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CANADIAN MILLER

GRAIN TRADE REVIEW

NEW SERIES "MECHANICAL AND MILLING NEWS"

Old Series Vol. X | NUMBER 11
New Series Vol. II | NUMBER 11

TORONTO, ONT., NOVEMBER, 1892

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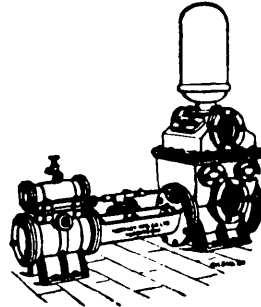


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OLD SERIES, Vol. X, NUMBER 11
NEW SERIES, Vol. II, NUMBER 11

TORONTO, ONT., NOVEMBER, 1892

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N. H. STEVENS AND THE KENT MILLS.

ONE of the leading millers of western Ontario is Mr. N. H. Stevens, whose portrait, together with illustration of mills, we are pleased to place before the readers of the CANADIAN MILLER. Mr. Stevens hail originally from what we term eastern Ontario, Toronto being the dividing line, being born in 1841 in the town ship of Darlington, county of Durham, where his father, Mr. Enoch Stevens, farmed on an extensive scale. Foreseeing that there would be wider opportunities for his large family of boys, Mr. Stevens, senior, removed to Harwich in 1854, where he bought a fine tract of 800 acres of land near Blenheim. In 1867 the subject of this sketch left the farm and commenced business in Blenheim as a general merchant. He was also the local dispenser of justice, acting as magistrate, and more frequently as mediator. In 1873 Mr. Stevens disposed of his store, and spent a year in California, continuing, however, to make Blenheim his home until 1880, when he purchased an interest in the "Kent Mills" and removed to Chatham, of which place he has ever since been an honored and useful citizen. He took an active part in promoting the Erie and Huron Railway from its inception, and is still a director of that road. He is also a director of the Chatham Loan and Savings Co., a member of the board of trustees of the Collegiate Institute, and ex-president of the Board of Trade. Mr. Stevens always finds time to assist in promoting the interests of his town as well as to attend to one of the largest business concerns in western Ontario.

The "Kent Mills," the name by which Mr. Stevens' milling property is designated, is one of the landmarks of Chatham, a flour mill bearing that name having been established on the same site in the early forties. In 1872 the concern fell into difficulties, and two or three years after was purchased by Campbell & Co., the senior member of the firm being the present M.P. for Kent. In 1881 Mr. N. H. Stevens joined the firm, when the title was changed to Campbell, Stevens & Co., and steps were at once taken to extend the trade and increase the capacity of the mill. During this year the mills were entirely rebuilt: all the stones and old machinery being discarded, and the modern roller plant substituted. This was the first roller process mill in western Ontario, and it is still perhaps the largest and most complete mill. In 1883 the firm erected the "Erie Mills," in St. Thomas, Mr. John Campbell becoming resident partner and manager of the branch establishment. The headquarters of the firm remained at Chatham until 1890, when the interests were separated, Mr. John Campbell becoming proprietor of the St. Thomas mill, while Mr. Arch. Campbell and Mr. Stevens continued jointly to control the Chatham establishment until a few months ago, when Mr. Stevens purchased Mr. Campbell's interest in the business, and is now the sole proprietor of the entire property.

In 1883 the mills were entirely destroyed by fire, but with characteristic energy the firm set to work to rebuild, and in 1884 the present magnificent mill and elevator were erected and equipped with a complete outfit of the latest and most improved machinery for the manufacture of the finest rolled flour. A year or two ago a cornmeal plant was added, and has been in constant operation ever since. The mill is a 50x60 feet brick building, five stories high, with brick engine and boiler house thirty-six feet square, and a brick chimney 100 feet high. The

elevator is of wood, sheathed with metal, 5 x60 feet and stands 95 feet high, and has 30 grain bins with a capacity of 120,000 bushels. The wharf along the river front affords ample facilities for discharging and storing coal at the boiler-house door. The brick cooper shop and barrel warehouses in which all the barrels required for the output of flour and cornmeal are manufactured

cornmeal is all shipped to the provinces, while wheat flour finds a ready market in the United States, the shipments averaging 100 carloads per year.

A railway a mile and a half long, built by the firm, connects the mills with the Erie & Huron Railway, and thus affords direct access to the G.T.R., C.P.R., and M.C.R. lines, enabling shipments to be made promptly and at the minimum of expense.

Extensive improvements have been made recently which not only increase the capacity of the "Kent Mills," but enable the enterprising proprietor to manufacture an article of flour that may perhaps be equalled, but certainly not excelled.

PURIFICATION.

IN regard to removing finished offals from purifiers, W. F. Bates writes in Milling that whenever possible offals should be removed not only in purification, but in all processes throughout the system. I say it should be done whenever practicable, because we know that it is not always possible without loss. Finished offals have always been removed from gravity purifiers, and the same can be done on sieves of any modern type with similar suitable material—that is semolina.

The impurities mixed with semolina are always pronounced and of a palpable nature, and could generally be dressed out, being large and light. When, however, we have to deal with fine middlings and dust it is a different matter, for then the impurities are small as the flour itself, and impalpable. An essential to finished purifier offals is perfectly dustless stock, and I maintain that to obtain this desideratum we must positively injure the flour product by forcing through the sack a portion of this light, impalpable offal. It is all very well for mill engineers to tell us it can and should be done, but let me say that we who are always in the mill ought to know something about it, while they depend too often upon theory and experiment. We, some of us, also make experiments, and have daily practice instead of theory to

guide us, and by experiment I find this. Anything extracted in the form of dust from semolina and good middlings, will, if sifted, yield a portion of fairly good flour, which has no business in the offal sack, but from low class middlings, such as from fourth break and tailings, I find that the dust is very impure, and not at all fit for the flour sack.

Further, I find that to obtain efficient purification I must lift out something more than offals, or else tail over an inordinate quantity, which has to be re-treated on another machine. Knowing this, I conclude it is best to strike a fair average by dusting sufficient to get good purification, and all the good material through the purifier sieve, instead of over the tail; and that which is exhausted to send to the last roll, or last centrifugal but one, where it is quickly and suitably finished.

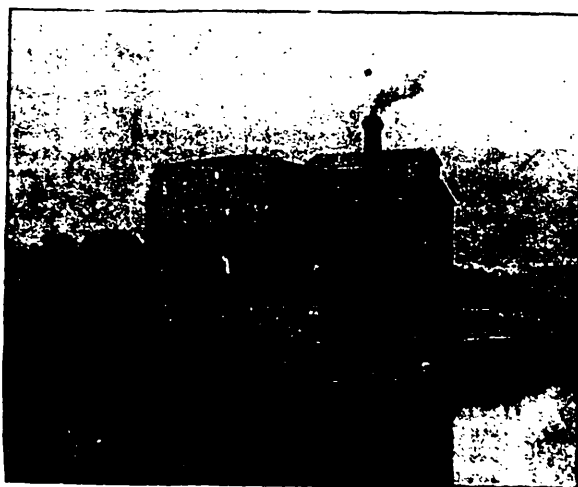
I consider we get rid of our offals quicker, because we extract a larger quantity than we do by using a light draught and tailing over a large bulk. Others, of course, will differ from me, but that is the result of my experience and investigations.

I may add that I am at present removing a large proportion of offals from semolina and low-grade middlings, but the intermediate products, for the reason given above, I cannot treat in the same manner, and, therefore, all that is extracted therefrom to further treatment lower in the system.



N. H. STEVENS.

from first-class stock purchased in the county, store houses and business office are on the opposite side of the street from the mill and elevator, and are not shown in the illustration. An electric light plant, which was put in several years ago, lights the whole premises, while they are heated by steam throughout, no expense being spared to make the establishment a model one in



KENT MILLS AND ELEVATOR.

every respect. The capacity of the mill is 400 barrels of flour and 250 barrels of cornmeal per day.

The great bulk of the flour, after supplying an extensive local trade, finds a market in the lower provinces, Newfoundland, West Indies, Liverpool and Glasgow, the "Kent Mills" brand being known at home and abroad as the very choicest flour in the market. The

IEWS AND INTERVIEWS.

**Drowning
A Miller.**

The saying "drowning a miller," writes a newspaper correspondent, originated from the following fact: If the mill-stream below the mill is dammed or stopped, the water is ponded back and the mill becomes what the millers call "tailed." There is too much water, the mill will not work and the miller is said to be "drowned out." Hence, when too much of any one article is put into a mixture it is called "drowning the miller."

