



The Keewatin Milling Co. will erect an elevator at Holland, Man.

Improvements are being made to the dam at Hilliard's mill, Peterboro.

It is said that about fifty cars of wheat are shipped daily from Port Arthur at present.

Stocks of flour in Montreal are about 34,000 bbls. more than reported one year ago.

A joint stock company is being organized to erect an elevator at West Toronto Junction.

Messrs. Stevenson Bros. have purchased flouring mills at Laskey York County, Ont.

Messrs. Martin & Sons, Mount Forest, Ont., are perfecting the steam power for their mill.

Clay Bros., millwrights, are putting new machinery into the Greenwood mills, Greenwood, Ont.

The elevator boots and weigh scales for the two million bushel elevator have arrived at Fort William.

A new grain storehouse is being erected at Omamee, Ont., for Messrs. Fairbairn & Preston, grain buyers.

The erection of Brandon's ninth elevator has been commenced by Mr. F. H. Hesson, a citizen of that place.

Mr. W. H. McAlister, of Pembroke, Ont., will place in his mill a seventy-five horse-power steam engine.

Letters patent have been issued incorporating the Plattsville Milling Company, with a capital stock of \$15,000.

Mr. Forsythe, an experienced Toronto millwright, is putting in the roller process in Mr. Needler's mill at Bobcaygeon.

D. H. McMillan & Co., of Winnipeg, are building an elevator at Indian Head, Assa. The capacity will be 25,000 bushels.

Cook & Cole are making changes in their flour mill and elevator at Wolsley, Assa., with a view to increasing their business facilities.

Messrs. Smith & Bayham, who have lately assumed the management of the Moosomin, N. W. T., mill, will shortly light it by electricity.

Mr. Walter Thomson, of Mitchell, has purchased the Dominion mill, London, Ont., and intends to run it as a flouring and oatmeal mill.

The Wingham, Ont., oatmeal mill has undergone improvements and has re-commenced operations in the hands of Messrs. Elder & Clogg.

If flour continues to rise in price, by Christmas time he will be a prosperous and happy man who can order toast with his quail Buffalo courier.

The Northern Pacific are considering the question of building a system of elevators along their line in Manitoba. One is already being erected at Morris.

It is stated that Ontario millers will see very little good Manitoba wheat this season, the Ogilvies having bought, or contracted for, the bulk of it already.

Mr. Jos. Mitton has sold his roller flour mill at Newbury, Ont., to Mr. J. Heatherrington, formerly a partner. Mr. Mitton intends moving to Ridgeway.

The Town Council of Birtle, Man., propose aiding the Birtle Milling Co. to the extent of \$2,000 provided the rural municipality of Birtle assist in the enterprise.

The price of flour has advanced in England eight shillings six pence within eight weeks, owing to the poor quality of English wheat and the enhanced value of American.

As a result of the entrance into Manitoba of the Northern Pacific railway it is said the Canadian Pacific has reduced its freight rates on grain in the Winnipeg district.

One Montreal firm is said to have made upwards of \$300,000 to date on Manitoba wheat this season. Two other firms which bought heavily are also known to have made money.

There is said to be no fear of a wheat blockade on the Canadian Pacific this season. They have 3,000 cars on the Winnipeg division for this season's work, last year they had but 1,400.

The Winnipeg *Commercial* says a mill machinery manufacturer from Ontario was at Port Arthur last week, contemplating the erection of a large flour mill at that place, to grind Manitoba wheat.

An elevator belonging to Mr. Sheppard, grain dealer of St. Thomas, failed at Leamington, Ont., a few days ago. Six thousand bushels of grain of different kinds were all mixed up together.

There is talk of the Balmoral (Man.) mill being taken in charge by a Toronto man, with the view of establishing a market at that point, which is said to be located in one of the best wheat districts of the province.

The break in the Cornwall canal has shown the necessity for increased storage facilities at Kingston, Ont. The Montreal Transportation Co. will endeavor to have the necessary elevators erected as soon as possible.

The Loderby, B. C., roller flour mill, sold recently to Welch, Ritchie & Co., of Victoria, is said to have been purchased for about \$33,000. The mill cost nearly \$60,000, and was only completed about a year ago.

While Mr. James Sharp, of the Alexandria, Ont., roller mill, was placing a belt over a wheel on 9th Oct., his hand was caught in the machinery and fearfully crushed. All the fingers of the left hand but one had to be amputated.

Burglars gained an entrance to the office of the Manitoba Milling Co., at Carberry, Man., recently, and blew the safe open. Upwards of \$1,000 were secured. The mill which adjoins the office where the burglary took place, was in operation until mid night.

