

bolt, two Galt improved middlings dusters and flour and middlings bins. On the third floor are four purifiers, four centrifugal bolts, three chests of scalpers and one Galt improved middlings duster; also a series of flour, middlings and wheat bins. The fourth floor embraces four of Wilson's patent dust collectors and three four-reel bolts, the conveyors of these, as of all the other bolt chests throughout the mill being fitted with an ingenious device, the invention of Mr. Wilson, to prevent choking up, and also as a safeguard against fire, which is frequently caused by friction in the conveyor boxes. On the upper storey are two two-reel bolt chests and one single reel chest; also the elevator tops, the latter being all on this floor, and fitted so as entirely to prevent any accumulation of dust on them, another frequent cause of fire in flouring mills.

The fitting up of the mill has been under the superintendence of Mr. John E. Wilson, who is also the patentee of improvements on a number of the machines specified. Its capacity is 350 barrels per day, and it will be run to its full strength for some time to complete the orders now on hand, and which we understand amount to somewhat over 8,000 barrels.

Mr. Anthony Marshall, who was lately in charge of the leading mill at Blenheim, Ont., and who enjoys an excellent reputation, occupies the position of head miller.

[FOR THE DOMINION MECHANICAL AND MILLING NEWS.]

### MANITOBA CORRESPONDENCE.

The wheat markets here have been rather sluggish of late, and since the close of navigation, shippers have shown little activity. The cost of shipping all rail to Montreal or Toronto is about 7 cents higher than by the Lake Superior route, though this amount is reduced somewhat by the extra elevator handling via the lakes. It was therefore to be expected that prices would rate lower after the close of navigation, unless in the meantime outside markets should show a stronger feeling. Prices in Manitoba have ruled considerably lower than last season. No. 1 hard sold in Winnipeg during last winter for 80c. and 82c. for a greater portion of the time, and for a while as high as 85c., but this year 62c. has been the best price obtained for the same grade, which price ruled steadily up to the close of navigation, when a decline of 3 cents occurred. The movement of wheat up to the time of writing has not been very heavy, though a fair quantity was brought to market. The low prices have no doubt influenced farmers to hold to a considerable extent, and plowing, which was going on up to the middle of November, also kept farmers at home. However, the heaviest movement last winter did not take place until well on in the winter, and in keeping with last year the movement to date has been very good, though not to say heavy.

I see the Ontario papers report that large quantities of Minnesota and Dakota wheat are being taken to Emerson, Manitoba, where, after paying the duties, the wheat brings a better profit than it could be sold for in the States. One paper puts the price at 64c. to 70c. at Emerson. This is wrong, as 59c. was the highest price paid at Emerson this season. Some wheat has been hauled to the Emerson market by farmers living just across the boundary in the States, but the quantity has not been large. However, prices in Manitoba compare favorably with the prices paid in Dakota. Before the close of navigation the prices paid in Manitoba markets were based on current values at Duluth. For instance, the prices paid for wheat, say at Brandon, would be the same as those ruling at Duluth, less the cost of freight from Brandon to Port Arthur. The same rule was adopted at all provincial points in Manitoba, except at Winnipeg. In Winnipeg prices rule several cents higher than at outside provincial towns, owing to the fact that the amount of wheat delivered here by farmers is not large enough to supply the local consumption in flour. Wheat has to be brought in by rail from outside towns, and farmers who deliver here are paid the same prices as it would cost to bring in the wheat by rail. Of course, a good deal of wheat is brought to Winnipeg from country points, ground here and shipped to Eastern Canada as flour, but on this flour a rebate in freight is allowed to cover the cost of bringing the wheat to Winnipeg. Were this not the case Winnipeg millers would not be able to compete with country millers who are able to obtain their wheat at a cost of from 8 to 10 cents less per bushel than the wheat can be laid down here for.

Your correspondent has lately had an interview with the senior partner in a large grain and flour commission firm, of London, England. The gentleman in question was on a visit to Manitoba to investigate into the wheat and flour trade of the country, with a view to engaging in future operations in connection with the same. The gentleman described the milling trade in England as in rather a pitiable condition at present, owing to the great

competition to which they have been subjected of late by the Minneapolis millers. The Minneapolis men, he said, were placing their lower grades of flour upon the English markets at figures with which the English millers were unable to compete. The profits made by the Minneapolis manufacturers upon their patent and strong bakers' grades, from their home trade, enabled them to cut very fine on their low grades for export. The only hope for the British millers was to obtain cheap hard wheat, for mixing with their soft varieties, which would enable them to turn out a better quality of flour than they have been able to do heretofore. With this object in view they were looking to Manitoba for a supply of our farmers' No. 1 hard. The difficulties which now stand in the way of attaining this end were said to be the length of haul by rail, which necessitated heavy freight charges. It was also claimed that hard grades of wheat shipped from the Northwest were generally doctored before leaving New York or other eastern seaboard ports, and arrived in England greatly reduced in quality. Under these circumstances English millers were reluctant to invest in Northwestern wheat, not knowing that they would obtain the same wheat as graded at the point of shipment.

You in Eastern Canada are not great admirers of our proposed railway route to Hudson's Bay, to connect with lines of steamers for Europe; but the English gentleman previously referred to is a firm believer in the ultimate successful working of the route. In this route he professed to see the salvation of the British milling interests. With this route in operation, he believed British millers would be able to obtain unlimited supplies of the choicest hard wheat, at figures which would enable them to compete with American millers, and thus relieve them from the pressure which is now crowding them out of their own markets. Be this as it may, it is safe to infer that, if the Hudson's Bay route should prove such a success for the shipment of wheat, it would also be equally available for the export of flour. Thus, instead of the English millers being relieved from competition through being furnished with cheap hard wheat, they would be subjected to new competition from the millers of Manitoba, who would then be placed in a position to compete actively for the British flour trade. It is therefore difficult to see how the English millers will be greatly benefited by the opening of the Hudson's Bay route. Of course, we in Manitoba, millers included, are all firm believers in the Hudson's Bay route, and whilst we would be quite willing to ship our surplus wheat to England via this route, we would prefer to ship our wheat in the form of flour. Undoubtedly our flour manufacturers would make a strong effort to compete in the British markets, and cheap transportation facilities are all our millers require to enable them to hold their own against the world.