**Be
Level-Headed.**

The ruin of some business men is their weakness for experimenting with every new scheme that is laid before them. Others fly to the opposite extreme, and it is difficult to induce them to take hold of a new machine or consider an improvement in their business of any kind no matter how much can be said in its favor. Ruin, though possibly a little slower in coming, is just as sure to strike the ultra-conservative man as it will the most ultra-radical. It must always be remembered that the commonplace of to-day was the scouted innovation of yesterday. The potato, which tradition says was introduced into Russia in 1791, was declared by the people then to be the devil's fruit, and they would neither touch or plant it. Some people are too slow and others are too fast. The business man of this age cannot afford to lag behind in the race, and if improvements are going and he will not touch them, his neighbor, with greater enterprise and foresight, who has taken hold, will certainly outstrip him. Just as truly a business man cannot afford to earn a reputation for indulging in many wildcat schemes. It is here that a plentiful supply of horse sense stands a man in good stead.

**Perhaps
You.**

Seldom a man cares to pull the mote out of his own eye. He can see the defect in his neighbor's eye, but his own, he thinks, is clear. It would be well, however, were there more looking within on the part of the individual. A recent writer puts the business aspect of the matter bluntly thus: "Those who are continually complaining of ill luck and the failure of making a success in life should look for the cause in themselves rather than in the conditions and circumstances which surround them. The man who makes a success of life is generally the one who thinks of his work, while the one who is a failure generally thinks of his wages much more than of his work. Honest and faithful application will win success every time. Look about you and note how true this is with workmen of your acquaintance. The world may owe every man a living, but it is not running round after him to pay it." A railroad man has said: "The demand is for men who are intelligent and take a keen interest in their work, and, by reading and study, aim to fit themselves for more efficient service." This class of men are in demand in every calling. The operative miller who works on these lines is the miller who becomes a credit to the milling trade.

**Roll
Surface.**

A writer in the Miller's Review, Mr. R. Godwin, states in the last issue of that paper that "the question sometimes arises, how much work are my rolls capable of doing, or what is their capacity? For the benefit of those who desire to know, I will give the following good rule. Experience teaches us that one lineal inch of corrugated surface is sufficient for 1 1/2 barrels of flour per twenty-four hours, and one lineal inch of smooth surface is sufficient for one barrel per twenty-four hours; for example, if I had five stands of 9x18 inch rolls, using four breaks, I would have 4x18 = 72 lineal inches of corrugated surface, which is good for 108 barrels, figuring 1 1/2 barrels per lineal inch. I would also have 6x18 = 108 lineal inches of smooth surface, which is good for the same amount of flour = 108 barrels figuring one barrel for each lineal inch. Thus it will be seen that five stands of 9x18 rolls is a liberal roll surface for a 100-barrel mill. To obtain the above result the periphery speed should be about 1,000 feet per minute. The diameter of the rolls does not materially affect the above rule if the periphery speed is kept the same. There is but slight difference between the capacity of large and small rolls, the large roll having a little greater capacity. Another

point in favor of the large roll is that its grinding surface does not come in contact with the stock as often as the small roll, from which we deduce the following facts: Less friction, consequently less heat, less expansion and less wear. Thus it is plainly seen that the large roll will last longer and treat the stock better than the small roll.

**Bread
Without Wheat.**

Research shows that so-called "bread" has been made out of very many substances besides wheat and other cereals. In remote antiquity all kinds of almonds, nuts and grains were used for this purpose. In South America an enormous quantity of earth nuts is devoted to this object; they come from Virginia, South Carolina, Georgia and Tennessee. There they also use poppy seeds, chestnuts and rice. In ancient times the inhabitants of Thrace made a kind of flour out of the triangular and thorny roots of the water lily. In Syria they dried mulberries and made them into flour, the chief objection to which arose from the fact that it caused the hair to fall off. Persons with a large appetite became bald. The Egyptians made bread out of a mixture of wheat grains and flour. In Sweden, England, Iceland and Tartary they made bread out of powdered fish, dried and ground. In northern countries they mix tomato flour with powdered meal. The Irish, in times of distress, like the inhabitants of Russia, made bread from a species of moss found in abundance on their coasts. It is said that this bread is nourishing and appetizing. The Indians, during their frequent famines, make an imitation bread of crushed white stones, bark of trees and sawdust. They consider themselves lucky when they can mix millet and its varieties with it. Sorgho, dura, rice, roots rich in starch, give up arrowroot, manioc and tapioca.

**Flour
And Age.**

Does flour "improve with age? This is a vital question to miller and baker. A writer in the Milling World answers with a decided "No." He says: "Flour fresh from the mill is in its best state. Flour left for weeks and months in bins and barrels may take on new hues, new scents and other new attributes, but these are not "improvements." They are the results of partial decomposition, of absorption from surroundings, and of changes that necessarily carry the flour away from the normal. Flour may be "aged, exactly as "cheese is "aged, but flour that is "high" from the absorption of moisture, from the decomposition of starch, from the weakening of its gluten, and from the growth of bacteria is certainly not "improved." Bakers tell me that the flour is most easily handled and makes the best and longest-keeping bread when it is newest. I have never yet heard a first-class baker say that flour is "improved" by keeping it until it has changed perceptibly in color and odor. Buckwheat flour, rye flour and cornmeal are familiar examples of what takes place with "aging," and in wheat flour the deterioration is simply less marked. Much that is called "improvement" is a matter of taste merely in the consumer. One likes fresh butter and new cheese, while another prefers rancid butter and "high cheese. The latter claims that "age improves" butter and cheese. Just the same way age "improves" flour, by changes that introduce new features. But is it "improvement?"

**Flour Mills
A Nuisance.**

The owner of a bungalow in Bombay, India, a native gentleman, has obtained damages from the Bombay Flour Mills Co. These mills came into being about seven years ago, and it seems that those who were responsible for their erection were threatened before the buildings had arisen from their foundations by the then owners of this same bungalow with an action for damages in case the mill or its adjuncts proved itself a nuisance. But the mills were built and set to work, and for six years not a word of complaint was heard. Last year another mill was added to the company's premises, and as it lay further away from the bungalow than the older buildings it can hardly be supposed to have materially increased any inconvenience that may have been caused by the mills. The plaintiff alleged that these mills constituted a nuisance by reason of their noise, dust, smoke and smell. The court rejected the three latter allega-

tions, but admitted that the complainant might suffer to a certain extent from noise. The expert evidence that was called on this point was conflicting. One of the witnesses likened the sound to that of a waterfall, which he thought would be a nuisance, while another expert said the sound of the mills recalled nothing so much as a running stream, and was well calculated to promote sleep. The judge was inclined to the latter view, but he thought the case "lay on the borderland between a nuisance and a non-nuisance," and he awarded the plaintiff 3,000 rupees as indemnification for the loss of letting power, which the bungalow might have sustained from its proximity to the hum of the mill.

SPRINKLERS IN FLOUR MILLS.

THE views of a writer in a contemporary on the utility of automatic sprinklers in flour mills may not be endorsed by all our readers, but as a somewhat complete statement of conditions from one point of view the remarks will repay perusal. This is the way the case is stated: "Sheathed studdings and ceilings are not proper subjects for automatic sprinklers, and the sprinkler company or agent who leads owners to equip such risks without due warning that 'a fool and his money are soon parted,' has perpetrated a fraud upon both the owners and the companies which he persuades to accept the risk at any reduction of rate, no matter how small. If the sprinkler agent had any respect for his company's record he would call attention to the fact that automatics are of little use in such plants; that money spent upon sprinklers was about as good as thrown away, and then end the matter by refusing to take such a contract at any price. Greed so over-reaches itself, however, that some sprinkler agents are ready to equip almost anything in the shape of a building rather than lose a contract. No one has yet heard that the stock companies have profited to any great extent by their mill experience except, perhaps, to urge a better style of construction. The rule quoted for equipping all buildings is that every foot of wood surface within the building must be covered by a sprinkler head, or be within its water reach. Manifestly this cannot be accomplished in the flour mill. Elevators can have boxed-in heads, horizontal and oblique conveyers, and spouts can be treated in the same way, but what can be done with L-shaped chests, separators, purifiers, and all the similar machines about the flour mill? After a very careful investigation the writer came to the conclusion that ordinarily sixty per cent, and possibly in some cases seventy five per cent of the hazards of the flour mill could be protected by automatics without an expense that would be almost prohibitory, and this is believed to be a liberal estimate. Now I submit whether it is wise or just to give a twenty-five per cent. reduction of rate for something that covers not more than two-thirds of the hazard? The same state of facts that apply to the flour mill is also true in a lesser and a different sense in the elevator. The rule of equipment laid down that every foot of wood surface and every pulley bearing or gearing should be under the immediate protection of a sprinkler should be constantly kept in mind by both sprinkler agent and inspector, and nowhere more closely than in the flour mill and the elevator. I have looked over elevators where heads that could by no possibility throw water over eighteen inches upward were strung in lines from four to six feet below the woodwork they were supposed to protect, and where there was over 10,000 square feet of heavily dust-laden wood surface in a single story utterly unprotected by a sprinkler head. The pockets formed by bin construction at the sides of the elevator are really more dangerous than those in the centre of the building, yet what inspector ever saw a side pocket protected, while the centre ones have usually one and sometimes two sprinkler heads. These are cleaned weekly at the least, while the side pockets go unswept for months. For instance, the writer has seen nearly a bushel of dust taken out of a single pocket less than twelve inches wide at the opening and about six feet in height. Yet so much reliance is placed upon the thickness of the woodwork above that very little notice is taken of them as a hazard.

