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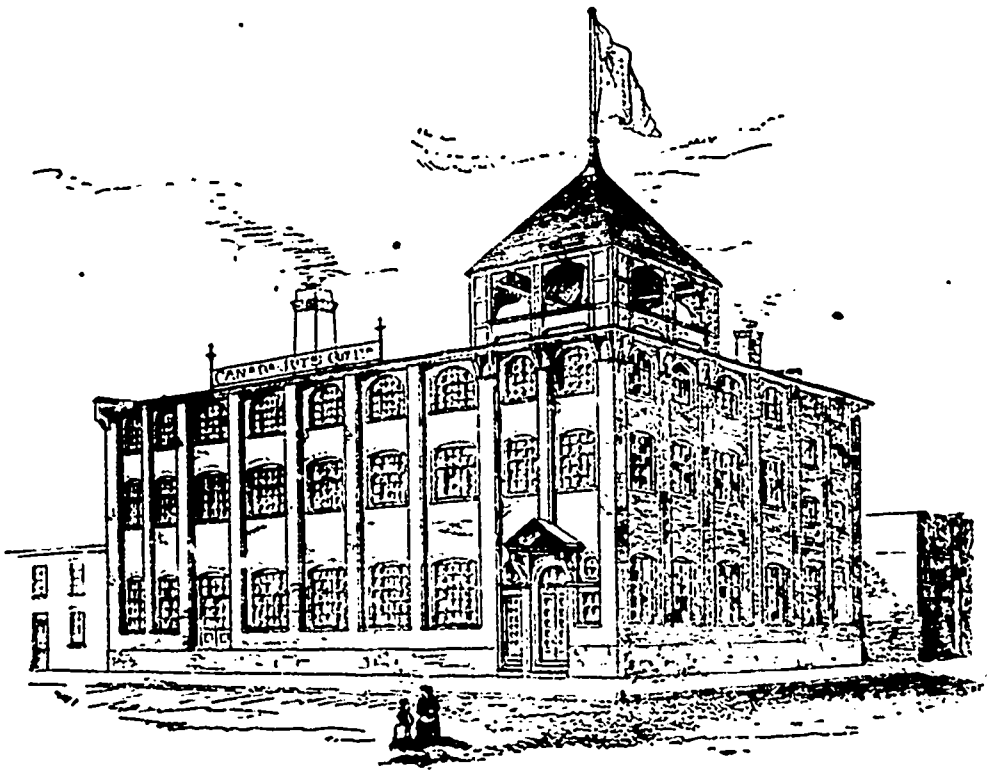
NEW WORKS OF THE CANADA JUTE COMPANY, MONTREAL.

WE present to our readers this month an illustration of the new factory of the Canada Jute Co., of Montreal, just erected on St. Martin street, and occupying the block between William and Basin streets. This company were the pioneers in the manufacture of bags in Canada, and commenced business in 1882 in a rather small way in the buildings 62 and 64 College street, Montreal, but within the last two or three years the demand for their goods has been so great that it has only been by steady continuous night-work that they have been able to fill their orders, and the premises have been found far too small for the needs of the business. Accordingly they last year purchased the block of land above mentioned, and have put up and now just occupied one of the finest and most artistic factories in the city. The building has been specially laid out and fitted to meet the wants of the industry, and no detail or appliance is wanting to make the works one of the most complete in America.



CANADA JUTE COMPANY'S NEW BUILDING, MONTREAL.

On entering, one notices that the whole of the ground floor is devoted to the finishing of the rough cloth, removing all fluff and hairs, bringing the fabric to a high polish, and effectually spreading the fibres into a close and firm web. Another flat is given over entirely to the cutting and sewing of the finished cloth into bags of all sorts and sizes, and the whole space appears to the visitor a medley of sewing machines, cutting frames and bags in all stages of manufacture, but, on close inspection, the apparent confusion resolves itself into the utmost amount of work possible to the area of the flat. Great dexterity is displayed by most of the young women operating the sewing machines—the average daily number of bags made being from 25,000 to 30,000—sizes and qualities varying from the small salt bags, made of bleached cotton to the large receptacles for wool, and other similar goods; but the medium-sized sacks of jute or cotton to hold 100 and 140 lbs. flour, etc., constitute the bulk of the output. On the next flat we are shown the steam presses for printing the bags in black or in colors, the latter, in bold and striking tints, being principally in demand; and adjoining this is the machinery for doubling and rolling hessian cloth, giving it a finish fully equal to that of the best Dundee makers. A large trade is now being done by the Company in this line of goods, and many firms who formerly imported from Scotland all their hessians and burlaps, now procure their supplies from this factory, as by this new machinery any quality and width of jute cloth can be finished, rolled and shipped within an hour or two from receipt of order. The top flat of the factory is devoted to twines, tailors' canvas, black paddings, buckrams, hopsackings, finished hessians, (both plain and striped,) and other classes of manufactured goods, in all of which lines a very large and varied stock is always carried.

