

## Grain and Milling.

The new farmers' elevator at Moosomin, Assn., is completed. The directors have appointed Fred. Gibson, of Hillburn, as manager.

The *Bulletin*, of Edmonton, Alberta, says: The building of a roller process mill has been spoken about by interested parties lately and there is every probability that our town will have this much needed improvement in the near future.

The Neepawa, Man., *Herald* says: "We understand a good many farmers that have hauled their grain through the farmers' elevator are disappointed with their returns. They mixed their good wheat with poor thinking this would make it all bring a good price. It is needless to say they will not make the same mistake again."

At a meeting of the Winnipeg Grain Exchange it was decided to ask the Northwest Territories' council to make provisions for compiling crop bulletins, and representing to that body the necessity of acting in this matter. The exchange also decided to prepare a circular to the farmers, setting out the depreciation in the value of wheat caused by smut.

The flour mill at Austin, Man., which has been idle since the accident to the engine, will soon be running again, as the new engine, which is 100 horse-power, has arrived and is being put into place, also another boiler, so there will be abundance of steam power. Mr. Clifford has two gangs of men at work, one at night and the other a day gang, so that no time will be lost in getting things running again.

The North Dakota correspondent of the *Northwestern Miller*, writing on Jan. 12 says: "Since my last report, the gutted condition of the wheat storage capacity of the northwest has not changed. But little wheat has moved out and the receipts have been light, on account of the unfavorable condition of the roads. Usually everything goes on runners here at this time of the year, but in most of the counties of the state the snow has blown from the grades, leaving the roads so bare that farmers find difficulty in moving their grain on sleds. The average price of wheat is 71c for No. 1 hard."

Stocks of wheat in store in Minnesota and Dakota country elevators amounted to 12,674,700 bu showing an increase of 202,400 bu for the week. The stock of wheat in Minneapolis public elevators is 8,336,944 bu, showing an increase of 23,100 bu. The stock in Duluth is 7,483,426 bu, an increase of 130,771 bu. The Minneapolis private stocks, as computed by the *Northwestern Miller*, are 1,535,000 bu, showing a decrease of 31,000 bu for the week. The total supply in Minnesota and Dakota elevators amount to 29,450,070 bu showing an increase of 330,271 bu. The total a year ago was 22,627,624 bu, an increase of 106,297 bu for that week.

Storage rates for grain in the Chicago elevators for the year 1892 will be as follows: On all grain received in bulk and inspected in good condition, three-quarters (¾) of one (1) cent per bu for the first ten (10) days, or part thereof, and one-third (⅓) of one (1) cent per bu for each additional ten (10) days, or part thereof, so long as it remains in good condition. On grain damp or liable to early damage, as indicated by its inspection when received, two (2) cents per bu for the first ten (10) days, or part thereof, and one-half (½) of one (1) cent per bu for each additional five (5) days, or part thereof. No grain will be received in store until it has been inspected and graded by authorized inspectors, unless by special agreement.

The London *Miller* of Jan. 4 sums up the wheat outlook for January as follows: January is seldom a month of dear or advancing markets. In the present instance the large reserves in sight are a bar to any advance, and even a return of frost is not very likely to give holders much of a pull. More will depend on farmers' deliveries; if these prove locally inadequate, strength may reach the ports and London from the country markets. The Continent is buy-

ing freely, and the task of meeting the wants of 1892 is one on which it is impossible to set on with any strong feeling of confidence. Reserves are, as already remarked, comparatively large, but with a fierce competition of foreign buyers to face and Russia disabled from shipping, the prudent miller would find few stocks even larger than they are to-day. Australia being a small shipper, instead of a large one, will also add to trade difficulties of wheat selection and choice, nor do we doubt that wheat acquired at present prices will, to a steady holder, repay the purchase.