Markdale Standard. THE CANADIAN MILLER is a beautifully printed and ably edited monthly.

NORTHWEST OBSERVATIONS.

OPINIONS OF AN ONTARIO MILLER.

A MONTH ago when we hinted that the crops in Manitoba and its neighbors, Dakota and Minnesota, were undoubtedly short, many pointed to the immense deliveries which we are free to confess seemed like a refutation of the statements made. But subsequent events have more than proved the truth of our diagnosis and there is now no doubt but there will be quite a lot of "hustling" to get wheat during the early months of the incoming year. The reports of one of our most prominent banks, which does business throughout Manitoba, go to show that instead of being below we were rather above the mark, and its manager declares the wheat crop will not average twelve bushels to the acre. This is indeed a tremendous descent from the marvellous predictions of certain gentlemen who rarely see a field of wheat, although we are bound to admit that they know one when they see it. It would be quite interesting to know if the "recouping" policy of these gentlemen had anything to do with their reports.

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Some one wants to know: "Will a small mill pay in Manitoba?" Well, they should pay, but they do not, and it was not until after a good deal of patient enquiry and putting of things together that your correspondent was enabled to get at the reason. The mills are well paid for grinding, for they charge fifteen cents per bushel for grinding, and I am told give from thirty-four to thirty-five pounds of flour, but the trouble is that there is not enough of it to do, as 300 barrels per day will supply every soul in Manitoba and the Northwest Territories with flour and leaves a little surplus for export; and there are very few places where the population is so dense that they would keep a twenty-five barrel mill going for a considerable portion of the year if limited to the local trade. The attempts at exporting flour by the small mills have, as a rule, proved utter failures, as they have not hitherto succeeded in competing against the large one with anything like success. Flour is very high in price to the consumer for the same or an inferior article which is sold in the outlying towns of Manitoba for \$6 per barrel, is sold in Toronto—92c. freight—at \$4 wholesale.

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Not by any means the least interesting thing to be seen in Manitoba this season were the large areas of White Fyfe wheat. It was not without considerable doubt as to the result that a determination was aimed at to watch the outcome. One peculiarity of this wheat seems to be its wonderful faculty for keeping itself pure, and of all the samples examined, and they were not few, there was very much less of admixture than in any other variety. The milling results, as near as we could get there, were still more favorably disappointing for we have indeed been surprised at the glutinous qualities which good milling has revealed in this wheat. This is perhaps a considerable confession for one prejudiced in favor of Red Fyfe to make and while we would not for a minute say anything that would look like going back on our opinions common honesty impels us to say what we find on this subject. In very bold contrast to the comparative success of this almost new variety (in Manitoba) is the utter failure, both in yield and milling qualities, of the Ladoga wheat. At many of the points visited the farmers unhesitatingly pronounced this variety a failure and many said things so unkind about those who introduced it that this journal would not like to publish them. Another variety has recently been introduced by some enterprising genius. It is a hybrid, and is so named, but as near as we could guess was a cross between the Ontario grown Colorado and Ladoga. At any rate it seemed to have inherited all the bad qualities of both.

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There is no one thing which bids fair to be more disastrous to the future of the grain trade in Manitoba than the practice of mixing the seed, whether by design or by carelessness. That this evil has grown to such an extent as to merit outspoken treatment at the hands of those interested in that country is, or ought to be, conceded by all, and it is to the everlasting credit of the farmer members of the Board of Standard fixers that they had the

course to express themselves manfully on this question. It is next to impossible this season to get anything like a pure sample of any variety of wheat in all Manitoba, if we except White Fyfe; and much that is sold as Red Fyfe has only enough of that valuable class in it to show that at some time more or less renote a little had got mixed into the seed sown. The writer was shown a sample of as nearly prize Red-fern as the grower could produce representing in the neighborhood of 10,000 bushels which he marketed last year, and the skilled (?) buyer and the more skilful inspector both declared it to be No. 1 hard. Now it might be said the writer and not the inspector was wrong if we had not the grower and his seed behind us, but in this case there was not the slightest doubt as the writer himself visited the farm and saw the grain on the field. The main cause of the trouble is that as a rule the farmers do not know, or do not care to find out, whether their seed is pure or not, and in some cases they deliver for Fyfe wheat what they know to be a mixture of all kinds. The local buyers as a rule are as ignorant and as careless on this point as they can be, and the grain goes to the eastern or European markets and then comes a row. The buyers on the world's market do not care where the grain comes from so that it is of a certain quality, but they know their business and know it thoroughly, and moreover there is no means of forcing them to buy inferior grades at all, much less compelling them to pay the highest price for a very moderate product. This being the case it is not to be wondered at that the good name which Manitoba formerly had as gradually sunk until, thanks to the efforts of an interested few who attempted to trade on the old representation and the contributory negligence of the farmers it has now little or no reputation to lose. It is perhaps not known generally that the foreign buyers will not now accept as a general rule the grading of Manitoba wheat and that the larger dealers there must have "Fyfe samples." That the farmers of Manitoba and the Northwest Territories cannot grow Red Fyfe is false, as has been proven by the past, and it will be a great misfortune if the opinion of a lot of "afternoon farmers" shall prevail. OBSERVER.

HANDLING GRAIN.

THE following letter has been received by the Montreal Corn Exchange from Mr. George Olds, traffic manager of the C.P.R., concerning the handling of grain for export:

"The question of grading Canadian grain intended for exportation via New York and Boston having apparently been satisfactorily settled at the meeting held in New York, and the practical closing of navigation being near at hand, it seems necessary for us to announce to the trade what arrangements it is proposed to make for the forwarding and handling of grain. As you are aware, three grades of Manitoba wheat has been agreed upon as the number of grades which the New York terminal lines will take care of, and Boston no doubt will take care of a like number of grades of this grain. So far as Manitoba wheat is concerned, for the present all that which may be intended for export via New York will pass from our line via Prescott, Ont. That for export via Boston will necessarily pass in the vicinity of Montreal, but as the inspection of Manitoba wheat is to be made at Winnipeg, and as inspectors' certificates are to accompany each consignment, it will not be necessary for the inspection of grain at the frontier to interfere in any way with this grain. With regard to grain from points in Ontario, that which may leave our line at Prescott for New York can be inspected at Prescott, where an inspector should be located. That for export via Boston will be accumulated into train loads at our Outremont yards here, and that is the place where the inspector would be located. Arrangements will no doubt be made for the necessary accommodation of the inspectors at Outremont yard. The appointment of a competent inspector for your attention is the question which seems to remain now for your attention is the appointment of a competent inspector to take care of the interests of the grain shippers. We shall necessarily have to refuse to forward grain to the ports of New York or Boston until it has been inspected, and instructions will be given to our several general freight agents to prohibit the forwarding of grain to Boston or New York intended for export unless it is consigned to the care of some one at either of those ports who will have the authority, if necessary, to order the disposal of the grain in case terminal line agents should from any cause be unable to bulk any particular consignment. I think this precaution is necessary, and as much in the interests of the owner of the grain as of the railway companies. I wish to call particular attention to the danger of shippers of grain sending consignments of grain simply to the order of some Canadian board or individual having no business location at the ports of export. This feature caused a great confusion last year, and largely resulted in all the loss and detention to our cars which occurred."

Owing to the new regulations brought in force by the United States trunk railway lines, all grain for export must be inspected either at points of shipment or at the frontier. Any grain that fails to grade No. 2 or better will be stopped and sent back to the nearest Canadian point, where it will be stored for account of the owner.

BY THE WAY.

TO pay for an article or service only to discover, at the time agreed, that "the goods," to use a store phrase, "can not be delivered," is one of the disappointments of life that few persons take kindly to. This is about the way, however, with marine insurance, as millers and grain men have, not unfrequently, discovered to their sorrow and loss. A cargo of flour or wheat is loaded for export, and that no unnecessary risks may be taken, the shipment is insured, the premium paid, the policy received and fyled away. Ye miller sleeps easy though his argosies are abroad. An accident occurs, as accidents will occur with those who go down in deep waters, and the goods insured are lost or seriously damaged. A fresh experience is then obtained, for it is learned that the insurance policy and the bill of lading have been so framed that the exceptions in these documents have become the rule and the loop holes are so many that it is a strange thing if the vessel owner experiences any difficulty in crawling out into dry land, leaving the poor victim, who holds the paid-for-policy, which was to protect his shipment from loss, down in the depths of a very unpleasant experience.

