

But to no spot in it or near it can the visitor repair in which the spirit of the days gone by has fuller mastery than where stands the Cartier-Brebœuf memorial. And, henceforth, it is sure to be one of our most frequented goals of pilgrimage. May its erection bring home to every Canadian the duty of doing his individual share in maintaining and enhancing the glories of his race, by doing, like Cartier, like Brebœuf, his allotted task in his day and generation. Imitation is, after all, the truest homage.

### ROYAL MILITARY COLLEGE.

This institution, of which the closing exercises for the years 1888-89 took place last week, is, perhaps, hardly so well known to the people of Canada as, in view of its services to the country, it deserves to be. It was established in 1876 for the purpose of imparting a thorough education in all branches of military tactics and such other departments of knowledge as come within the range of an officer's requirements. Mathematics, surveying, military topography, reconnaissance, mechanics, engineering, artillery, fortification, chemistry, geology, geometrical and freehand drawing, military history, administration and law, modern languages, and other subjects allied to these are comprised in the course of study. The gentlemen cadets are subject to military rules and regulations, as in the regular army. The commandant is always a British officer of high rank and long experience. The institution was first placed in charge of Col. Hewett, R.E., C.M.G., who held the responsible position with credit to himself and profit to the college until 1886, when he retired on receiving a high appointment from the British Government. To his accomplishments, ability and tact the success of the Military College has been in a large measure due. He was succeeded by Col. Oliver, R.A., who had been associated with the work of the institution almost from its foundation, and, on his retirement, the present commandant, Major-General Cameron, was placed at the head of the college. The staff of professors consists of picked men, each of whom is a specialist in the subject on which he lectures or gives instruction. On graduating, each cadet takes rank as a lieutenant in the Canadian militia, those who obtain commissions in the British army being, however, excepted from this rule. In January, 1880, notification was given of the intention of the Imperial Government to offer annually four commissions to successful cadets of the college. These commissions were to be one each in the Royal Engineers, the Royal Artillery, the Cavalry and the Infantry, and in the summer of the same year Messrs. Perry, Fairbanks, Wise and Freer availed themselves of a privilege which has since then been regularly conferred on deserving graduates. The commissions are offered to each graduate successively from the highest in the list until four have signified their wish to accept. Already there have been nearly forty such appointments, and several of the alumni of the college, who have thus taken service in England's army, have won high reputations for ability and courage. Some of the graduates have been deemed worthy of positions in the college as instructors. A considerable proportion of them served their country with distinction in the Northwest.

The advantage to Canada of having such a centre of military education and traditions can hardly be over-estimated. The years spent at Kingston are not only likely to be recalled as the most pleas-

ant in the lives of those favoured with cadetships, but cannot fail to be most fruitful in the formation of character and habits. The association of young men of lofty aspirations with veterans of the English army, rich in its best traditions and masters in military lore, is itself an education. The moral effect of the training is invaluable, whether the cadet chooses an army career or turns his gathered knowledge to account in the furtherance of the great public works of his native Canada. He is, though professionally civilian, a soldier by discipline and ready for the soldier's patriotic task should ever danger threaten our borders. The Royal Military College is the best link that could have been devised between Canada and the motherland. The presence of native Canadians in the Imperial service tends to perpetuate the sentiment of enthusiasm in our national glories and to make the prestige of connection with them a real thing to every province in the Dominion.

Not the least welcome feature in the operation of the college is the place occupied in its honorable roll by gentlemen of French-Canadian names and lineage. Here on our own soil, for more than a century, the descendants of *la Belle France* have proved their patriotic devotion and soldierly prowess in many a field. In 1775, in 1812, in 1866, whenever a foreign foe dared to threaten or assail our common country, they were always in the van, proud to show the military ardour of old France in defence of the new France which their fathers had won from the wilderness. However changed might be its conditions, it was still their cherished home and contained all that they most prized on earth. The institutions under which they lived had left intact all the heirlooms of their race. Those institutions had, moreover, been made their own by adoption and development, and they looked upon them as the palladium of their liberties. On these grounds had De Salaberry and his valiant Voltigeurs fought for hearth and home at Chateauguay; and later generations have gloried in his example—the initialed record of our army list shows to what effect. A military college, therefore, where scions of both races acquire the art of leadership by learning obedience, self-command and reverence for authority is an institution of which all who wish well to Canada should know the value, and we are sure our readers will rejoice to hear of its continued success.