## Winnipeg Wheat Inspection.

The following shows the number of cars, and also the quantity in bushels, of wheat inspected at Winnipeg, for the six months ended Dec. 31 last, with the grading of the same, and the percentage of each grade to the total quantity:

Grade.	Cars.	Bushels.	Per Cent.
No. 1 hard .....	277	180,050	41
No. 2 hard .....	1820	801,000	20
No. 3 hard .....	1101	715,050	17
No. 1 Northern .....	83	67,000	13
No. 2 Northern .....	203	170,000	4
No. 3 Northern .....	8	5,200	1
No. 1 Regular .....	1143	742,050	17
No. 2 Regular .....	1033	671,400	15
No. 3 Regular .....	370	237,600	5
No. 1 Rejected .....	120	74,000	13
Rejected .....	379	248,300	6
No grade .....	28	177,700	4
Feed Wheat .....	184	119,000	2
Total .....	6381	4,245,100	100

This shows that 41½ per cent graded hard, 53½ graded northern, 33½ graded regular, and 14½ per cent went rejected, no grade, and feed. For the same portion of the previous year there were 3,330 cars inspected, showing an increase for the last six months of 1891, as compared with the same period of 1890, of 2,701 cars.

The number of cars of wheat inspected at Winnipeg for the two weeks ended January 9 and January 16, 1892, are shown below, with the grading of the same:

Grade	Jan. 9.	Jan. 16.
Extra hard .....	—	1
No. 1 hard .....	12	9
No. 2 hard .....	75	36
No. 3 hard .....	63	53
No. 1 Northern .....	4	6
No. 2 Northern .....	18	17
No. 3 Northern .....	3	1
No. 1 Regular .....	135	122
No. 2 Regular .....	107	112
No. 3 Regular .....	14	35
No. 1 Rejected .....	6	4
Rejected .....	39	21
No grade .....	19	11
Feed Wheat .....	19	15
No. 1 White Fyfe .....	0	1
Total .....	513	495

Number of cars inspected for the two weeks as above, 1007. Cars inspected for the previous two weeks, 1263. January returns for 1892, three weeks, show 1537 cars inspected as compared with 1696 cars inspected for the same time in January 1891.

## Ogilvie Milling Co.

The annual meeting of the shareholders of the Ogilvie Milling company was held Jan. 15 when the following directors were elected for the ensuing year: W. W. Ogilvie, Shirley Ogilvie, A. T. Ogilvie and F. W. Thompson. At a meeting of the directors held subsequently W. W. Ogilvie was elected president; Shirley Ogilvie vice president; F. W. Thompson general manager; W. A. Bank secretary. It is understood that the reported results of the business for the past year were of a highly satisfactory nature.

W. W. Ogilvie, head of the company, was in Winnipeg most of last week conferring with the local officers upon business matters. He returned to Montreal on Friday last. F. W. Thompson, manager at Winnipeg, left during the week for Florida, and will be absent two or three months. He goes south for the benefit of his health. W. A. Bank will be acting manager during his absence.

The *Canadian Lumberman*, published by A.S. Mortimer, at Toronto, has been enlarged and appears in a complete new dress. It is now a very handsomely printed paper.

As the result of the recent failure of Mooney tannery, Montreal, Jem Whitely & Co., wholesale leather merchants, who are interested to the extent of some \$35,000, have been forced to summon a meeting of their creditors.

In consequence of the great difference between rates over Canadian and United States railways for the carriage of cattle to the seaboard of the respective countries which militate against the Canadian exporter to the extent of about 50 per cent, cattlemen, it is stated, have decided upon an organized effort in the direction of having Canadian rates lowered. Representations will be made to the government and it is likely a deputation of the interests concerned will wait upon the railway committee of the privy council.

The January number of *The Manitoban*, the new magazine published at Winnipeg, is even an improvement upon the first issue. An article under the heading of "Manitoba Thirty Years Ago," will prove interesting reading as showing the free and easy way in which public matters were looked after in those days. The question of immigration is an important one for Manitoba, and a paper by Dr. Bryce, which tells of some of the early movements of immigration to Manitoba, is especially attractive. "The Red River Expedition," by an officer of the force, is continued. Some other leading papers are "An Arctic Landscape," and "British Columbia Mountain Scenery," the latter with illustrations. Editorial matter and a number of short articles complete the number. *The Manitoban* is published at the very reasonable price of \$1 per year, or 10c per copy.

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