

Dominion Millers.

At the recent annual meeting of the Dominion Millers' Association at Toronto, Secretary David Plewes offered his report, in which he said that since last September they had obtained grinding in transit privileges on Manitoba wheat coming via the Northern Pacific and Grand Trunk railways. But, as mentioned at the special session held on Jan. 13 last—for reasons then given—the Canadian Pacific railroad has not granted this privilege west of Peterboro. Many millers had improved the privileges obtained on the Grand Trunk railway, and, should the anticipation of a large crop in Manitoba this year be realized, the privileges would be a great benefit during the coming season. No arrangement has yet been made in regard to the transit in bond of Manitoba wheat over the Michigan Central railway. The resolution passed at the last meeting to make 98 lbs universally a bag of flour, the same as in Toronto and Montreal, had fallen through because universal action was found unobtainable. In view of the large wheat crop in the Dominion this year, it would be a wise policy if some united action could be adopted so that the export flour trade could be done at the least possible cost. It was the opinion of the secretary that if the security of exported freight was entrusted to some central committee, often a reduction could be made on 10,000-sack contracts, when no reduction can be obtained on small lots. The success of the home trade this year would largely depend on the amount of flour exported out of the Dominion. It would also tend to make the export trade more remunerative if meetings of millers were held from time to time for consultation on export trade and other matters, giving their experience on the most suitable grades of flour to be sent to the different markets in Europe. It would also be well for inland millers to bear in mind that during the months of open navigation to the seaboard such places as Chicago, Milwaukee, Duluth, Detroit, Port Arthur, Hamilton, Toronto and Welland, having water communication, can lay their export flour at seaboard at 3 to 6c less freight per 100 lbs than from inland railway stations. Hence, to successfully compete with those points in Europe, the wheat must be bought for equivalent less money.

For officers the coming year, the following were chosen, all by acclamation:— Thomas Goldie, Guelph, president; Mr. Peplow, Peterboro, vice president; D. Plewes, Brantford, secretary, and Mr. Thos. Galbraith, Toronto, treasurer.

Thos. Goldie, Guelph, spoke on the subject of selling flour on time and giving up bills of lading without payment of drafts, advising that the milling business should be done on a cash basis and that bills of lading and drafts should go together in all cases. Messrs. Meldrum, Peplow and Goldie were then appointed to report on the question of selling flour on credit.

On motion, the bill of lading question was placed in charge of a committee consisting of Messrs. Goldie, Peplow, Hodd, McLaughlin and Hamilton, these gentlemen having very ably handled the matter of grinding in transit.

C. B. Watts presented the report of the central wheat buyer. The office was opened

March 1, 1891. Since then 333 cars Ontario and 185 cars Manitoba wheat were sold to 102 different millers, who had used the office. During the last five months he had sent out over 30 special advices as to the value of wheat in Canadian and foreign markets. During the excitement in Chicago in April advices were sent out every night. The office had also assisted in buying wheat on several occasions for which it has received neither pay nor credit. J. L. Spink, M. M. Laughlin and Wm. Galbraith were appointed arbitrators to settle all disputes between the central buyer and the seller, also all differences regarding commissions.

The committee on seed wheat was requested to continue its labors during the ensuing year and also to investigate the subject of spring seed wheat.

Mr. Meldrum, Peterboro, complained of short weight car wheat from the elevators, especially in the case of Manitoba wheat, and that concerted action should be taken to stop the shortage. A resolution was adopted to the effect that where shippers habitually shipped short weight exceeding one bushel per car, the central buyer should be instructed to cease dealing with them.

David Plewes addressed the meeting on the subject of suitable packages and suitable markets for the different grades of export flour. He said that by using jute bags, flour can be shipped 6c per barrel cheaper than with cotton bags. Flour shipped to Antwerp should always be done up on a standard of 220 pounds. Otherwise the bags are broken open to make up that standard, and if part of a bag happens to be left over, it is practically a dead loss. The London market, he said, is the best for coarse grades of flour; for Glasgow a finer grade is needed; Liverpool will take all grades, and Antwerp is good for low grades. The Antwerp market is much the best for flour made from frozen or damaged wheat.

A warm discussion arose over the inspection of Manitoba wheat, Chas. B. Watts, the central grain buyer, alleging that there is no uniformity in the inspection and that inferior grades are often palmed off for higher, owing to lack of proper system. Several members spoke of the matter in very indignant terms, and the executive committee was finally instructed to bring the subject to the attention of the Dominion government, and to sharply prosecute the first case brought to its notice in which the wheat is not of the grade reported in the certificate. On motion the secretary was instructed to try and arrange to have a representative of the association appointed on the board which chooses the standards of wheat and flour.

The association decided to continue buying car wheat by the tester on the standard basis, paying as heretofore 1c per lb extra for wheat testing over the standard, but not recognizing fractions of a pound.

In an interview Sir Henry Tyler is reported to have said that without doubt the Grand Trunk would construct a second tunnel under the St. Clair river, and that the work on it would commence as soon as the present one at Sarnia, which opens on Sept. 19th, is in full operation. Of the prospects of traffic this fall he speaks highly. He expects a large increase in both the freight and passenger traffic.

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