### CANADIAN INDUSTRIES.

#### I.—THE MILLING INDUSTRY.

In no respect has the industrial development of the Dominion in recent years been more marked than in the enormous expansion of the grain and flour trade. Some of our readers are probably old enough to recall the day of small things, before the era of railroads had revolutionized the carrying trade, when the lonely settler trudged for miles through the forest with his bag of wheat to the little grist mill which had the monopoly of its district. In his interesting sketches of early pioneer life, Mr. Canniff Haight tells of the first grist mill in Ontario, built by the Government for the use of the settlers, to which his grandfather carried his few bushels of wheat in a canoe a distance of some thirty-five miles. In the course of time mills multiplied, but for many years they remained of the same dimensions, the greater number of them having but a single run of stones. As the production of the country increased and machinery improved, a change began to take place in the character and capacity of the mills. It was not, however, till within a comparatively recent time that the business assumed the proportions which give Canada its repute in this important branch of

industry. Some twenty-five years ago a Hungarian devised a small porcelain roller as a substitute for the stone roller previously in use. In 1867 Mr. Ogilvie went to Europe to gather information on the subject, and the result was the introduction of the new invention into Canadian mills. Its adoption inaugurated a new era. Ever since then Canada has kept pace with the march of improvement, and every new idea has been promptly turned to account.

Montreal has long been the headquarters of the milling trade, and among its noteworthy firms that of Messrs. A. W. Ogilvie & Co. has for years held a leading position. We, therefore, associate Mr. W. W. Ogilvie with this opening article on our grain and flour industries. The first flour exported to Europe, under British rule, was ground at his grandfather's mill at Jacques Cartier, near Quebec. That was in 1801, shortly after Mr. Ogilvie's arrival in this country from Stirlingshire, Scotland. Seeing the prospects of a profitable business, he built a mill at the Lachine Rapids. The farmers from the surrounding country were accustomed to bring their grain to Montreal market (then held on what is now Custom House Square), and Mr. Ogilvie had no difficulty in obtaining their wheat. In 1802 an important bakery was established on the site of the present Balmoral Hotel. In the deed, the land is said to be "on the King's highway, leading to Lachine and near Montreal"—a description of which shows that our city limits have considerably extended since the beginning of the century. At the close of the last century the magistrates fixed the price of the brown loaf of 6 lbs. at 7½d. or 15 sols, the white loaf of 4 lbs. being rated at the same figure. In the year when Mr. Ogilvie started his bakery, the grand jury, owing probably to a scarcity of flour, ordered the price to be raised to a shilling.

In 1852, Mr. A. W. Ogilvie and his brothers, Messrs. John and William Ogilvie, erected the Glenora mills on the Lachine Canal. Subsequently they erected the Goderich, the Seaforth, the Winnipeg, and the Royal Mills. The daily capacity of these mills is 25,000 bushels or 5,650 barrels of wheat. No less than 32 elevators, all owned by Mr. Ogilvie, situated in Ontario, Manitoba and the Territories, are employed for the storage of the wheat supplied by the farmers. In 1877 Mr. Ogilvie inaugurated the regular export of wheat from Manitoba, beginning with 500 bushels. It was forwarded in bags and shipped by Red River steamers to Fargo, whence the North Pacific conveyed it to Duluth, on Lake Superior. From that point it was forwarded to the mill at Goderich, where it was ground. Though the quantity was small, the venture sufficed to establish the reputation of Manitoba wheat, and from that date the shipments steadily increased. In ten years the exports had grown to 12,000,000 bushels—24,000 times the quantity of the experimental year.

In 1880 an important impulse was given to the North-West wheat trade by the extension of the St. Paul and Minneapolis Railway to the southern boundary of Manitoba, and its connection with the Emerson branch of the Canadian Pacific. An uninterrupted route was thus secured between the North-West wheat fields and the outside world. Shipments by rail were then first made, via Chicago, to Eastern Canada and Montreal. The following table shows the increase that Mr. Ogilvie's shipments subsequently underwent from year to year:

YEAR.	BUSHELS.
1881.....	200,000
1882.....	400,000
1883.....	650,000
1884.....	1,000,000
1885.....	1,250,000
1886.....	1,500,000
1887.....	2,100,000
1888.....	3,900,000

Up to the present, in fact, Mr. Ogilvie has purchased more than half of all the wheat grown in Manitoba and the North-West Territories. Since the completion of the Canadian Pacific Railway he has shipped largely to Japan. That Canada is destined to secure a large share of the trade of the lands beyond the Pacific may, indeed, be regarded as certain. Our neighbours have already