

without competition to these western points. Mr. Van Horne's utterances also furnish an effectual answer to those few rag-chewing provincial papers which are so blinded by sectional prejudice as to be completely incapable of discerning the true interests of the province. But it would indeed be hard to please these ranters. Had the people of Winnipeg allowed the rest of the province to fight the battle against monopoly alone and unaided by the city, a great howl would have gone up against such a course. But now that Winnipeg has thrown her full force into the fight, these disgruntled organs cry out that it is a Winnipeg movement, and are doing their best to stir up a feeling against the city. But, happily, they will not succeed. The great majority of the people of Manitoba are thoroughly in sympathy with every effort put forth by Winnipeg to relieve the province from monopoly, and the work done by the city in this direction will undoubtedly be appreciated throughout the length and breadth of the entire Northwest.

Grain and Milling News.

Jas. Jernyn will have his mill at Minnedosa, Man., changed to the roller system at once. He has examined the Shoal Lake and Rapid City mills, with a view to obtaining the benefit of experience in working those mills.

The St. Anthony elevator at Minneapolis, owned by Peary & Co., was burned on Tuesday last. The building was a new one, and cost \$350,000. It had a capacity of 1,800,000 bushels and contained 1,150,000 bushels of wheat at the time of the fire. Loss about \$1,000,000; covered by insurance.

There seems to be a general impression that farmers having winter wheat to sell will not hurry it to market at the present prices; others believe that wheat must move whatever the price, "as farmers must have money." There will probably be a fairly active movement of winter wheat by about the 1st to 15th of August.

The New York Produce Exchange has adopted a new rule, which makes No. 1 hard wheat deliverable under contract the same as No. 2 red. This adds to the speculative grade of wheat about 90,000,000 bushels every year, and the chairman of the grain committee is quoted as saying that this will "make corners almost impossible in the future."

THE COMMERCIAL has been favored with a most handsomely prepared, illustrated and descriptive catalogue of flour mill machinery, from the famous Willford & Northway Manufacturing Company, of Minneapolis, Minnesota. The book is not only a most useful one to millers, but it is really a handsome work of art. Every miller should send for one.

The Canadian Oatmeal Milling Company, limited, with headquarters at Toronto, is seeking a charter from the Dominion Government. The capital is placed at \$30,000, and the promoters are: H. S. Moore, Norwich; James Muirhead, London; Thomas Martin, Mount Forest; E. D. Tilson, Tilsonburg; J. D. Moore, St. Marys; D. Spiers, Galt; Robt. Thompson, Woodstock; W. Thompson, Mitchell; and James Wilson, Fergus.

The *Northwestern Miller* is a strong bear in the wheat market, and usually pretty accurate in foretelling the course of events. It says: Estimates on the size of the wheat crop for 1897 are now in order. They range between 425,000,000 and 465,000,000 bushels. We are inclined to believe it will reach the maximum figure given, and shall not be surprised if the final figures show a total of 470,000,000 bushels. The combination of circumstances which will give our farmers a dollar a bushel for their wheat is one which is about as improbable as anything which can be imagined. The American farmer who gets ninety cent for wheat, in future, will be a very fortunate individual. A great foreign war, or light crops in other countries and a general failure here, would put wheat up to a dollar, but under ordinary conditions wheat is not worth that price.

Many of the Chaudier lumbermen have been compelled to stop running their mills temporarily, owing to the shortness in the supply of logs.

The Canadian Pacific Railway Company carried out of Ottawa, last year, 75,000,000 feet of lumber, and the Canada Atlantic Railway about a similar amount, making the amount carried out of Ottawa by rail last year about 150,000,000 feet out of a total of somewhat over 350,000,000 feet. Two-thirds of this amount shipped by rail went to the United States.

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