Adjoining the factory is a large warehouse of four stories, which is filled with the raw material from which the bags are made. It has communication with the factory by large doors on each flat, so that no loss of time or labor occurs in bringing the stuff into the factory for manufacture. This will especially facilitate delivery of orders for usual sizes of bags.

Messrs. Taylor & Gordon, of Montreal and Glasgow, were the architects of the building, the plans and erection of which have had the close personal supervision of Mr. George A. Drummond, the President of the Company.

A DIFFERENCE IN MILLERS.

AT one time grinding middlings properly was universally considered the most difficult thing in the business. And well posted millers still view it in the same light. But the idea prevails to an alarming extent that ability to grind middlings took its departure as an essential to the good miller when smooth rolls took the place of mill-stones for the purpose. That such is a mistaken idea we are prepared to offer some proof from recent practical experience. A short time ago in Iowa, we visited a town having two mills which were waging a bitter competitive warfare. One concern was being worsted badly. And their head miller took us into his confidence plainly stating the case, winding up with—"perhaps you can tell me where the trouble is?" Said he: "The mills—this and the other fellow's—are almost exactly alike in bolting, programme and grinding equipment. In fact they were built by the same company—and our stock is similar. Our break-flour is as much alike as one black eyed pea is like another. Our bran and shipstuff is as clean as theirs. But the trouble is they beat us bad in quality and quantity of high grade middlings flours, and while they make only half as much low grade as we do, their's brings fifty cents a barrel more than ours." As it was a matter in which we expected to aid one without injuring another we told our questioner that we would visit the other mill before we looked his over and undertook to offer any advice. So we went to the other mill. And there we found a first-class man in charge of a good mill. Sure enough! in the middlings department was where he was getting in his work on the "other fellows" and his manner of grinding was the sole secret of success. And he wound up with clean offal and a small per cent of good low grade because in *every grinding operation he had an eye to the finish.*

His smooth rolls, particularly, were in excellent condition and when properly adjusted at one point were equivalent at all others. Never *chewing up*, a portion of any stock in such a manner as to render the making of pure flour from it up to a finish impossible. Returning to the other mill we found things entirely different, especially with the smooth or middlings rolls; some were out of tram, and when set to grinding at the ends, the central parts were pulverizing both flour and feed material into powder, inseparable. Some were loose in their bearings—held in position by their weight, and being irregularly fed, when the feed was heavy they were pressed apart, letting much material pass untouched, and when the feed was light the entire mass was powdered. The grinding faces of some were not true with the bearing faces of journals carrying them, and at some parts of a revolution the faces would contact, ruining the stock, while at other points the stock escaped untouched. The trouble was in neglect of business by the one miller. He owned up and quietly sent his rolls to the machine shop. And his mill is now striking a different lick.—*Exchange*

A CHANCE TO MAKE MONEY.

PERSONS who are looking for a short cut to fortune and who find their running expenses heavy, might, to their great advantage, go out into their works of whatever character, and see the money they are losing in the want of system and the waste which prevails in most places. This seems, on the fact of it, a very strong statement, yet it is true. When we reflect that good managers are as scarce as money-makers, it is not hard to realize that a great deal of money is actually thrown away for want of knowing how to keep it. Instance the first: How many lines of shafting are there in a shop, say 100 feet long, that one man can turn with the belts off? How many are there that twenty men can turn? Few, if any, and yet there is no reason why every line of common shafting in a shop 100 feet long should not be revolved readily by one man taking hold of the rim of a 24 inch pulley. Now, this is a single instance only, and it is perfectly safe to say that useless friction eats up more money than any other single loss. What is true of the shafting is true of the machines in the same sense; it is true of the engine also as the steam guage shows if anyone will try the simple experiment of either indicating the engine in the usual way for friction, or taking the steam guage for a guide and observing how much pressure it takes to run the shop without any work on. All lay much stress on this point because it is an important one in economical management. Fuel and labor are the two heaviest items of expense, and it it takes 25 per cent. of the power of the engine, as it does on the average, to move the shafting and engine, such concerns are simply throwing away their profits. A careful engineer can save employers many dollars in the direction indicated, and they should be encouraged to do so by premiums or a certain percentage upon the amount saved.