* * *

For years business men on both sides of the Atlantic have been fighting this injustice, and the matter came up for discussion at the sessions of the Congress of the Chamber of Commerce, at London, Eng., in June last. It now begins to look, as a result of these years of agitation, as though some success would be achieved. A new bill of lading has been adopted by British merchants which in a large measure protects the shipper against the abuses of the old bill of lading, which has been so doctored, as every fresh experience had been obtained by vessel owners, so as to leave practically no protection to the shipper. Vessel owners, it is true, are refusing to accept the new bill of lading, or when doing so, they exact a higher rate of freight. But this is a difficulty that is regulated to some extent by the law of supply and demand, and if exporters take a firm stand in the matter the time will come when they will receive a share of justice.

* * *

Redress need not be sought alone in the new bill of lading. A new marine insurance policy has been prepared by the well-known English Lloyd's which largely of itself, and especially when taken in conjunction with the new bill of lading, very fully covers the omissions of the usual marine insurance policy. We give here some of the main clauses of Lloyd's policy and if readers will carefully compare it with marine policies in their possession they will readily appreciate its strong points:—

This policy to pay all claims whatsoever arising from all causes if amounting to \$75 (\$25) on each declaration. Including all risks whatsoever from time of leaving mills in the interior of America per any conveyance by land or by water, until safely delivered at warehouse or to the consignee, including all risks from warehouses or in temporary inland and wharf waiting shipment on docks and wharves and on quays.

Including all risk of craft and from the vessel or vessels. Interest in each craft or ship to be deemed a separate insurable cargo, subject to the exceptions and conditions in bill of lading, including Negligence Clause, and all other risks until delivered to the consignee.

In lading all risks of transshipment from any of the quay or wharves at port of destination to the final landing place, and, or, all other risks until delivered at consignee's warehouse or godown, or warehouse where the merchandise is intended to be stored or delivered. All risks insured by the policy to attach while the goods are on the wharf previous to their being transferred to their final landing place.

To pay average on each separate package or on the whole. In event of deviation or change of voyage, held covered at a premium to be hereafter arranged.

It is hereby agreed that the assured shall not be prejudiced by the insertion in the bill of lading of the following clauses: The act of God, perils of the sea, fire, barratry of the master and crew, enemies, pirates, and thieves, including all restraints of princes, rulers and peoples, strikes, strikes, and other accidents of navigation excepted, even when, or upon any negligence, default or error in judgment of the pilot, master, mariner, or other servants of the shipowners.

Ship not answerable for losses through explosion, bursting of boilers, breakage of shafts, or any latent defect in machinery or hull not resulting from want of due diligence by the owners of the ship, or any of them, or by the ship's husband or manager.

The question may be asked: Do not business men know the conditions of a policy before they agree to place insurance under it? Well, know many do not. They are insuring for protection, or insurance would be no use, and they take it for granted that an insurance policy is an insurance policy. Only when a loss occurs do they learn its true meaning. Two or three cases of the kind have come under our notice during the present year where well-known members of the Dominion Millers' Association were the losers. We will, likely, in a future number of the MILLER, give some particulars of these and will be glad to hear from others who have had their experience of marine insurance.



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J. S. ROBERTSON, Editor.

THE CANADIAN MILLER AND GRAIN TRADE REVIEW caters to the Miller and all his associations, and to the Grain Dealer with all his allied interests.

The only paper of the kind in Canada, containing full and reliable information on all topics touching our patrons, and unconnected as an organ with any manufacturing company, we will always be found honestly and earnestly endeavoring to promote the interests of our subscribers.

Correspondence is invited from millers and millwrights on any subject pertaining to any branch of milling or the grain and flour trade.

HOLIDAY NUMBER.

The next regular issue of the CANADIAN MILLER, bearing date of December, will be a special Xmas number, containing from two to three times the usual number of pages. The cover will bear the words "The Miller's Christmas," and is the work of a leading Canadian artist, representing a milling picture that, we believe, will, from an artistic, as also from a realistic point of view, be admired and appreciated by our many readers. This is being printed in colors in the best style of the art lithographic, and will constitute a handsome work of art.

The practical departments of the paper, familiar, and we have reason to know, much valued by the milling constituency covered by this journal, will appear as usual, supplemented by an attractive table of contents consisting of sketches, stories and poems specially written for "The Miller's Christmas," and applicable to the season, by prominent members of the milling trade, who are not alone adepts at the business of milling, but also in the use of that little instrument, the pen. We are also promised contributions from several well-known journalists who possess the ability to interest and entertain.

The typography of the number will not be its least attractive feature, and will be embellished with many illustrations suited to the character of the special contents.

Who better than the "jolly miller" has a right to a jolly Xmas? THE CANADIAN MILLER knows of no other, and will spare neither effort or expense to make a deserving contribution in this direction.

No doubt many of our readers will be anxious to secure additional copies of "The Miller's Christmas," and, anticipating this need, an extra edition of the paper will be printed. A limited amount of space in the increased pages will be reserved for advertisers, who should write early for rates and space desired. To the advertiser, desiring to reach the millers, flour handlers and grain men of Canada, and those in foreign countries interested in the purchase of Canadian mill and cereal products, the number will be very valuable.

MANITOBA GRAIN INSPECTION.

A MONTH ago, when circumstances brought together in Winnipeg a number of eastern millers and grain men, a joint meeting of eastern and western representatives of these trades was held. The vexed question of Manitoba grain inspection was the subject of discussion. Everyone knows the trouble and unpleasantness that is continually occurring through the double inspection at Winnipeg and Port Arthur, supplemented by a third inspection sometimes when the grain reaches its destination. Is there not a remedy for this difficulty? A suggestion of the Winnipeg meeting, one in which eastern and western men very generally agreed, was to have only one inspection at Winnipeg, with three inspectors to attend to the work. There is force in this proposition,

but in the opinion of some its operation is believed to be impracticable.

Minnesota and Duluth have overcome similar difficulties in these states by the appointment of state inspectors, whose subordinates operate under their direction and consequently work in unison and not at cross purposes. Is there anything to prevent the adoption of a like method in Canada?

A change of the Inspection Act would be necessary whatever amendment might be made, but this is not an insuperable obstacle. The question is one vital to the successful handling of Canadian grain, and now that the men particularly interested in the two opposite sections of the Dominion, have come together and exchanged views, the matter should not be allowed to remain much longer "vexata questio."

SPECULATIVE OPINION.

WHETHER, as Mr. C. Wood Davis and Mr. Erastus Wiman have predicted, the United States will find it necessary inside of five years to import wheat for home consumption in place of holding a position, as they do to-day, among the large exporters of the world, depends on various contingencies. One writer in reply to these gentlemen has taken the ground that when the United States farmer finds it profitable to engage vigorously in farming he has abundance of scope within his own country. He has not done so of late years because there has been no money in the business. When prices shall have advanced, say to \$1.25 per bushel for wheat, in the same ratio will the production be increased. "On 40,000,000 of acres in wheat in 1891," says the writer, "we produced 600,000,000 bushels of wheat. This is an acreage of fifteen bushels. The average of England is thirty bushels. In France, on many of the small farms, it is fifty to sixty bushels." The argument is that the United States farmer must become more skilled in agricultural science and when this is the case, and a yield approaching somewhat near to that of England and France is secured the States will be found to have land sufficient to feed its own large and increasing population and still continue a large exporter. It is further contended that when the Nicaragua Canal is completed, shortening the distance from San Francisco to Liverpool almost 7,000 miles, instead of a yield of 62,000,000 bushels, as in 1891, the impetus to export trade will be so great that the farmers of California, Oregon and Washington, on the Pacific coast, may be counted on for 150,000,000 bushels.

Mr. Davis, in reply to this view in a carefully prepared paper in Milling, notes this fact "that in the ninth decade the world even in wheat increased but some 4,000,000 acres—only one-sixth as much as it increased in the eighth decade—being an augmentation of but 2.25 per cent., while the bread-eaters increased 14 per cent. and the per capita quota of wheat land diminished to .398 of an acre, reducing it to 93 per cent of the quota which obtained during the period when the price level was \$1.69 per bushel." So long as these conditions continue Mr. Davis sees nothing to encourage the hope that farming will in the near future become a better paying calling and consequently encourage greater enterprise and more intelligent methods on the part of those who follow it. Taking a converse view Mr. Davis asks if it is not the case that when prices are low men are more inclined to be frugal and put forth greater efforts to increase insufficient returns both by cultivating better and farming the last possible rood of land, thereby, in a measure, defeating, by an augmentation of the product, the object in view. Climatic conditions, in the opinion of this writer, contribute more than any other cause to the varying character and size of our crops from year to year. Improved methods of culture and fertilization need not be expected to change meteorological conditions which in 1890 produced a short wheat crop and in 1891 a phenomenal crop. "No one country can, even with a diversified climate as ours," says Mr. Davis, "be superior in all cultures, and we can no more rival France in growing wheat than such countries can rival us in maize culture, or we rival Cuba in growing cane."

