

THE DOMINION MECHANICAL & MILLING NEWS

DEVOTED ESPECIALLY TO THE INTERESTS OF OWNERS AND OPERATORS OF

Flour Mills, Saw Mills, Planing Mills and Iron-Working Establishments.

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GREEY'S IMPROVED SYSTEM OF CONNECTED ROLLS AND ROPE DRIVE.

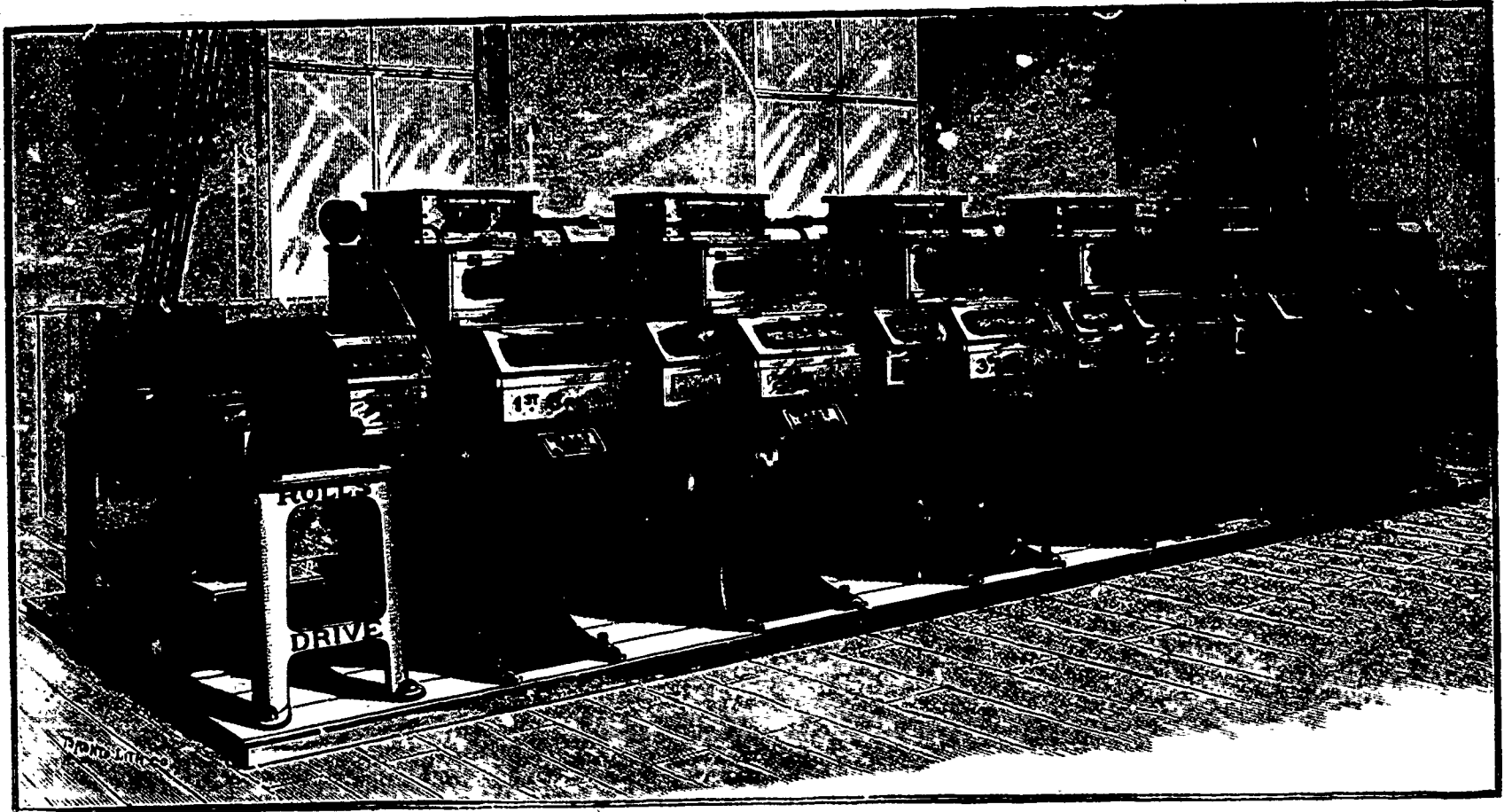
THE accompanying engraving represents an important improvement made in the arrangement of mill machinery during the past two years. By this arrangement a considerable amount of machinery is saved and the space formerly required for the driving line shaft below the rolls is left perfectly clear, giving better access to the spouting from the rolls to the elevators. The manufacturers claim that the greatest benefit of this device arises from the saving in power. Owing to

WHAT SHALL WE DO WITH OUR BOYS?

