



PUBLISHED MONTHLY,

BY

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Office, 31 King Street West,

TORONTO, - - ONTARIO.

ADVERTISEMENTS.

Advertising rates sent promptly upon application. Orders for advertising should reach this office not later than the 25th day of the month immediately preceding our date of issue.

Changes in advertisements will be made whenever desired, without cost to the advertiser, but to insure proper compliance with the instructions of the advertiser, requests for change should reach this office as early as the 22nd day of the month.

Special advertisements under the headings "For Sale," "For Rent," &c., if not exceeding five lines, 50 cents for one insertion, or 75 cents for two insertions. If over five lines, 10 cents per line extra. Cash must accompany all orders for advertisements of this class.

SUBSCRIPTIONS.

The DOMINION MECHANICAL AND MILLING NEWS will be mailed to subscribers in the Dominion, or in the United States, post free, for \$1.00 per annum, 50 cents for six months. Subscriptions must be paid strictly in advance.

The price of subscription may be remitted by currency, in registered letter, or by postal order payable to C. H. Mortimer. Money sent in unregistered letters must be at sender's risk. The sending of the paper may be considered as evidence that we received the money.

Subscriptions from all foreign countries, embraced in the General Postal Union will be accepted at \$1.25 per annum.

Subscribers may have the mailing address changed as often as desirable. When ordering change, always give the old as well as the new address.

Failure upon the part of subscribers to receive their papers promptly and regularly should be notified at once to this office.

EDITOR'S ANNOUNCEMENTS.

Correspondence is invited upon all topics pertinent to the mechanical and milling industries.

This paper is in no manner identified with, or controlled by, any manufacturing or mill-furnishing business, nor will a bestowal or refusal of patronage influence its course in any degree. It seeks recognition and support from all who are interested in the material advancement of the Dominion as a manufacturing country, and will aim to faithfully record this advancement month by month.

Readers of the "MECHANICAL AND MILLING NEWS" will confer a favor upon the publisher and derive material benefit themselves by mentioning this paper when opening correspondence with advertisers. Drop us a postal card when you have written to an advertiser, give us his name, and then we will put you in the way of getting the benefit. Don't forget this.

SHIPPERS will be glad to learn that legislation will be sought from the Dominion Parliament this session to prevent unseaworthy vessels from engaging in the carrying trade next season. Such a measure is urgently needed.

PERSONS who require to use bags have their attention called to the advertisement in this issue of Messrs. C. W. Allen & Co., Toronto, manufacturers of the "Dandy" bag holder, a patent device for holding open the mouth of the bag while it is being filled.

THE subscription list of the MECHANICAL AND MILLING NEWS is growing at an increasingly rapid rate every month. The large number of new names added since the beginning of the present year is most encouraging to the publisher, and will prove an incentive to him to still further increase the interest and value of this journal.

"GOVERNMENTAL-monopolistic-political corporation" is a new name just coined for the Canadian Pacific Railway Company by the *Mining World* of Buffalo. It is hoped that our contemporary's inspiration is not derived from thinking upon the loss to American railways occasioned by the diversion of American trade through Canadian channels.

OATMEAL milling is much overdone in Canada, and it is announced that a number of the persons engaged in the business have decided to go out of it. If the present condition of the flour market continues, a number of flour mill operators will also find it necessary to abandon their calling for something which will offer better returns for money and labor invested.

THE attention of our readers is called to the advertisement of the Canada Jute Co., of Montreal, which appears for the first time in this number. This old-established company, finding their present facilities inadequate to the demands of their business, are about to move into new and commodious premises, built specially for their accommodation. In the April number of this

journal will appear an illustrated description of the Company's new quarters.

MR. GARSON'S Bill in the Local Legislature respecting the examination of engineers and inspection of steam boilers has been referred to a special committee to report upon the wisdom of its provisions. It does not seem probable that the Bill will pass the House this session. In moving the second reading of the Bill Mr. Garson stated that there were 6,000 boilers for stationary engines in the Province, and of this number the insurance companies reported 700 to be in an unsafe condition.

AMERICANS are noted for their inventive powers. In fact the patent office reports would seem to show that every fifth or sixth man in the country is an inventor. And yet, strangely enough, no man has attempted to establish his title to the one hundred thousand dollars offered as a prize by the business men of Buffalo to the person who shall present a method of successfully utilizing the water power of Niagara Falls for manufacturing purposes. If the inventive Yankee can't capture this prize, why doesn't some Canadian divert his attention from patent car couplers, etc., long enough to do so?

AMERICAN milling journals are in accord with the opinions lately expressed in these columns that the scheme advocated by the London *Miller* of forming British syndicates to purchase Manitoba wheat for grinding in English mills, would not prove successful. Such a scheme might afford British millers temporary relief from American competition, but it is only a question of a little time when the wheat of the Canadian Northwest will be ground in Canadian mills, situated in the wheat-growing regions, and exported as flour to Britain. Then the British miller's condition will be even more discouraging than at present.

IT is but a few months ago since Pennsylvania enjoyed a monopoly in natural gas, and manufacturers there were the envy of those in other parts of the world who had heavy coal bills to pay. Now the situation is greatly changed. Natural gas has been discovered in various parts of the United States and Canada, and bids fair to become an every day commodity. The people of Chicago are just now very much excited over the discovery of natural gas in the very heart of that city. We shall not be surprised to hear that some enterprising investigator has struck a never-failing supply of this modern steam producer and illuminator in some of the back yards of Toronto.

