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[FOR THE MECHANICAL AND MILLING NEWS]

A PROSPEROUS WINNIPEG INDUSTRY.

By our NORTHWEST CORRESPONDENT.

THE name "Ogilvie" has gone hand in hand with the development of the export breadstuffs trade of the Canadian Northwest. The Ogilvie Milling Company has been identified with the wheat and flour trade of Manitoba since the very inception of the industry as one of more than local importance, and to this company more than to all others belongs the lion's share of the credit for that stage of development which the grain exporting and milling industry has now reached here. The company was the first to cast a covetous eye toward the Northwest as a future field for development in the milling line, and to this company also belongs the honor of having exported from Manitoba the first consignment of wheat for milling purposes. The first consignment of wheat exported from this province, was from the crop of 1877, and consisted of about 500 bushels, forwarded in bags. It was shipped from Winnipeg by the Red River boats to Fargo, thence by the Northern Pacific to Duluth. From the latter place it was carried by steamer to Goderich, Ontario, and ground in the company's mill at the last named place. The wheat was described as a beautiful sample, and was received with such satisfaction that the company were encouraged to continue their operations in this direction. From this small beginning commenced the export breadstuffs industry of Manitoba and the Northwestern Territories, which is yet bound to reach vast proportions. The proportions which the industry has already reached are indeed vast, when we contrast the present with ten short years ago. The lowest estimate of available wheat for export from the present crop is placed at 7,000,000 bushels, or 14,000 times what the exports were ten years ago.

Previous to the year 1877 the Ogilvie company had imported Minnesota wheat largely from Duluth and Milwaukee, which latter place was at that time an important port for the American Northwest. In the year 1878 a regular agent was appointed in Manitoba to purchase wheat for the company. The total exports of the company for that year (the second year which wheat was exported from the province) amounted to about 20,000 bushels. The first cargo was carried by the propeller Argyle from Duluth to Goderich. In 1878 and 1879 the wheat went by the same route as the first consignment in 1877, and was carried from Duluth to Goderich by the Beatty line of steamers. In 1880 the bulk of the exports went all rail via Chicago direct to Montreal, the St. Paul, Minneapolis and Manitoba railway having in the meantime been extended northward to the Manitoba boundary, where it was connected with the Winnipeg and Emerson branch of the Canadian Pacific Railway. These early shipments of wheat were not made as a paying business speculation, but more to test thoroughly the capabilities of the province as a wheat-growing district, as well as to encourage the production of the grain. Prices paid for the wheat in those days were too high to make it a very profitable business,

but the quantity obtainable was so small that the company were able to pay high prices without netting a very heavy loss. Prices paid to farmers ranged from 80 cents to \$1.05. These prices, with freight rates at fancy figures, rendered Manitoba wheat a costly commodity by the time it reached its destination. The quantity of wheat available for export steadily increased each year, and in 1881 the purchases of the company amounted to 200,000 bushels, a portion of which was exported as flour, as will be seen later on in this article. In 1881 other competitors had entered the field, and of the crop of that year, about 50,000 bushels were also exported to Minneapolis. The total exports of the year would therefore amount to from 250,000 to 275,000 bushels.

Encouraged by the steady growth in the grain pro-

duction of the province, and having firm faith in the future of the country, the company determined to embark in a new enterprise in Manitoba. This was nothing less than the establishment in Winnipeg of a new process flour mill of large capacity and of the most improved design. It was recognized that Manitoba would soon be a large producer of the finest wheat in the world, and a mill situated at the very base of supplies, could not but prove a success, if properly handled. Minneapolis flour was at this time finding its way into Eastern Canadian markets, and the growth of the Manitoba industry must be looked for to drive the foreign commodity from the field. Nevertheless, it required a good deal of foresight, as well as an unbounded faith in the future of the country, to launch into an undertaking which at the time was considered by many as Quixotic. There were not wanting those who predicted that the great enterprise would prove a failure, and certainly at the time it looked as though the commencement was being made on too large a scale for the requirements of the country; but after events will show that the projectors had not miscalculated.

MESSRS. OGILVIE & CO.'S WINNIPEG MILLS.



Work was commenced on the erection of the mill early in August, 1881, and carried on under the special difficulties of the time. This was the great boom year in the history of Winnipeg, and consequently wages were high. Bricklayers were paid \$7.00 per day, and laborers received \$3.50 per day. The building was enclosed by Christmas following, work having progressed steadily and rapidly, and with the thermometer sometimes registering 20 to 30 below zero. The heavy timber and lumber for fitting the machinery was imported from

Minneapolis. The mill was completed in June, 1882, and immediately commenced grinding, a portion of the purchase of the wheat crop of the previous year having been held in store for that purpose. The first shipment of roller process flour from the province was forwarded to Montreal in July following.

The cut of the mill and outbuilding, shown herewith, is procured and engraved specially for THE DOMINION MECHANICAL AND MILLING NEWS. The mill proper is 50 x 100 ft. in size, and six storeys high, and is built of brick, with massive stone foundation. The engine and boiler house is also of the same material, size 80 x 50. The stack is 18 feet at base, ten feet at ground surface, and 101 feet high above ground. The elevator adjoining the mill is 70 x 50 feet in size, and has a capacity of 140,000 bushels. Between the elevator and the mill is a building, 30x50 feet in size, and the same height as the mill, for the storage of feed and offal, and also containing a 20 horse power engine to drive the elevator. Across the railway switch to the mill, is situated the flour storehouse and packing room 120 x 60 feet in size, and two storeys high, capable of storing 30,000 sacks of flour. The packing is done on the second storey, from which the flour is spouted into the cars at the rate of a car of 300 sacks in eight minutes. The flour is carried by conveyors from the fourth storey of the mill to the packing house. The packing bins have

a capacity of 1,800 sacks, or equal to a run of 24 hours for the mill. The motive power for running the mill is furnished from a compound Corliss engine, with surface condenser, of 350 horse power, and built by E. P. Allis & Co., of Milwaukee. The water to supply the condenser is pumped from the Red River, distant about 400 feet, through an eight inch metal pipe, and lifted 24 feet from the surface of the river. The steam is supplied by four horizontal boilers, 14 feet long, 60 inch diameter, and fitted with Jarvis patent furnaces. The mill is driven from the fly wheel of the engine by a belt 120 feet long and 36 inches wide, and which runs 4,500 feet per minute. The contents of the mill proper are as follows: The ground floor or basement, four feet above the level, is mainly taken up with shafting to drive rolls and stones, also the packers. On the second floor are forty double sets of Gray rolls, 9 x 18, manufactured by Miller Bros. & Mitchell, of Montreal. There are also two run of four feet stones, and a large Sturdevant suction fan. The third flat is mainly used for spouting. There are also small bins to hold feed over rolls, together with one bran duster, and a dust collector for the fan. On the fourth floor are nine middlings purifiers, one centrifugal reel, and five bolting chests, with four reels each. The fifth flat also contains nine purifiers, five four-reel bolting chests, two bran dusters and two centrifugal reels. In the sixth flat are the scalping reels—sixteen in number—for the breaks; also 22 dust collectors, four centrifugal reels, two bran dusters and two graders.

The cleaning machinery is inside of the mill proper, but divided from the milling machinery by a heavy brick wall, extending across and to the top of the building.