Mr. Davis adheres firmly to the opinion that the arable lands of the United States are becoming steadily exhausted, and these conditions will continue probably for all time to come.

ONE PEOPLE.

THE constantly increasing business intimacy that is growing up between the people of this province and those of Manitoba and the Northwest is one of the agreeable signs of the times. In every department of commerce the citizens of the eastern province, as we of Ontario are termed by Manitobians, have a live and indeed an abiding interest in our friends in the west. In many respects this is only natural, for has not Ontario heavy investments in the newer province, not only of money, but in her sons and daughters, who, following Horace Greely's advice, have gone west? Millers and grain men have an intelligent interest in the West. It is no mere phantom that is being chased when the belief is expressed that these provinces must in the not far distant future prove to be the granary of this great continent. Nor does the president of the Dominion Millers' Association stand alone in the opinion that Manitoba possesses all the possibilities of becoming some day one of the most extensive milling centres in the world. Differences of opinion may sometimes exist between those of the east and west regarding questions of trade, each viewing matters through their own provincial spectacles. But with enlarged and increasing transactions will come enlarged and broader views on both sides, and these apparently conflicting interests will almost unconsciously disappear. We are one people despite our provincialisms.

EDITORIAL NOTES.

WE regret that our reading pages this month are seriously encroached upon by advertisers. We plead guilty, but will not do it again. If advertisers must be represented in these columns, and they know their value, readers' interests cannot be interfered with. The remedy seems to be in an enlargement of the MILLER.

A DISPATCH of the 11th inst. from Winnipeg says: "Manitoba grain men are in difficulty, as trunk lines refuse to accept our oats and barley for export by way of New York or Boston. To get out of the difficulty Manitoba grain men will endeavor to gain the consent of the Ontario board to have Northwest oats and barley examined on its grade of standards, as railroad lines will then accept them." What with shortage of cars and inspection troubles of one kind and another, the road of the grain man is not the easiest to travel.

MILLERS in some sections of Ontario are making complaints of "dirty grain." We have no reason to suppose that this condition is general to any large extent, and yet the fact that more than one local newspaper has drawn attention to the matter is evidence that the practice is more common than it should be. We are told that, profiting by the experience of the past, Manitoba farmers are giving increased attention this year to the character of the grain that they place on the market. It would be a serious mistake for the farmers of Ontario, who are supposed to follow exact and correct methods of farming, to take a retrograde step in this important particular.

THE remarkably low prices of wheat in Great Britain during the present year has been a phenomena of the trade that has passed all understanding. Various efforts have been made to explain these conditions, but the divergence of opinion expressed is good evidence of the difficulty experienced in solving the problem. The quotations of June, 1889, 27s. 11d., have been referred to as the next lowest to 27s. 10d., the average price of British farmers' wheat this year. But the Liverpool Corn Trade News does not think that the figures of June, 1889, should be taken as a fair ruling of that period as "the inferior quality of samples then ruling was largely accountable for the debased rates of that time—the general level of prices then being 3s. per quarter higher than now." The annual average prices of recent years have been—1891, 37s. 1d.; 1890, 31s. 9d.; 1889, 29s. 9d.; 1888, 31s. 10d.; 1887, 32s. 6d.; 1886, 31s. 2d.; 1885, 32s. 10d.; 1884, 35s. 9d.; 1883, 41s. 7d. Taking all things together, however, this same authority considers that English wheat sold cheaper in September 1887, than ever before or since, viz., 28s. 5d. for fine quality.



MR. J. W. HENDRY, late manager for Mr. Peter McLaren, the big Ottawa lumberman, has expressed the opinion that with the C.P.R. running direct from the wheat country in the Northwest, and the Ottawa, Arnprior and Harry Sound road under construction, Ottawa is well adapted for the manufacture of flour on a large scale. "Ottawa," he says, "is bound to become a railway centre, but the great desideratum for bulk freight would be a canal to connect the waters of Lake Huron with the upper Ottawa.

The falling off in the barley trade is very perceptible. "At this season of the year the receipts at Toronto are usually very heavy," said Thomas Flynn, of Coffee & Co., "but so far this year they have been almost nil. There is no demand from any quarter, and what little is changing hands is on the basis of feeding barley. A great deal of it has been stained badly, and this stuff offers at 30c. per bushel at outside points. The British markets are low also, and the outlook is not very cheering. Our export trade used to run from 9,000,000 to 11,000,000 bushels, but this year it is not likely to go over 2,000,000 bushels."

The flour market, to use the language of a Toronto man not given to pleasantries, is "very dead, if the use of such a phrase is allowable. And flour was never so low, in my experience of forty years, as it is to-day, though wheat has been as low as it is now." To learn that one can buy a barrel of "extra" flour on Front street for \$3—which at 196 pounds per barrel is only a fraction over a cent and a half per pound—and that "Manitoba patent," the highest grade, sells at \$4.50, may be welcome news to the operative who loves cheap bread, but it sets the farmer thinking and the miller to scheming. In the summer of 1891 Manitoba hard wheat was worth \$1.15 and straight roller flour \$5.

A breezy discussion has been in progress in Montreal between the Ogilvie Milling Co. and the Lake of the Woods Milling Co. on the one hand, and Mr. Aird and A. Smith, leading bakers, on the other, as to the rival merits of Minneapolis and Montreal flour. It grew out of the assertion by Mr. Aird, in speaking of the recent cut in the price of bread by Messrs. Stuart and Herbert, that he (Mr. Aird) had maintained his prices, because to get the best quality of flour which he had to import from Minneapolis, and pay duty on, he had to pay more than did the cheap bread men who used Canadian made flour. Mr. Smith supported Mr. Aird in the contention that Minneapolis flour surpassed that milled in Canada. Mr. Dewitt, of the Ogilvie Milling Co., says that Mr. Aird's assertion is sheer nonsense, and W. A. Hastings declares that such statements are made just for an excuse to keep up prices. Both these millers point to the prices for their brands in the British market as furnishing positive proof that no better flour is made in the world than in Canada. Mr. Stuart, the cheap bread man, goes so far as to say: "The Minneapolis flour is not so good as that made by W. W. Ogilvie & Co. and the Lake of the Woods Milling Co., while the net cost to the bakers who use the American flour is \$1 per bbl. more than for Canadian." Mr. Stuart gives the following interesting statement of the cost of delivering bread in Montreal: "Our expense of running wagons is slightly over \$4 per day in delivering 350 loaves, while it costs Mr. Aird, with his wagons delivering only 150 loaves each day, three cents a loaf." The theory of Messrs. Stewart and Herbert is that they sell bread equal in quality to that of the bakers who charge more per loaf and get at least as much profit by using exclusively Canadian flour and keeping their delivery expenses at the minimum named.

W. W. Ogilvie, of Montreal, has returned from his visit to Manitoba. Speaking of his tour of investigation, he says: "I was very much impressed by the improved manner of stacking, and in many places I found the wheat already threshed and safe from the weather. I have never seen, at this season of the year, so much autumn ploughing, which should make seeding operations next spring much earlier than usual. I am convinced that next year the acreage of Manitoba will be increased thirty per cent. The quality of the wheat crop this year is better than was expected, and the condition of the grain could hardly be better—conditions that are certainly favorable to all concerned in Manitoba. Deliveries are becoming quite heavy at the larger stations, averaging 10,000 to 12,000 bushels a day each. The rapidity with which towns have sprung up along the Souris branch impressed me greatly, and I found an average of three to five elevators at each station."

Erastus Wiman says of the election of Grover Cleveland as President of the United States: "The election of Mr. Cleveland is full of deep significance to Canada. It means the obliteration of the McKinley Bill so far as food products are concerned, if Canada is willing. Just how soon and under what conditions this vast event may occur it is impossible to say. But the tendency and the expectation from the victory will be unmistakably in this direction. Of course it will only come to Canada for a 'quid pro quo.' In other words, free trade in food will prevail if free trade in manufactures is afforded. It will be unreasonable to expect that the tariff will be reduced on Canadian products unless in Canada it is reduced on American products. Goods and not money must be the medium of exchange. Reciprocity will still be the basis of any possible arrangement, but reciprocity is much more possible under a Democratic regime than under Republican rule. The Republicans would withhold freedom of trade in the hope of compelling political union, unless forced by merchants and manufacturers to enlarged markets and free raw material. Democrats need no forcing in this direction, and will readily respond to the most liberal ideas of intercourse which the Canadians will propose. It has been a great duel between twelve million of voters, in which intelligent thought has had full sway, and the verdict is that a country cannot be taxed into prosperity."

