

Grain and Milling News.

Hay Brothers, of Listowel, Ont., have intimated to the people of Neepawa through the Registrar, that if a liberal bonus were forthcoming they might be induced to erect a large roller mill at that point.

The C.P.R. Company contemplate the erection of an elevator at Owen Sound, with a storage capacity of one million bushels. If finished before spring this elevator will be purely ornamental until the opening of lake navigation.

The *Northwestern Miller* says the total product of the Minneapolis mills for the week ending October 21st 163,600 bbls, averaging 27,267 bbls daily against 167,900 bbls the preceding week, and 125,260 bbls for the corresponding week of 1886.

Last week a local daily credited Superintendent Baker, of the M. & N.W. railway, with the statement that grain was going out of the province at the rate of 600,000 bushels a day. Even at this rate it would take 200 days to get out this year's crop.

That our Manitoba millers having chased the California and Oregon millers out of the British Columbia market, are likely to hunt them close in the near future in China and Japan is evident by the following from the *Northwestern Miller* of Minneapolis: "Our Pacific coast millers must be vigilant and energetic in looking after their growing flour trade with China and Japan. The Canadian Pacific railway has nothing to lose and everything to gain by putting Manitoba millers into competition with those of California, Oregon and Washington, for the trade of the almond-eyed people. Already cargoes of Manitoba flour have gone to China, and if rates are such as to permit its sale at competitive prices, it will speedily take the same rank in those markets as is held by hard spring wheat flours in European markets. The fostering policy of the Dominion Government with regard to railways and steamship lines may enable the Manitoba millers to drive Pacific coast flour out of China, but if the situation assumes a serious aspect, the powerful influence of the people of the coast will be invoked and it may become possible to force congress to recognize the necessity for measures to build up a mercantile navy."

Canadian Railways.

The report of the railways of the Dominion of Canada for 1886 made by the Chief Engineer and General Manager of the Canadian Government railways, Mr. Collinwood Schreiber, shows that the total railway mileage in operation in Canada at the end of last year was 10,697 miles, an increase of 548 miles during the year. The report states that the total miles of railways on which track had been laid, although a part was not in operation at the end of the year, was 11,523 miles. In 1837, the railway system of Canada was represented by 16 miles, and this was not increased for ten years until in 1847 it had grown to 59 miles and ten years later, 1857, had reached 1,428 miles. The rapid growth of railways in the Dominion however was really inaugurated in 1875 when the mileage was increased from 2,642 miles to 4,826 miles, and in the eleven years which have intervened it has

been increased nearly two and a half times. The capital stock of the Canadian railways averages \$20,615 per mile, which is only about \$300 per mile less than the average of the railways in the United States. The funded debt per mile of the Canadian railways however is a little over one-half that of U.S. railways, averaging \$15,852 against \$29,062 in the United States.—*Ex.*

A Mammoth Salt Monopoly.

A mammoth salt company, composed of all the large salt manufacturers in the United States, is about to be formed. It will be known as the National Salt Union, and will be the headquarters for the salt supply of the whole country. Delegates from salt firms in Ohio, Michigan and New York met in Pittsburg last week and made arrangements for a union, and another meeting will be held soon for organization and the election of officers. The object of the union is mutual protection and to keep up the price, so as to be able to compete with foreign manufacturers. The union will be composed of sixty-three companies in all—eleven in the Pittsburg Salt Company, nine in New York, thirty in Michigan, and thirteen in Ohio.—*Ex.*

Substitutes for Soft Coal.

The authorities of Chicago have begun a crusade against the smoke nuisance. It is doubtful whether as long as soft coal is used there will be anything more than spasmodic improvement. While it is quite possible that complete combustion can be obtained with soft coal, it is not probable, as more constant care is required in firing than the average stoker is likely to give. In view of the recent developments, and as we have recently suggested, a solution of the difficulty may probably be found in the use of petroleum fuel. The mechanical difficulties in the way of burning oil may be considered as practically overcome, and it is now only a question of adapting the appliances to the circumstances. We see no reason why our American engineers should be behind the Russian, or why tugs and locomotives on suburban trains, and switching engines, may not adopt petroleum fuel. In large buildings where it would not be advisable to keep any large quantity of oil, gas can no doubt be used with advantage to the consumer.—*Journal of Commerce.*