British Columbia has attracted the attention of our millers to a considerable extent since the completion of the C. P. Railway to the Pacific coast. That province has heretofore relied upon Oregon manufacturers for a supply of flour, and long before the C. P. R. was opened for traffic, it was concluded that the British Columbia markets would at once fall into the hands of the Manitoba millers, as soon as our transcontinental railway was in a position to do its share of the work. However, when the road was opened it was found that the rates of freight were too high to enable our millers to compete with the Oregon men in regard to prices, and the superior quality of our product not being known to the Columbians, they refused to pay more for our product than they could obtain the Oregon flour for. However, the C. P. R. officials finally recognized the desirability of giving the Manitoba millers rates sufficiently low to enable them to compete with the foreigners in the British Columbia markets. As soon as this was done, the Oregon millers cut low on their product, and for a time there was keen competition, which did not result in any large amount of our flour going to British Columbia. But at last the Manitoba millers seem in a fair way to come out ahead. A trial of the flour soon convinced the Columbians of the superiority of the Manitoba article over the flour made from the soft wheat grown on the Pacific coast. The movement of the Manitoba product toward British Columbia has now commenced in earnest, and with a further reduction in freight rates, the complete control of the flour markets of the Pacific Province is assured to our millers. A representative of a Winnipeg milling firm now in British Columbia has been very successful in placing orders there for a large number of car lots.

But the Pacific Province is not the only direction in which it appears Manitoba millers will have to fight for a market for their product. It would seem from reports that the competition at Montreal and other eastern centres between the Minneapolis and Manitoba

millers promises to become very keen. The Minneapolis men have heretofore enjoyed almost a monopoly in the high grades of flour. Last season the Manitoba millers were greatly handicapped owing to the damaged condition of our wheat from the exceptionally early frost, which blighted a large portion of the crop of 1885. This year, however, the wheat is an excellent sample all over the province, No. 1 northern being about the lowest grade coming to market. Our millers are, therefore, enabled to turn out a superior article of flour, and, indeed, as one leading miller expressed it in conversation with your correspondent, "it is almost impossible to turn out poor flour with such wheat as we have this year." Our millers are therefore in a position to compete with the Minneapolis producers on a more favorable footing, and this has been followed by some close cutting in values in order to drive the Minneapolis men out of the eastern markets, if possible. What the immediate outcome may be it is hard to predict, though if it comes to a close contest it is not likely the Americans will yield up very gracefully. The foreigners have something of an advantage in freight rates, but the duties upon the imported article should tell eventually in favor of the home manufacturers.

Referring to last year's crop of damaged wheat reminds me that the frosted stuff was cleaned out far better than was expected earlier in the season. Of course, a great deal of the wheat was very slightly injured and made very fair flour without any trouble; but there was a large quantity which required very careful handling to make even a passable article, and still another portion which was fit for little but feed. Many buyers expressed their doubts at the commencement of last season as to their ability to get rid of this stuff, but when the new wheat commenced to come in this fall, it was found that there was but a very small quantity of last year's wheat in the country. A few thousand bushels remained in the hands of millers, which was speedily cleaned out as soon as the new wheat commenced to arrive in the market, and the season's grind was commenced on the new wheat entirely.

As yet there have been no practical steps taken toward organizing a millers' association for Manitoba. This is not to be wondered at, when it is considered that milling is yet in its infancy in this province. It is but a very few years since the first roller mill was put in operation in Manitoba. Still, the importance which the milling interest has assumed during the past few years would warrant the formation of an association of millers. There are now fifteen roller mills in the Northwest, about ten of these having been put in operation for the first time on last season's crop. There are now in course of construction a half dozen or more new roller mills, which will be ready to grind during the winter, and some within a few weeks. These figures will show the great progress which the milling industry has made within a very brief time in this country. In addition to the roller mills, which are all new, there are quite a number of stone mills scattered over the province and territories. The latter are generally located at points more distant from the railways, and are used only for custom gristing. Some stone mills that were located where roller mills have since been erected, have been closed down, and the machinery moved away to more distant points, where it will do service for a time, but only for a time; for eventually these districts will be opened up by railways and the roller mill enemy will again have to be contended with. Thus the old stones which have done service, and good service, for so long a time, are rapidly being driven northwards, toward the limit of the wheat family. This reminds me that the northernmost mill on the continent of America is now being erected at Lac la Biche, north of Edmonton, Saskatchewan Territory, by the R. C. mission authorities. The machinery which will be used in this mill formerly did service in the days of the Red River settlement. But I have wandered from my subject, namely, the formation of a millers' association. In conversation with several provincial millers during the past summer, I learned that they were all anxious for the formation of an association for Manitoba, but they seemed to think that the Winnipeg millers should take the first steps toward such an object. All that is required, then, is for the Winnipeg millers to take the initiative, and the provincial millers will at once fall into line. The milling industry is undoubtedly destined to become the great and most powerful interest in the Northwest, and it already distances all other manufacturing interests. It would therefore seem fitting that such a thriving industry should have some association or bond of union existing between those interested in the business, whereby matters affecting the industry could be considered and acted upon harmoniously. I hope soon to be able to announce the formation of the Manitoba Millers' Association.