Professor John Goodfellow, who is Professor of Physiology and Hygiene at the Bow and Bromly Institute, England, and consulting chemist to the Master Bakers' Protection Society, has this to say of Manitoba flours: "Bakers and confectioners will do well to turn their attention to Manitoba flours. The Manitoba wheat is among the best in the world, and many experts maintain that the hard red Fyfe wheat has no equal. The flours are very strong and stable, absorbing much more water than English flour, and giving a good yield. They are perhaps a trifle too strong to be used alone, but blended with softer English flours they produce splendid bread. I have had, recently, occasion to thoroughly inquire into the merits of these flours, and from the results of my experiments and trials am able to recommend them as being sound and reliable. The best known are: Lake of the Woods strong bakers', Carberry Milling Co. Hungarian, and Carberry Milling Co. strong bakers', and Ogilvie's Hungarian. No. 4 and 2 are among the best flours I have ever examined; indeed I do not remember having seen a flour to equal No. 4 (Ogilvie's) in good color, combined with great strength and stability. No. 1 and 3 are naturally a little dark, but compare favorably with other American strong bakers' brands. As the results of my experiments, I am able to say that a blend of half Hungarian Manitoba and half soft English flour produced a splendid loaf of good flavor with a good yield. A blend of two-thirds of Manitoba flour and one-third of soft English also produced bulky loaves of good flavor."

Presence of mind is a great thing in mill operating, but presence of mind won't get your hand out from between the gathering cog-wheels if your absent-mindedness and neglect to put up guards causes it to get caught.



Office of the CANADIAN MILLER,
November 15, 1892.

THE GENERAL SURVEY.

OFFICIAL returns from the leading wheat centres of the world, which are now mostly to hand, will give greater accuracy to any statements that may be made regarding the possibilities of wheat conditions for the remainder of the season. The report of the Indian Government is *enlisting more than average attention*. Not until 1884 was any system of annual estimates known in that country, and the figures of the crop just harvested are the smallest from that date up to the present. The total yield is 203,168,000 bushels of 60 pounds, as against 256,704,000 bushels in 1891, a reduction of 53,536,000 bushels, or 21 per cent. The area under crop was 24,088,000 acres, against 26,576,000 acres in 1891.

From India we turn to the last official return of the United States. Here the wheat crop for 1892 is estimated at 518,913,000 bushels. This is rather higher than the report of a month previous, but is in round figures 93,000,000 bushels below that of a year ago. The opinion is freely expressed in many quarters that this estimate is too high. The American Agriculturalist in the November issue prints an elaborate review of the wheat situation in that country, in which it aims to demonstrate by a system of state agency crop reports that the total wheat crop for 1892 cannot be placed at more than 494,434,000 bushels. Milling, in reply to this claim, says: "The situation to-day clearly indicates that the crops have been generally under-estimated throughout the world, and the reserves of old wheat that have been moving forward since the first of July sustain the views of those who insist that even the great products of 1891 of 612,000,000 was under-estimated, while the crop of 1890, reported less than 500,000,000, was at least 50,000,000 greater."

Canada, according to the estimates, is blessed with a crop of 55,000,000. France, it is claimed, will have a crop 80,000,000 bushels in excess of last year, and Russia will do 35,000,000 bushels better than a year ago.

The whole situation is summed up by Beerbohm, perhaps the best English authority, thus: "The plain fact indicated by returns to hand is that the world's production of wheat is about 6,000,000 quarters (48,000,000 bushels) less than last year. Indeed it will be seen that this year's crop barely reaches the average of the preceding five year's crop, which was 269,000,000 quarters. It is doubtful, too, whether the production of wheat in the past season has reached what may be called the normal requirements of the world, although these latter are of a somewhat elastic nature—depending on surrounding circumstances. Were it not, therefore, for the fact that the high prices of last autumn had the effect of shifting much of the surplus wheat from the exporting to the importing countries, it may safely be assumed that prices might, on the legitimate basis of supply and demand, be materially higher than they now are. It will take some time to restore this equilibrium, but meanwhile the most conservative of observers could hardly fail to arrive at the conclusion that, starting from the present basis of values, there should be no need for discouragement."

CURRENT PRICES OF BREADSTUFFS.

WHEAT—Toronto: No. 2 white, 66c.; red, 65c.; spring, 62 to 63c. No. 1 hard, 86c.; No. 2 hard, 79c.; No. 3 hard, 76c.; No. 1 frosted, 64½c. Montreal: No. 2 hard, Manitoba wheat, 81 to 83c.; No. 3 hard, Manitoba wheat, 71 to 73c.

BARLEY: Steady but quiet. Toronto: No. 2, 44c. Buffalo: Canada No. 1, 83c.; No. 2, 78c.; No. 3, extra, 74c.

RYE: Toronto: Quiet, 50c. Buffalo: Firm, No. 2, 56c.; No. 2, 52c. asked in store and on track.

PEAS: Toronto: Not very active, 57c. for round lots.

OATS: Toronto: Very slow, mixed, 31c.; white, 32c. Montreal: 32 to 33c.



The particular purpose of this department is to create an increased market for Canadian mill products—flour, oatmeal, cornmeal, rolled oats, put barley, broom meal, split peas, etc.—at home and abroad. The interests of the miller who grinds the grain will have thoughtful consideration. Any matter that is likely to lead to an improvement of conditions in the local market of any of the various provinces of the Dominion will be carefully considered in this department. A close study will be made of the foreign markets with the aim of further developing the Canadian export trade. The MILLER each month covers very effectively the field of flour handlers and buyers of mill products, not only within the borders of the Canadian Confederation, but in Newfoundland, the West Indies, Great Britain and other European centres. This department will be made valuable to them in discussions of the conditions of the market in this country, reliable market news, the manufacture of mill products, methods of transportation and shipping intelligence in its territories and relationship to the milling industries. We invite correspondence from millers, shippers and buyers on any matter touching these important questions.

CANADIAN MILLERS CRITICISED.

THE Halifax Herald has made the charge that Canadian millers are sending to the West Indies flour of an inferior quality, thus prejudicing the market against the home product to the advantage of American millers. Careful investigation of the charge proves that the sweeping statements of the Herald are quite beyond the mark. About 25,000 barrels of Canadian flour have been shipped to the West Indies during the fourteen months ending September last. A considerable number of millers who helped to make up this amount have been communicated with, and almost without exception they have yet to learn that their flour has caused dissatisfaction.

There has been some criticism unfavorable to the class of barrels used, in part, in the shipments of Canadian flour, and in this regard the complaint is not altogether unfounded. It must be remembered, as Messrs. J. A. Chipman & Co., of Halifax, N.S., in a letter to N. Westoverton, Esq., agent of the Intercolonial Railway, Toronto, have pointed out: "It is a pretty long passage from Halifax to the Indies and after a steamer reaches the Gulf stream the temperature of the vessel must be increased and the flour landing in the West Indies is placed somewhat at a disadvantage in the start." This condition makes it important that our millers should place their flour for the Indies in packages as nearly airtight as possible. A first-class round-hooped barrel is now being used by a number of shippers and from all reports would appear to give excellent satisfaction. One shipper says: "We sent a very excellent flour—about 900 barrels—put up in good barrels, and have reason to believe it gave the trade down there excellent satisfaction." Another: "All our shipments—300 or 600 barrels—have been made in first-class round-hooped barrels. The flour has all been a first-class article and from all reports received it has given good satisfaction." An exporting firm, engaged in the West India trade, writes, under date October 28: "There is no question but that a better barrel has been required, and though the flat hoops sell, the round-hoop barrels are much preferred. We have an order for 600 barrels flour Demerara and 300 barrels from Martinique. The former particularly asks us to ship round-hoop barrels, and Martinique tells us not to ship unless in round-hoop barrels."

The letters from which we have quoted have been the outcome of an enquiry made by the Monetary Times. It is not shown in every case—letters were received all told from twelve Ontario millers—that the use of the ordinary or flat-hooped barrel was a cause of complaint. Taken altogether, however, the consensus of opinion emphasizes the importance of tight packages, and we believe that millers generally will endorse the conclusion of our contemporary "that Canada must, if she desires to win and retain the West India market for flour or for other stuff, send only good goods and consult the taste of the market as to packages."

WEATHEN FLOUR IN CHINA.

It has been noted that considerable Canadian and American flour is being shipped to Japan, China and Central America, and that the consumption in these countries is on the increase. A contemporary very pertinently remarks: "If ever the Chinese take to eating unweaten flour, a million tons a year will not satisfy

them." Taking time by the forelock our big miller W. W. Ogilvie, sent a representative out to China some months ago. But even the big Ogilvie mills will fall a long way short of feeding the millions of that great country. The circumstance suggests the possibilities of flour milling, and these possibilities are, in no small measure, within the reach of Canadian millers.

REVIEW OF THE CANAL TOLLS QUESTION.