A close scrutiny of the advertisements of trade and other papers published in Canada shows that over fifty mills east of this province have for over a year been advertising their products as made from "pure," "choice" or "selected" Manitoba hard wheat. In fact it is now almost impossible throughout the east to sell a fine grade of flour without advertising it as made from the hard wheat of this province. The mystery is where these mills got all the hard wheat from. To keep them all running about two thirds of their capacity, would require somewhere in the neighborhood of twenty millions of bushels. Even with our big crop this year we cannot supply that demand, but we expect to be able in a year or two. About four eastern milling firms have heretofore used up about three-fourths of our export wheat, but that day is past, and others can now get a fair chance to give it a trial.

WHEN YOU ARE GOING

MINNEAPOLIS, TO ANY POINT
ST. PAUL EAST or SOUTH

TAKE THE

St. Paul, Minneapolis and Manitoba Railway

The shortest, best and most desirable route
TO ALL POINTS IN ONTARIO, QUEBEC
AND UNITED STATES.

If you want to save time and money purchase
your tickets from starting point through to
destination via the

ST. PAUL, MINNEAPOLIS & MANITOBA
RAILWAY.

For full information, maps, etc., apply to

G. H. McMICKEN, Agent,
WINNIPEG.

C. H. WARREN, Gen. Pass. Agt. } ST. PAUL.
W. S. ALEXANDER, Traffic Mgr. }
A. MANVEL, Gen. Manger.

CHICAGO MILWAUKEE & ST. PAUL RY

Is the Fast-Mail Short Line from St. Paul and Minneapolis via La Crosse and Milwaukee to Chicago and all points in the Eastern States and Canada. It is the only line under one management between St. Paul and Chicago, and is the finest Equipped Railway in the Northwest. It is the only line running Pullman Drawing-Room Sleeping Cars with Luxurious Smoking Rooms, and the finest Dining Cars in the World, via the famous "River Bank Route," along the shores of Lake Pepin and the beautiful Mississippi River to Milwaukee and Chicago. Its trains connect with those of the Northern lines in the Grand Union Depot at St. Paul. No change of Cars in any Class between St. Paul and Chicago. For through tickets, time tables, and full information, apply to any coupon ticket agent in the Northwest. R. Miller, Gen'l Manager; J. F. Tucker, Ass't Gen'l Manager; A. V. H. Carpenter, Gen'l Pass. and Ticket Agent; Geo. H. Heafford, Ass't Gen'l Pass. and Ticket Agent, Milwaukee, Wis. W. H. Dixon, Ass't Gen'l Pass. Agent, St. Paul, Minn.

TRAVEL VIA THE

Minneapolis and St. Louis Railway

AND THE FAMOUS

Albert Lea Route

	Live St. Paul.	Live Minneapolis
Chicago, Burlington, Kansas City and Des Moines Ex.....	a 8 20 a.m.	a 9 05 a.m.
St. Louis Fast Ex.....	b 6 30 p.m.	b 7 15 p.m.
Chicago Fast Ex.....	d 6 30 p.m.	d 7 15 p.m.
Des Moines Passenger.....	a 6 30 p.m.	a 7 15 p.m.
Excelsior and Watertown.....	a 8 00 a.m.	a 8 45 a.m.
Arlington and Excelsior.....	a 4 15 p.m.	a 4 50 p.m.
Mankato Express Accom.....	a 3 15 p.m.	a 4 00 p.m.
a Ex. Sunday. b Ex. Saturday. d Daily.		

THROUGH COACHES AND PULLMAN PALACE
SLEEPERS to Chicago, St. Louis and Des Moines

DIRECT LINE TO WATERTOWN, D.T.

PALACE DINING CARS ON CHICAGO TRAINS.

2—THROUGH TRAINS DAILY—2
to KANSAS CITY, LEAVENWORTH, ATCHISON
ST. JOSEPH, making connections in Union Depots at
points west.

Fast and frequent trains between St. Paul, Minneapolis
and Lake Minnetonka points.
For maps, sleeping car berths, or other information call
upon any agent in the Northwest or write to

S. F. BOYD,

General Ticket and Passenger Agent, Minneapolis