BY "AUTOMATIC CUT-OFF."

WHEN our fathers, and even many of ourselves who are middle aged, were boys, this question did not trouble parents; for as soon as many of us were able, it was necessary that we should go to work at something and help bring the weekly earnings up to what was required to keep the wolf from the door. A few of the boys starting in the world in this way, succeed, and become self made men, and are written about, talked about, and held up to the rising generation as

says, "There is my boy Joe, he is a natural mechanic, and wants to be a machinist; I have a few dollars to help him along with—shall I send him to a technical school, first, or to the shop? Which will be best? I am sure he is the makings of an extra good man, and I do not want to make any mistake about it. If I send him to the school first, will he come home with his notions set too high? While, on the other hand, if I apprentice him to the trade first, will he do as well when he leaves to go to the school? or will he think he is too much of a man for such a thing?"



GREEY'S IMPROVED SYSTEM OF CONNECTED ROLLS AND ROPE DRIVE.

the driving friction being removed from the roll and tightener bearings, sometimes as many as fifty-six in number, and being placed in specially prepared journal boxes, only eight in number, a very considerable saving in power is effected, and moreover, when that driving strain is taken off the roll journals, the rolls have no tendency to get out of line or "train" as it is usually called.

There are many other points of advantage which the manufacturers claim for this system. These our readers may obtain full particulars of by addressing the manufacturers, Messrs. Wm. & J. G. Greey, No. 2 Church St., Toronto.

An Ottawa despatch says that several applications have been made to the Customs Department through the Inspector of Customs in Manitoba by residents of the southern portion of the province, asking permission to have their wheat ground in mills situated in the United States, but near the international border, in cases where there are no Canadian grist mills within a reasonable distance. This is a practice which has been permitted for some years in the Eastern Townships, and the Minister of Customs is now considering certain regulations granting the same concessions to people in Southern Manitoba until mills have been established on the Canadian side of the line within fairly reasonable access by the settlers.

patterns for all to copy.

I remember when a boy hearing one of the self-made men of Canada address some school children. He said, "Boys, when I was young, I had a hard time of it; I had no home, and no bringing up; I just 'come up afoot.'" This gentleman was then mayor of a neighboring city. His family consisted of two boys, and his cry was, "What shall I do with the boys?" He did not want to apprentice them to any trade, and although they were well educated, it did not help them, for they are to-day poor, shiftless mortals, neither good for use nor ornament.

To our sober, industrious, every-day mechanics, this question is of great importance. It is often a troublesome one to solve. With our present admirable school system, our boys can start out in life with a much better education than their fathers had. It is pretty certain that most of our sons will be kept at school till they are 15 or 16 years old, and can be far enough advanced to matriculate for college. Still, it is sometimes difficult to decide just what to do with the boys. One says, "Now, there is my boy Dave, he is about ready to leave school; he is quick to learn and is willing to work, but he does not seem to know just what to settle down to." Another

We see many cases where boys have been put at the wrong business—spoiling a good man at one calling, to make a poor one in another. The question is: How can we best help ourselves and others to decide these things? What will tend to help us in this matter?

In the first place, we all cheerfully pay our taxes for school purposes. We are also justly proud of our great free school system. The working man pays no small share of these taxes. Most of his children will be working men and women. This being the fact, we ought to have what is needed most in after-life, taught most in the schools. Take our High School curriculum; it is divided into two branches—you may say, a collegiate and a mercantile branch. Now add a mechanical branch. Teach the boy who is going to college the proper course for matriculation! Teach the boy who is going into mercantile life, the particular branches that will help him, that he will require every day! and teach the boy who is going into mechanics what he will require. Do not bother his head with dead languages or "ologies." Give him a good sound knowledge of natural physics, higher arithmetic, mechanical drawing, and things he will need when he starts to learn his trade; and in the examinations, give those who are