

ern Ontario town have sent us a copy of a hand-bill which they have issued announcing their intention of doing away with the exchange system after the 1st of April, and adopting instead the plan of buying the wheat and selling the flour, bran and shorts. They point out that under the proposed new system the purchaser will receive a much superior quality of flour; all purchasers of 500 lbs. and over will obtain their flour at lowest wholesale prices, and the value in flour at wholesale prices for whatever quantity of wheat they may bring to the mill. We can conceive of nothing fairer than this to the farmer, and would urge every miller to make an effort to establish such a system. We are not disposed to deny that the exchange system sometimes works to the disadvantage of the farmer; we also believe that quite as frequently the miller also suffers under it, while it has ever been, and so long as it exists must continue to be, a source of unprofitable wrangling and hard feeling between farmers and millers. To that portion of the resolution which aims to prevent the marketing of dirty or musty wheat, we are sure every miller will say "amen." This is one of the prime objects for which the much abused grain tester was brought into use, and we are a trifle surprised therefore that among those who find fault with it, are these farmers who desire to keep duty away from the mills. The tester, tending so greatly to encourage thorough wheat cleaning on the part of the farmer, should be regarded as a friend by every farmer whose practice it has been to bring to market nothing but clean wheat.

WE desire to point out a fact that is perhaps not so well known as it should be, viz., that the ELECTRICAL MECHANICAL AND MILLING NEWS teaches regularly the officials of four hundred Canadian towns and villages. Manufacturers desiring to do business with these corporations will find in this journal the most direct medium through which to make their announcements.

THE Secretary of the Dominion Millers' Association has issued a call for a mass meeting of millers to be held in the Board of Trade rooms, Toronto, April 1st and 2nd. The annual reports of the officers of the D. M. A. will be presented, and the work of the Association since its organization reviewed; the tariff on flour and freights on American flour will be discussed. Officers for the ensuing year will be elected.

WE notice that the Great North Western Telegraph Co. of Canada have taken a decided step to protect its wires from crosses with electric light wires. The company has issued general orders to its linemen to string a dead wire above all their other wires at all points where the same are crossed by electric light conductors of any kind, so that if these conductors should slacken or fall they will strike the dead insulated wire and not come in contact with any of the telegraph wires. We think this is a step in the right direction, and the example might well be followed by other companies.

THE city of Toronto's contract with the Toronto Electric Light Co. expires at the end of the present year. In view of this, a committee of aldermen has been appointed to secure information on the following points: "What is the best system of electric lighting now in use. What would be the cost of a plant, etc., required to furnish 1000 arc lights on the overhead system. The cost of the underground system. Whether the same machinery can be used for a combined underground and overhead system. What success has attended the underground system." The city professes to be seriously considering the advisability of purchasing and operating its own electric light plant. If economy is the object sought, it will do well to act upon the advice given by a well known philosopher to the young man about to marry, "Don't."

TWO very important subjects, to some extent related to each other, have during the last fortnight been pressed upon the attention of the Dominion Government. One is the necessity of enlarging the St. Lawrence canal to a capacity corresponding to that of the Welland canal; the other the adoption of a more vigorous immigration policy with a view to the early settlement of the Northwest. The carrying out of these projects would doubtless result in largely increasing the prosperity of the Dominion. It was claimed by the delegation representing the leading Boards of Trade which recently interviewed the Government, that the enlargement of the St. Lawrence canal would reduce the cost of carrying grain from Port Arthur to Montreal from 8 to 5 cents a bushel and add a tremendous sum yearly to the income of the farmers and the general community, who would thus be

enabled to bear any extra burden of taxation which might be involved in the obtaining of money for the enterprise; that it would also tend to draw a large share of the import trade from Baltimore, New York, Boston and other American sea ports to Montreal and Quebec, as merchandise of all descriptions could be more cheaply laid down in Kingston, Toronto, Hamilton, Port Arthur, Winnipeg and Vancouver, as well as in Buffalo, Cleveland, Detroit, Milwaukee, Chicago, Duluth, St. Paul and Minneapolis, than by any other route, either rail, or lake and rail, that our interprovincial trade could be largely increased, because steamships could be loaded with Manitoba flour to be shipped direct from Port Arthur to the Maritime provinces, and with return cargoes could bring coal to Ontario points for \$1 per ton and compete successfully with the Pennsylvania product, and that our shipping industry, which is on the decline, would be greatly stimulated. In view of these and other advantages which are likely to accrue from the early completion of our canal system, it is gratifying to have the assurance of the Premier that the government expect that the work will be carried out within the next three years.

With regard to the subject of immigration, we feel that one of the surest and speediest ways of peopling our great Northwest territory is by providing easy means of interprovincial communication by railways and water ways. Let the northwest settler be given the means of getting his produce to the world's markets as rapidly and as cheaply as possible; then make known to the best class of intending immigrants in Europe the advantages which we have to offer. There has been a considerable amount of money spent to very poor advantage for immigration purposes in past years. Immigration agents have been paid large salaries to live lives of ease in England. The amount of service which they have performed may be judged of by the fact that when the Minister of Agriculture for Ontario was asked in the Legislature the other day, what one of these agents was doing for his salary of \$1,600 per annum, he replied that he really didn't know. This state of affairs requires to be changed. This country needs increased population, and care must be exercised to see that the right class of immigrants are induced to come here. We can afford to spend money for this purpose, but such improved methods should be adopted as will insure that every dollar is spent to the best advantage. We hope the Government will see its way to granting the request of the Northwest members of Parliament for a vigorous immigration policy.

RELIEF FOR CANADIAN MILLERS.