Messrs. Agnew & Co. are making alterations in their elevator at Dominion City, Man., by dividing their shipping bins so as to be able to handle the different grades of wheat. They are also making other improvements which will facilitate the shipping of grain.

The C. I. R. elevator at Sarina, rented by P. B. Sauborne, of Port Huron, is filled with grain, and it is difficult to secure sufficient cars to ship the grain away. The schooner Egan has been there several days, unable to unload, and other boats delayed have unloaded. The Point Edward elevator is also full.

Consumers, who complain that wheat bread threatens to be "too dear" this winter, should not forget that it has been "too cheap" for several years. The farmers and millers have fought against heavy odds for years, and the consumers alone were benefited by the superabundant crops and the over production of flour.

General Superintendent White, of the C. P. R., states that storage can be found for from seven to seven and a half million bushels at inland points and on the head waters of Lake Superior. The C. P. R. accommodation at Port Arthur and Fort William amounts to five million bushels, leaving ten million and a half bushels for Manitoba and Keewatin.

A despatch from Ottawa says. The statement that the Minister of Inland Revenue is considering the grain standards and that the one agreed to by the Boards of Trade last year will be acted on this year is totally incorrect. The new grain standards came into effect on the 1st of September, the department having to decide upon them as the Board of Trade could not. Similarly the Boards of Examiners have failed to agree upon the samples by which Northwest grain shall be judged and graded, and under the Act an Order-in-Council has been passed authorizing the Minister to select the samples.

Mr. McGaw, of the Ogilvie Milling Co., Winnipeg, who has lately returned from a trip through the country, looking into the wheat situation, is reported as saying that the poorest samples of wheat being marketed this season, which are fit for milling, bring as high prices as the best samples sold for last year. The bulk of the damaged wheat in the country, will bring better prices than sound wheat was worth last season, and a great deal of what may be classed as frosted grain will bring very much better prices than ruled last year for No. 1 hard. Sales of frosted have been made at as high as 95 cents. Of course there is some wheat that is not fit for milling, but the quantity of this is very light.

A published despatch from this city says. Speculation in wheat on the long side is being transferred from this side of the Atlantic to Liverpool. The view taken by dealers is that the United States and Canada having sufficient wheat for home consumption, with some over and above, export prices must be fixed on an export basis. In Liverpool, the value of grades considered, wheat is selling at not more than it is at Port Arthur, not so much as Duluth, Minneapolis and Winnipeg yesterday, and no more than Chicago. It is concluded from this that if wheat is to be bought at all it is to be bought in Liverpool. A number of buying orders have been sent across the ocean from Toronto and Montreal during the past few days.

Necessity is the mother of contrivance, remarks our London contemporary, the *Miler*, in publishing this item. An accident recently happened to the crank shaft of Messrs. Herdman's Haymarket mills, at Edinburgh, which resulted in completely disorganizing the steam engine, so that the mill was stopped for want of power. The proprietors of the mill, however, finding that there were five portable engines disengaged within a reasonable distance, secured them as temporary substitutes for the broken down engine. The five engines were placed in a row in a shed close beside the mill, and belt holes having been made in the building, its machinery was soon set to work again. The funnels of the five engines were directed into a common tubular shaft, which served to take the smoke into the mill chimney.

There are very few mills where smooth rolls have been used to the limit of possibilities in the purification of middlings. It often happens that the coarse middlings are operated upon a number of times previous to a rapid reduction. Two operations on coarse middlings by a purifier will do about all that can be done for them previous to a reduction. Oftentimes one purification, where the capacity is ample, and the machinery well handled, will do the work. The breaking of these middlings by the rolls, and their further purification, will do a great deal in the way of clean middlings, and not add to the complexity of milling operations. Smooth rolls, properly used, are natural purifiers. They make separations which cannot be made in any other way. No purification system is perfect without their use. — *Miller's Gazette*.

Manager Heaton, of the Molsons Bank, intends taking action to compel the Water Commissioners to turn on the water at Murrhead & Gartley's old mill until the end of the year, as the rates have been paid up till that time. It will be remembered that the mill was not paying nearly the amount for the water that they were entitled to according to the schedule rates, and that this mistake was not noticed until after the mill was burned down. They were paying all the Commission asked, however, and Mr. Heaton holds that they had no business to turn the water off in the unceremonious manner they did. The reason for Mr. Heaton's action is that the mill owners agreed to supply Mr. John Fairgrievs with sufficient waste water to run his engine, and as the supply was cut off they were unable to fulfil their agreement. *London Free Press*.