An article on "The Canal Tolls Question," against which the charge of uncanor can hardly be made, is to be found in the October number of The Lake Magazine, a new and creditable candidate for journalistic favor in this country. The writer is Mr. R. S. White, M. P. for Montreal and editor of the Gazette of that city.

Taking as the text of his paper article 27 of the Washington treaty of 1871, Mr. White proceeds to briefly review the history and practice of the clause, both as regards Canada and the United States. The system of rebates had its commencement in an Order-in-Council passed by the Dominion Government in the spring of 1884, when a refund of 18 cents per ton was granted on the toll of 30 cents per ton collected upon wheat, corn, peas and other cereals passing down the Welland and St. Lawrence canals for export. It was not until August 23, 1888, that the United States took exception to this procedure, when President Cleveland drew attention to the matter in a message to the Senate and recommended that "such legislative action be taken as will give Canadian vessels navigating our canals and their cargoes precisely the same advantages granted to our vessels and cargoes upon Canadian canals, and that the same be measured exactly by the same rule of discrimination." This recommendation was not acted upon and nothing more was heard of the matter until October, 1891, when the state department at Washington moved in the matter, primarily as a result of a memorial of the Lake Carriers' Association, complaining of the discrimination. The nature and results of the various conferences that have been held between the Canadian and United States governments from that date up to a few months ago, when President Harrison's retaliatory resolutions were put into force, are too well known by every reader of the CANADIAN MILLER to need any real in this pages.

Mr. White shows very clearly that the grain must be carried down the whole length of the Welland and St. Lawrence canals to earn the reduction of tolls, and that these regulations are extended "to American vessels and cargoes equally with Canadian vessels and cargoes." "Putting aside altogether as paltry and contemptible," says Mr. White, "any contention that might be based on the fact that Canada has never by legislative enactment consented to give equality of treatment to Americans in her canals, it is indisputable that the artificial waterway between Lake Erie and Montreal is open and accessible to American vessels upon identically the same terms as to Canadians."

Viewing the question broadly, Mr. White is inclined to think that a point can be made against the Dominion Government for having confined the transhipment of grain to Canadian ports. The Government, in an Order-in-Council of date June 17, 1892, states the object of the rebate system to be the encouragement of ocean shipping via the St. Lawrence. "I am bound to say," writes Mr. White, "the Canadian case would be infinitely stronger, indeed impregnable, but for this lapse. . . . There is some reason for believing that the resort to retaliation by the United States was prompted by the refusal of the Canadian Government to extend the rebate to grain transhipped at Ogdensburg, and it certainly does seem somewhat anomalous that a policy adopted professedly to encourage an export trade by way of the St. Lawrence should be burked by a regulation requiring transhipment on the Canadian side. . . . While no treaty compact has been violated by Canada, nor the letter of the engagement broken, the spirit of the agreement has been transgressed in the withholding of the rebate from grain transhipped at an American point on its way to the ocean vessel."

That the United States Government have on certain occasions been guilty of interpreting the treaty between the two countries in a narrow and petulant spirit is shown in the action of the Federal Government exacting

in 1885 "that a vessel arriving in the United States with a cargo from abroad should enter and discharge her cargo at the first port of entry she met." In entering the United States through the Champlain canal, the first port of entry would be Whitehall, at the northern extremity of the Whitehall canal. "There," said Mr. Fish, the then Secretary of State, "a vessel arriving with a foreign cargo would be obliged to discharge her cargo. If a Canadian vessel had a fancy for navigating the canal further on she could certainly do so and go as far as Albany; but without cargo. The trouble in this case seemed to have had its seat in a conflict of opinion between the State and Federal authorities. Sometime later, however, to use the language of Mr. White, "the American coon came down," and instructions were issued to permit Canadian vessels to unload at Buffalo and various other American ports.

Mr. White closes his article with the following reference to the recent reprisals of the United States:—"Canada grants a rebate of tolls on all cargoes bound for Montreal or a port east of Montreal, whether the vessels be British or American. The United States grants exemption from tolls to all cargoes through the Sault canal bound to Ogdensburg or any American port west of Ogdensburg, no matter what the nationality of the vessel. Just as the full tolls are exacted by Canada on all cargoes through the Welland canal to American ports, so are full tolls exacted by the United States on all cargoes through the Sault canal bound to Canadian ports. There we have what Secretary of State Foster calls "parity of conditions," and it is really somewhat difficult to discover in the conduct of the United States any justification for threats and denunciations on our part. Instead of either whining or menacing, the common sense course is to frankly admit that the Americans have simply taken a leaf out of our book; to recognize that the policy of reprisals is neither dignified nor profitable; and, conscious that two can play at the game of fence, to honestly seek to establish a large measure of reciprocity in the carrying trade. The Dominion Government has intimated that the discrimination in favor of the St. Lawrence route will be abandoned at the close of the present season, but the United States may fairly be asked for some equivalent for any surrender of the right to control the tolls for the use of the canals. They gave in 1871 mixed transportation by land and water to obtain the reciprocal use of our canals; they should be asked to restore the privilege of this carrying trade, to enlarge the treaty period for the navigation by Canadian vessels of Lake Michigan, and for the transit-in-bond of merchandise through the United States. If reciprocity in the coasting trade can be secured so much the better; but in any event the not very dignified game of recrimination and discrimination between the two countries ought to be terminated."

THE FLOUR MARKET.

Export trade continues discouraging. A fair trade is being done with the Maritime Provinces and Newfoundland, but as one report puts it, "There is very little enquiry for extra, as Newfoundland, the Maritime Provinces and Quebec do not want it as long as they can get good straight roller at present low prices." Home trade is active. Prices, of course, are unsatisfactory.

PRICES OF FLOUR AND MEALS.

"Straight grades," says the Dominion Millers' Bulletin, "of Ontario flour are \$3.20 and \$3.30; patents \$3.40 and \$3.45; and 80% \$3.70 per barrel f.o.b. for Lower Provinces. Bran \$9.75, \$10 and \$10.50 per ton f.o.b. Shorts \$10.50 and \$12 per ton f.o.b." Montreal: Sales of straight roller, in car lots, have been made at \$3.45 to \$3.50 on track; \$3.45 to \$3.65 may be given as a current quotation in car lots; broken lots \$3.70 to \$3.80. Red dog has sold as low as 92¢ per bag, with 95¢ to \$1 running quotation. Patent spring \$4.50; patent winter \$4 to \$4.50; extra \$3.20 to \$3.50; superfine \$2.75 to \$3.15; strong bakers', Manitoba, \$4 to \$4.20. Winnipeg: Prices to local trade: Patents \$2.05; strong bakers' \$1.80; XXXX 80 to 90c; superfine 65 to 70c. Bran \$8 per ton; shorts \$10. Rolled and granulated oatmeal \$1.85 to \$2 per sack, according to brand. Cornmeal \$1.65 to \$1.70 per 100 lbs. Split peas \$2.60 to \$2.65 per 100 lbs. Beans \$1.75 to \$1.80 per bushel. Put barley \$2.50 to \$2.60 per 100 lbs. Pearl barley \$4 to \$4.20.

THE NEWS.

CANADA.

SAMUEL MANN'S new grain elevator, at Shutesville, Ont., is completed.

THE machinery is being put into the new flour mill at Killarney, Man.

THE Alberta flour mill, at Calgary, N.W.T., is now completed and running.

THE oatmeal mill at Portage la Prairie, Man., is shipping its product to England.

THE Winnipeg grain exchange is now located in its new quarters, Princess street.

WORK on the new McAllister elevator, Pembroke, Ont., is being pushed ahead with energy.

THE capital stock of the Portage Farmers' Elevator Co. has been increased from \$12,000 to \$50,000.

A. HOS & Co., millers and flour and grain, Stanfold, Que., new co-partnership H. St. Cyr & J. Vachon.

TAYLOR & Co., commission, Montreal, G. T. Maley registers that he has ceased doing business under this style.

ST. JEAN & Lacroix, flour, feed, coal, etc., Maisonneuve, Que., new co-partnership - B. St. Jean & Lacroix.

NEAR Quebec, Que., the Seminary Mill on the Montmorency River, was burned. Loss \$6,000; insurance \$1,000.

THE Lake of the Woods Milling Co. have declared a dividend on the capital stock of six per cent. out of the net earnings of the past year.

THE farmers mill at Portage la Prairie is now in course of construction. The building will be a four storey one, 34x50 feet, costing about \$5,000.

J. W. FORD, of the roller mills, Markdale, Ont., has purchased an interest in the Flesherton Milling Co. He will take an active interest in both concerns.

THE City Council of St. John, N.B., have accepted the Canadian Pacific Railway Co.'s terms for the construction of a grain elevator of 300,000 bushels capacity.

THE contract has been awarded for the alterations and improvements in the Blythe Flour Mills, Peterborough, Ont., recently passed into the hands of a strong syndicate.

