continue so."

Grinding the Farmers.

It takes two bushels of corn to pay for transporting one bushel from Nebraska, Kansas, and western Iowa to the great receiving markets. When the price was higher the farmers didn't kick with concerted vigor, but now that values

have settled the share that goes to the producers is whittled down to the end of nothing, and a long, loud and deep growl goes up from all that part of the country that lies west of Chicago. The transportation magnates keep right along, however, not only demanding the lion's share but planning to still further increase the chain of serfdom upon the agricultural classes. They are creating pools to choke competition between carriers and otherwise developing schemes of oppression. They claim that they are losing money, and that they are forced to resort to these unlawful measures to increase their revenues or go to the wall. The aim of the monied interests behind the giant corporations is to cement the railways into one solid, compact system, through the operations of which they can tax the industrial, agricultural and commercial interests "all they can stand." It remains to be seen how long the sovereign voters of this country will be content to work for the railroads and surrender the fruits of their toil to a master whose cupidity is never satisfied. The storm that is gathering in the west may one of these days burst upon the whole country. When it does we will see the railroads carrying the product of the fields and workshops for just money enough to pay a fair interest on the money it cost to build the line.—*Chicago Daily Business.*

Your Cash Book.

Are you keeping a cash book? We know that many retail grocers do not, and yet this is one of the most essential books for you to keep. Every cash transaction you make should appear in a cash book, excepting the separate items of petty sales, and the amount of those should go in with the receipts at night as "petty sales." Many dealers enter the total money receipts for the day, whether from accounts or from cash sales, in their cash books as "cash sales" for the day. We do not think this good book-keeping. Cash receipts from accounts on one's ledger are not "cash sales" by any means, but are simply settlements of credit sales, and should be entered in the cash book as money received from the different parties on their accounts, and then you have a record that shows plainly where you got the money which makes up the cash receipts for the day.

Also, every payment you make should go into the books, so that you may know to whom you paid money any certain day and be able to show by your cash book, if a creditor disputes the payment of a bill, that you paid it at such a time. You cannot keep these matters any too carefully. For your petty sales, have a block of paper or a slate handy to the cash drawer, if you can't keep a cashier, and make a minute thereon of the amount taken, as you make the change. It will be natural for you to omit something during the day, as you may be in too great a hurry to think to make the memorandum, and consequently your cash should, if it varies at all, run over. If it comes out short there is something that needs investigating; and if very much over and you and the clerks can think of nothing omitted from the petty sales memorandum to account for it, you will know that someone must have paid on ac-

count which you have failed to enter. Balance your cash every day, and then an error of this kind can generally be thought out. Be particular about this cash account, and do not rest satisfied any day until the balance is brought out near enough to correct so you are convinced that there is nothing wrong excepting an omission or two of petty sales. Make your entire force of clerks feel the responsibility of the cash account, and by vigorously investigating every difference between the amount of cash on hand and what the record says there should be, you will make it more difficult for a speculator, if by chance you should get one into your employ, to work his little game. *Ex.*

The Price of Ostrich Feathers.

The value of ostrich feathers has long been declining until the price of "prime whites" has sunk from £50 to £10 per pound. Indeed, at a sale last month at Cape Town 1,620 pounds of mixed feathers only reached a total of £3,047, values having fallen 15 per cent. from previous sales. This serious depreciation may be attributed to various causes, among which, probably, glutted markets, the dictates of fashion, general depression, and previously exaggerated prices, are the chief. The golden dreams indulged in by the Cape farmers a decade since have been duly dispelled, and they are now returning to their first love, wool-farming, which, during the ostrich craze, had been somewhat neglected. At one time the possessor of a pair or two of breeding birds was supposed to be on the royal road to fortune; and in some few instances fortunes were, no doubt, rapidly made in ostrich farming. Times have sadly changed, and recently farmers have, in despair, actually turned their ostriches loose on the native "karroos" sooner than be at the expense of maintaining them longer in their "camps" at a loss. It may be safely predicted, however, that the feather of these birds can never be entirely out of fashion so long as beauty delights to adorn itself; and it may be hoped that the South African exhibits at the colonial exhibition will stimulate afresh the declining trade.—*St. James Gazette.*

General Notes.

Imports at Toronto continue to show a steady increase, judged by the board of trade figures for recent months. Estimated by money value, the imports at Toronto in May 1883 were \$1,120,636; in May 1884 they were \$1,259,320; in the following May \$1,181,681, and last month, which is the largest of the four, \$1,328,440.

A number of banks have lately published their annual statement. The bank of Toronto shows earnings of \$250,000. The Imperial shows earnings of \$172,337 and adds to the Rest. The Ontario has added \$15,000 to its reserve. The Federal, besides increasing its Rest to \$125,000, carries a large sum forward. The Central has earned over eleven per cent. on its average capital.

Owing to the fact that Canadian cheese is now preferred in England to that of American, a new feature in the trade, is the establishment of New York houses in Montreal, for the purpose of filling English orders. Many orders now received from the other side call for Canadian goods, and this is one of the principal reasons why the representatives of New York firms are locating here.