The break in the Cornwall canal will entail thousands of dollars loss on grain dealers. W. W. Ogilvie, proprietor of the Glenora mill, on the Lachine canal, and an extensive wheat buyer in Manitoba and the Northwest said. "I have abundance of wheat for every purpose but I have no corn in Montreal. That is where I am caught. I have 500,000 bus. of corn west of the break in the

canal and am now making arrangements to have it brought immediately by rail. I have 150,000 bushels of wheat west of the break, but have stopped shipping for a time. The loss will be considerable, as there will be large demurrages at Kingston and on the upper lakes. Steamship companies and grain shippers will be put to great inconvenience and loss." The Government Engineer has a staff of men at work day and night repairing the break.

In the handling of tailings it should be remembered, says the *Miller's Gazette*, that the stock should be merely broken and not mashed or compressed. It is not the purpose in running it to the tailings rolls to get the greatest amount of flour from a single reduction, but to make a separation of some very good from some very bad material. This can only be done on tailings rolls by changing the relative size of the good and poor material; that is, by breaking the better stock into smaller particles, and leaving the inferior stock in its original form, or, if possible, in a larger form. Thus the good material may pass through the cloth or cloths of various grades while the inferior material may pass over the cloth and over the tail of the reel, or through the coarser cloths at or near the tail, the excellence of the material being determined by the fineness of the cloth through which it passes.

A correspondent, writing from Escanaba, Mich., says: "Last March Wm. Cochrane, of Washington, was induced to come here and establish a plant for the manufacture of a new roller mill. Citizens readily subscribed stock, and the result was that a company with \$400,000 capital stock commenced to rear buildings. The structures are of solid brick, the main shop covering an area of 250x50 feet, while the foundry is 122x70 feet, the latter being a continuation of the erecting room, which is 60x70 feet with 22 foot ceiling. The entire concern is equipped with the very best of machinery throughout. The company has also erected furnaces, warehouses, a hotel for the accommodation of officers and guests, a handsome office, and in the early spring will build a flouring mill on the site in order to display the modus operandi to contemplating purchasers. It is anticipated that the Cochrane mills will employ 700 workmen ere 1888 draws to a close.

RECENT ELECTRICAL PROGRESS.

AT the recent convention of the National Electric Light Association of the United States, President Duncan in his opening address spoke as follows of the progress in electric lighting: "From time to time, statistics as to the amount of electric light apparatus in use in this country have been presented to the Association. Six months ago it was estimated that there was no less than 4,000 isolated plants and central stations, operating 175,000 arc lights and 1,750,000 incandescent lights. To these figures we may now add that there are 1,351 new isolated plants and central stations, operating 35,201 arc lights and 392,944 incandescent lights, of which I have a detailed record. By adding this increase to the figures of six months ago, we find that there are now 5,351 isolated plants and central stations, and there are burning every night in the year, in the United States, no less than 192,500 arc lights, and 1,925,000 incandescent lights. We may also add that there are 459,495 horse-power of steam engines devoted to electric lighting. Figuring this in coal consumption, it can be demonstrated that in the year 1888 enough coal will be consumed in the United States, for electric lighting purposes, to make a solid column 100 feet square and over a mile high. It may be here parenthetically remarked that there has been an increase in the capitalization of the electric light companies of the United States, in the last six months, of not less \$42,210,100. But we have not yet touched upon the great industry of the electrical distribution of power. There are at the present time (of which we have record) 34 electric railways completed and in operation in the United States, having an aggregate 138 miles of single track, and operating 223 motor cars, and utilizing 4,180 horse-power for stationary engines. There are also now in process of construction 49 other electric railways, aggregating 189 miles of single track, which will operate 244 motor cars, so that at the present time there are constructed and being constructed 83 electric railroads, aggregating 327 miles of single track and operating 467 motor cars. In this connection it must be remembered that there are 39 other electric railroads incorporated which have not yet begun construction. It is also estimated that the electric cars now in operation in the United States will carry, in the year 1888, no less than 17,045,500 persons. In view of the difficulty of compiling statistics on such small units, it has been impossible to collect reliable information relative to the stationary motor business; but we know that at the present time it has stimulated capital to such an extent that there are single factories employing no less than 1,500 hands each in the manufacture of electric motors, and at no distant day all large cities will have their power stations of several thousand of horse-power each, distributing energy throughout every ramification of industry. So rapid a development of this new industry into gigantic commercial proportions should be an admonition to the electric light companies now in the field, to reap the harvest which is ripe to their sickle, and not wait for competitors to come within their field of operation, in the shape of power stations."