THE decision arrived at by the Fishery Commission appears to give satisfaction to some and dissatisfaction to others on both sides of the line. It does not appear to us that Canada has been compelled to sacrifice everything to her neighbors, as some newspapers affirm. It does seem clear, however, that we have had to give away some of the privileges which undoubtedly belonged to us. Further than this, there can no longer be any doubt that England thinks more of retaining the profitable carrying trade of the United States for her merchant marine than she does of securing for her dependencies their rights and privileges. The day is not far distant when Canada must decide what her future position shall be.

THE bill introduced into the Ontario Legislature by Mr. Balfour, which proposes to take away the right from municipalities to grant bonuses to manufacturers, comes a little late in the day. Had such a measure been passed a year ago, several Ontario towns would not now be mourning the results of efforts to purchase fictitious prosperity. So many municipalities have lately reaped the reward of their folly in this direction, that no Act of Parliament is now required to prevent the repetition of such mistakes in the future. A burned child dreads the fire. The bonus hunter is beginning to be appreciated at his true worth, the bonus craze will soon cease, and as we have already said, the assistance of the law-makers is scarcely needed to hasten its exit.

IT is gratifying to note that legislation is being sought with the object of curtailing the immense damage annually resulting from bush fires. The bill introduced by Mr. French, member for Leeds and Grenville, in the Local Legislature of this Province, provides for the appointment of fire guardians by the township councils, whose consent must be obtained by persons desiring to start bush fires, and whose fees must also be paid by such persons. The idea of committing the safety of forest and other property in a township into the hands of the township authorities appears to be a good one; and such a system as the one proposed would be more

likely to be effectively and economically administered than if the supervision of the whole province were undertaken by the provincial authorities.

A FEW figures will serve to show the value to Minneapolis flour shippers of the new C. P. R. route through Canada, and also the value of this carrying trade to the C. P. R. Company. Minneapolis last year turned out 6,375,250 barrels of flour, of which 2,522,030 barrels were exported. A very large proportion of the balance was shipped to Boston and the New England States. The distance from Minneapolis to Boston via Sault Ste. Marie is 1,400 miles; via Chicago and Albany, 1,559. The distance from Minneapolis to Liverpool via Montreal is 3,947 miles, and via New York 4,463 miles. If the United States authorities do not adopt the example set them by the Dominion Government, and refuse bonding privileges to shippers over the Canadian route, the Minneapolis people and those of the C. P. R. will have cause for congratulation in such a mutually profitable arrangement.

THE adverse judgment passed upon the value of the new Russian wheat grown in the Northwest last season, as compared with the hard Red Fyfe variety hitherto grown there, will doubtless receive the consideration its importance demands. Since the proposal was first made to substitute a new variety for Red Fyfe in the Northwest, the MECHANICAL AND MILLING NEWS has counselled caution in making the change. It is well that caution has been exercised and experiments made to determine the actual relative values of the two varieties of grain. The result of these experiments leaves no room to doubt the proper course for the farmers of the Northwest to pursue. A difference of 11 to 12 cents a bushel in favor of the hard wheat should be sufficient to decide that point. The farmers of the Northwest should now devote their attention to making the arrangements necessary for getting the seed into the ground at the earliest possible date in the spring, in order to avoid the danger from early frosts.

WE take pleasure in directing the attention of our readers to the third annual report and financial statement of the Millers' and Manufacturers' Insurance Co., which will be found on another page. The Company which has been in existence less than three years, practically demonstrates the efficacy of their plan of working by the results as therein shewn, for in addition to the low rate (averaging about 25 per cent. less than ordinary rates) they have again declared a bonus dividend of 10 per cent. to continuing policy holders, payable on renewal of their policies, and carried the sum of \$11,191.78 to reserve. The benefit accruing from the system of rigid inspection by this Company is shown in the fact that whereas, on the business for the past year of other companies whose statements have been published, the losses alone averaged over 64 per cent., both the expenses and losses of the Millers' and Manufacturers' combined is under 50 per cent. Manufacturers must feel that for a Company restricting its business to special hazards, the report of this Company is highly encouraging.

THE printed reports that have appeared almost daily for months past regarding the sufficiency or insufficiency of cars provided by the Canadian Pacific Railway for moving the grain crop of the Northwest, have been of such a contradictory character as to make it very difficult, if not impossible, for people in the east to form a conclusion concerning the facts of the case. It is to be hoped, therefore, that the offer of the Winnipeg Board of Trade to pay the expenses of a member of the Toronto Board of Trade who should be appointed to visit the Northwest and examine and report on the situation, will be accepted. If there is foundation for one half the complaints made by the people of Winnipeg and other Northwest towns, something should be done before another crop is harvested to afford the farmers of the Northwest the facilities necessary for getting their grain to market. If the Canadian Pacific Railway Company hope to enjoy a monopoly of the carrying trade of the Northwest, they must provide transportation facilities on a scale commensurate with the necessities of shippers. If they are not prepared to do this they should be compelled to divide the business with other companies.

VERY prompt and decided action has been taken by the heads of manufacturing establishments to prevent the passing by the Legislature of Mr. Nairn's Bill to compel the registration of Hire Receipts or Conditional Sales. Largely signed petitions against the Bill have been secured from all parts of the Province, and large and influential deputations representing the manufacturing and agricultural interests waited upon the