AS we go to press the gratifying news reaches us that the Government will increase the import duty on American flour from 50 to 75 cents per barrel. In making the announcement, the Finance Minister said:

It has been felt that this disparity between the flour and the wheat duty should be remedied, and it has been decided to give in advance of 25 cents per barrel upon flour, and thus equalize that duty with the wheat duty. For a country which produces surplus wheat, and which has a milling capacity to mill all the flour that is necessary for the consumption of this country and to supply outside markets to a large extent as well, it is not reasonable to believe that this will do more than keep the market for the Canadians.

Although the millers felt that the duty should be increased to \$1 per barrel, we believe, considering all the circumstances, that the measure of relief which the Government proposes to give, will be accepted as satisfactory.

While the justice of the millers' demand for tariff readjustment was always beyond question, we felt, as did also the millers themselves, that the Government was placed in a most difficult position by conflicting interests of producers and consumers, as well as by the varied requirements of different localities. The changes in the tariff appear to have been wisely made with a view to the improvement of the general situation, and this fact should make them acceptable to all parties concerned.

We congratulate the millers upon the result of the agitation which was continued intermittently for a number of years, but of late more determinedly and steadily, for justice under the tariff. An additional duty of even 25 cents per barrel should be sufficient to dispel to a considerable extent the clouds which have so long darkened the millers' sky, and cause them to feel that the millions of dollars invested in milling property will in future not be entirely unproductive.

THE "BROWN" ENGINE.

EDITOR ELECTRICAL, MECHANICAL AND MILLING NEWS.

DEAR SIR, I noticed a letter in your last issue from Mr. S. S. Heywood, manager of the Geo. T. Smith M. P. Co., of Stratford, in which he takes exception to the statement published in your Feb. issue, as an item of news, that Goldie & McCulloch, Galt, were building one of their patent "Wheelock" engines for Messrs. W. Doherty & Co., Clinton, to replace a "Brown" engine; he lets the public know that the said "Brown" engine was manufactured by Messrs. Goldie & McCulloch themselves; also that some engine builders in Canada, attracted by the superiority of the "Brown" engine, had in times past attempted to copy it, and placed on the market a comparatively worthless imitation, and by implication gives us to understand that the "Brown" engine referred to above belongs to this class.

Now, in so far as this last assertion is concerned, I beg to give the same a flat denial. The so-called "Brown" engine at Clinton was manufactured by Goldie & McCulloch, and is as good an article as any ever turned out of the headquarters of the "Brown" engine at Stratford; and I may add, more correctly made, and with much better workmanship than any his company ever built; and is being replaced by the Wheelock because the business requires a larger engine. I would like to ask Mr. Heywood how it has come to pass that notwithstanding the great "reputation" which the "Brown" engine is said to have achieved, his company have not made more than about half-a-dozen, and that Goldie & McCulloch build more Wheelock engines every month than his company have built during their business career? If I am not greatly mistaken, the Galt firm have placed more Wheelock engines in his own city of Stratford than his company have of their celebrated "Brown" engines.

Mr. Heywood closes his sonewhat petulant letter with the assertion that "no Brown engine built by us was ever displaced by a Wheelock or any other engine." In answer to this it might be said, that so few of his company's engines have been in use throughout the country, but little opportunity has been afforded for this displacement. I beg to state, however, that the Galt firm have replaced with a "Wheelock" at least one of the "genuine Brown engines" nay, the very "Brown" engine that was constructed under the direct supervision of Mr. Brown himself, in the company's shops at Stratford, and which has been running till within a short period. This is a hard fact which even Mr. Heywood will hardly attempt to deny.

It would seem as if Mr. Heywood's letter was prompted by a desire to have a fling at Goldie & McCulloch, but I doubt whether that firm will notice it. In matters like this, nothing succeeds like success, and I am satisfied that they will willingly leave to the decision of an intelligent public the settlement of this and all other questions in regard to the merits or demerits of their products.

Yours very truly,

W. T. WALKER,

General travelling agent, Goldie & McCulloch.

PUBLICATIONS.

WE have been favored by "The Electrician" Printing and Publishing Company Salisbury Court Fleet street, London, with a copy of their Electrical Trades Directory and Hand-Book for 1890. The book embraces nearly one thousand pages, and contains a vast amount of reference material of the greatest value to persons engaged in the electrical trades and profession. The book may be obtained from the publishers at the above address—price five shillings, postage extra.

PERSONAL.

Mr. Featherstonhaugh, on the occasion of resigning the position of chief draughtsman with Messrs. D. C. Ridout & Co. to engage in business for himself as a patent solicitor was presented by Mr. Ridout with an inkstand of hammered and burnished brass, and by his fellow employees with a handsome clock.

Mr. Wm. G. Colville, who was manager five years for Messrs. J. L. Fenn & Co., Bracebridge, and previous to that served six years with Messrs. Adam Hope & Co., of Hamilton, has now accepted the position of travelling salesman for the Dominion for Spooner's Copperm. He is a Scotchman by birth, a young man of good address, and well up in hardware and machinery, and we wish him every success.

It is proposed to incorporate the Therapeutic Magnet Company of Canada, with headquarters at Windsor. The capital stock is placed at half a million.

At Douglas, Man., a meeting was recently held to consider the advisability of forming a joint stock company to build a flour mill. A letter from Mr. Plewes, of Brantford, Ont., was read offering to take \$5,000 interest in the mill providing the company could raise another \$5,000. The majority were unwilling to take any stock in a company. A number of farmers expressed their willingness to give a reasonable quantity of wheat per year for two or three years gratis, to some competent man who would build a mill at his own expense.