

Province of the Country Elevator Man.

The true province of the country elevator man is generally accepted as being that of buying, storing and shipping grain for himself, and until within the last two years the majority of elevator men have done naught else. In some states many have cleaned their grain before shipping it, and some have shelled corn, not only for themselves but for any that desire that service. In the Middle states of the Mississippi Valley a few have handled lumber and in the Northwest many elevator men handle salt and coal and some store grain for all comers. In the Dakotas more are doing a storage business than in any state.

The large operators buying principally in states with a large surplus who have houses at many stations, often open but six months of the year, and the irregular buyer who seeks only to secure the cream of the business, buying only when the farmer is rushing his grain to market, have greatly encroached upon the business of the regular country elevator man. This fierce competition and the resulting loss of business has caused the regular buyers some uneasiness. Some have tried to meet the competition by increasing their facilities for improving the quality of grain. Many have accepted the situation as inevitable, and have broadened their field of business to give employment to their help and capital a greater portion of the year than is possible where only a regular elevator business is done.

Ten years ago nearly every country town had one or more flour mills and others were located at points convenient for farmers outside the town. At these mills the farmer procured in addition to flour, his corn meal, Graham and feed. The rise of the big mills and fierce competition among themselves has compelled the proprietors of many of these small mills to suspend operations. After the mills were closed these products were shipped in, until the enterprising elevator man resolved to make an effort to supply the demand for the coarser products and added a feed mill to his elevator equipment. The demand for rye flour as well as feed has been increasing at a remarkable rate in many districts. A large number of elevator men now manufacture these products and some also make buckwheat flour, pearl barley, Graham and corn meal. We do not know of one elevator man who has gone into the grinding business and made a failure of it. Failure is hardly possible, except in a small town where a custom mill has already secured this business. In some places grain dealers handle tile, cement, lime and plaster but this belongs more properly to the province of the lumber dealer.

A large number have taken another step to ward broadening their field of business and have added a baling press. The poor crop of forage products in the United Kingdom and the reported short crop of hay at home has probably caused more elevator men to go into the business of baling and shipping hay during the past six months than during any preceding year. This business properly belongs to the elevator man and no doubt the number engaged in it will be greatly increased. With good facilities for improving grain, shelling corn, grinding feed, buckwheat, rye, corn and Graham and baling and storing hay the country elevator man ought to do a good business every year regardless of poor crops and the competition of large operators and irregular buyers.—*American Elevator and Grain Trade.*

The brass manufacturers of the Dominion have decided to unite under the name of the Brass Manufacturers' Association of Canada for the purpose of promoting a better and more friendly feeling and adopting a uniform schedule of prices on all brass goods manufactured by them. Negotiations are also going on for the formation of a combine among the manufacturers of the finer grades of paper. It is proposed to form a joint stock company similar to the Consumer's Cordage company to buy up all the mills in Canada.



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Brandon F.N. Trains, Th. & Sat.	St. Paul Express Daily.		St. Paul Express, Daily.	Brandon P.N. Stop, Wed & Fri.
2.55p	4.10p	0	11.45a	1.00p
2.45p	4.00p	3 0	11.54a	1.10p
2.30p	3.45p	9 3	12.03p	1.24p
2.17p	3.31p	15 3	12.23p	1.37p
1.50p	3.19p	23 6	12.41p	1.55p
1.50p	3.04p	27 4	12.49p	2.02p
1.39p	2.51p	32 6	1.01p	2.13p
1.20p	2.33p	40 4	1.20p	2.36p
	2.18p	46 8	1.33p	
	1.57p	50 0	1.57p	
	1.25p	65 0	2.16p	
	1.15p	68 1	2.26p	
	9.35a	165	6.00p	
	5.35a	223	9.55p	
	8.35p	470	0 3 3a	
	8.00p	481	7.05a	
	9 00a	889	9 35a	

MORRIS-BRANDON BRANCH.

East Bound.		STATIONS.	West Bound.	
Freight Mon, Wed. & Fri.	Passenger Tues. & Sat.		Passenger Mon, Wed. & Fri.	Freight, Tues. & Sat.
11 40a	2.55p	0	1.09p	3 00a
7.30p	1.15p	0	2.30p	7.30a
6 40p	12.50p	10 0	3.03p	8 15a
5.40p	12.27p	21 2	3.31p	9 03a
5.24p	12.15p	25 9	3.43p	9 25a
4.40p	11.55a	33 5	4.02p	9 58a
4.10p	11.43a	38 0	4.15p	10 25a
3.20p	11 20a	49 0	4 38p	11.15a
2.58p	11 08a	54 1	4.50p	11.48a
2.18p	10 49a	62 1	5.10p	12.23p
1.43p	10 33a	68 4	5.24p	1.00p
1.17p	10 19a	74 0	5.39p	1.30p
12.5 p	10 07a	74 4	5.50p	1.55p
12 22p	9.10a	89 1	6.06p	2 28p
11.51a	8.35a	92 2	6.21p	3 00p
11 01a	9.12a	102 0	6.45p	3.50p
10 20a	8.55a	107 7	7.21p	4.29p
9 49a	8.40a	117 1	7 3 p	5.03p
9 35a	8.30a	120 0	7.47p	5.16p
8 43a	8.00a	129 6	8 14p	6.02p
8.10a	7 48a	137 2	8.35p	6.43p
7.30a	7 30a	145 1	8 55p	7.37p

West bound passenger trains stop at Belmont for meals.

PORTAGE LA PRAIRIE BRANCH.

East Bound.		STATIONS.	W. Bnd.	
Monday except Sundays.	Wed. Winnipeg.		Monday except Sundays.	Wed.
12 10p	3 0	Winnipeg	3.40p	
11.50a	3.0	Portage Junction	3.55p	
11.18a	11.5	St. Charles	4.20p	
11.08a	14.7	Headingley	4.35p	
10.40a	21.0	White Plains	5.00p	
9.45a	35.2	Eustace	5.40p	
9.18a	42.1	Oakville	6.15p	
8.25a	55.5	Portage la Prairie	7.00p	

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