AMONG the patents recently issued by the Canadian patent office was No. 40,020, a fishway to J. Bower, and a patent for conveying grain, No. 40,088, was issued to F. E. Duckham.

THE Lake of the Woods Milling Co. have secured a perpetual injunction restraining the Citizens' Milling Co., of Toronto, from selling flour in bags stamped with plaintiffs' trade mark.

MR. KAY & Co., Ottawa, Ont., are having carriers constructed from their mill to their new storehouse on the opposite side of the street, conveying flour direct from mill to storehouse.

THE steamers W. B. Hall, Canipana and Rosedale have been engaged by the Canadian Pacific Railway company to carry grain from Fort William to Owen Sound for the rest of the season.

A YOUNG man named Holmes Withrow, employed in a grist mill, at Rawdon, N.S., caught his arm in some cog of a wheel and it was torn from the socket at the shoulder, leaving the arm hanging to the shaft.

THE grinding-in-transit privilege on Manitoba wheat has been restored, thanks to the efforts of the Dominion Millers' Association. Secretary Watts says: "Bill wheat to Montreal. Stop at Sarnia tunnel for orders."

THE grist mill at Jarvis, Ont., has been bought by Messrs. A. & S. E. Davidson, who are having it altered and refitted with four sets of rolls and a new engine and boiler. The mill will be running by the middle of November.

THE Midland flour mill, which is said to have cost \$12,000, was recently sold under mortgage to Mr. A. MacCampbell, M.P.P., for \$4,300. This gentleman afterwards sold it to Copeland Bros., of Penetanguishene and Elmville.

A LARGE addition has been made to the membership of the Dominion Millers' Association this fall. Millers find it pays to become a member of the Association and reap the benefits of the Central Wheat Buyer's office, rather than pay the commissions charged outsiders.

MR. ARCHIBALD CAMPBELL, M.P., of Chatham, Ont., has commenced work on his new mill at West Toronto Junction. The ground is already staked out and the brick work of the mill will probably be commenced some time next month. The flour mill is to be 50x65 feet, and five stories in height. The elevator will have a capacity of 60,000 bushels. The town conveys to Mr. Campbell as a site the Merritt property, lying between the Stanley House and Wagner & Zeidler's factory and grants him exemption from taxes and 20,000,000 gallons of water per annum free for ten years.

J. A. K. DRUMMOND, for years a grain dealer at High Bluff, Man., was pressed by creditors in 1886, when he obtained his discharge and was content to do less business. Last September he gave a chattel mortgage for \$2,000. Now he makes an assignment.

A FATAL accident occurred at Wm. Milne's new mill, Burk's Falls, Ont., on the 6th inst., resulting in the death of F. Garber, a young millwright. He was working on the frame of the mill at an elevation of twenty-five feet from the ground and missed his footing fell and smashed his head on a rock beneath.

CLDENING'S flour mill, near Carman, Man., was completely wrecked a fortnight ago by the explosion of a boiler. Everything is a complete ruin. Pieces of the boiler were blown a distance of 300 feet. There were 500 feet of siding over the boiler in process of drying. The loss is estimated at about \$8,000. No insurance.

THE Grand Trunk have announced that they are ready to open the Collingwood elevators for the reception of wheat provided they could get guaranteed quantities which combined would not be less than 100,000 bushels. It is stipulated that grain shall be moved out of the elevator not later than Dec. 31 unless special arrangements are made.

AN increase with Grand Trunk and Canadian Pacific Rail ways in the rate of freight on grain to Montreal for export came into effect on the 14th inst. and is as follows: Toronto and east, 12½ cents per 100 pounds; west of Toronto to London, St. Thomas, etc., 14 cents; Northwest, 15 cents. These charges are exclusive of Montreal terminals.

WM. PIERCE, undertaker and grist mill owner, Brantford, Ont., assigned on the 5th inst., with \$2,540 liabilities and about \$1,400 assets, the latter consisting of \$1,100 in stock and \$300 in book debts. There has been gradually falling behind for a couple of years past, and it is said that he suffered from too keen competition. No offer of a compromise has been made, and there is no security to offer.

A BAKER in Toronto got a carload of flour recently in the west, and when his first batch was put in the oven the place commenced to smell like a coal oil shop. The bread was, however, sent out and on the following day the whole lot was found waiting for the drivers as they went their rounds. The flour had been shipped in a coal oil car, and although no evidence of actual contact could be found in most of the bags, so sensitive is flour that the whole consignment was ruined. The demand for this particular flour does not appear to have reached the point where even our bakers can subsist on it.

MR. J. J. CURRAN, M.P., of Montreal, and Mr. W. W. Ogilvie, representing millers and others who derive power from the water of the Lachine Canal, have had a conference with the Minister of Railways and Canals about the best time to let water out of the canal for the construction of piers for the new four tracked bridge which is to be built across the canal this winter at Wellington Street. The bridge will have to be constructed in the interval between the close of this year's season of navigation and the beginning of next year's. It is being arranged that as short a delay as possible will be caused to the mills which take their power from the canal.

THE Central Wheat Buyer, Toronto, in a circular letter to his clients says: "Like last year as navigation draws to a close vessels are hard to get, and freight by lake and rail is about two cents per bushel higher, and insurance one-half cent, than two weeks ago, which keeps up the price of wheat at Owen Sound and Sarnia. Cars are also so scarce at these points that a delay of one to three or four weeks in shipping after wheat is ordered out generally occurs now. Quick delivery can be got from North Bay, and as all rail shipments will now increase rapidly, with in order in hand I can frequently buy for the millers better than I can quote them."

THE Board of Trade, Woodstock, Ont., having passed a unanimous resolution asking the town council to grant ten years exemption from taxes and free water to Thomas McClay, who proposes constructing a 125 barrel flouring mill, the council after some discussion unanimously passed a by-law legalizing the action. It will be a four-storey mill, second to none in Canada, and will be in operation by the first of the new year. Thomas McDonald, who lately suffered the loss of the Great Western flour mill in that place, proposes to rebuild it as a 300 barrel mill for the manufacture of oatmeal, split peas and pot barley. He proposes that a joint stock company be formed with the necessary capital of \$16,000, of which the citizens of Woodstock and farmers of the district shall take \$8,000.

THE Sentinel, of Pilot Mound, Man., has the following to say regarding the recent destruction of the mill at that place. "The total destruction of the Pilot Mound roller and oatmeal mill by fire, adds one to the list of mills that have been burned down in Manitoba. The fire originated about the engine room after the mill had been shut down for the night. Being all of

wood and dry as possible, in a few moments the whole structure was in a blaze. Little or nothing was saved. The mill was owned by R. Whitlaw, of Woodstock, and was leased to Dow & Will. The loss may be estimated at about \$15,000. It is understood that there is an insurance of \$5,000 on building and machinery, and \$10,000 on the stock. The business men of the town will entirely lose the bonus which was given to aid in the erection of the mill.

PERSONAL.

MR. W. I. Stockman, of Leith, Scotland, in a letter to the CANADIAN MILLER, says: "The flour trade is now rising after a long depression."

MR. Lawrence Collee, of the firm of L. Collee & Co., of Toronto, is dead, aged 72. He had been engaged in the grain business in the city for 47 years.

MR. Charles Merrill, miller, at the Kent Mills, Chatham, Ont., says Neill, the murderer recently hanged in England, at one time lived at Belle River, Ont., where he was known as a polly good fellow.

MR. Joseph Dickson, of Toronto, has been appointed grain inspector at the frontier, and he will be stationed at Suspension Bridge. His duty will be to inspect Canadian grain intended for export via New York.

MR. Robert Balantine, of Grassmere, Ont., died suddenly a few days ago. Deceased was one of the oldest settlers in the Huntsville section, and many years ago erected a grist mill, which is still used by the settlers.

MR. W. W. Ogilvie, of Montreal, has purchased the Somerville farm on the Lower Lachine road. The farm covers about 180 acres, and the price paid was \$30,000 cash. Mr. Ogilvie intends to erect a summer residence which will be within easy access of the city, and the improvements to be made upon the property will render it one of the most attractive and delightful summer residences on the Island of Montreal.

MR. Thomas Ellis, of Guelph, Ont., who died within the month in his seventieth year, came of a family which had been millers for generations. His daughter, Mrs. J. C. Kehler, when in England this summer had the pleasure of seeing the old weather-beaten mill, near Tavistock, in Devonshire, in which her father and so many of his ancestors had learned their business. Being of an active, stirring disposition, he came out to Canada in 1845, and took a position as head miller with Mr. David Allan, at Guelph. After three or four years here he took charge for seven years of the milling business of the late Jacob Hespeler, at Hespeler. Having been advised to leave the milling on account of his health, he leased the Western hotel in Guelph and afterwards bought the American hotel on Upper Wyndham street, which he remodelled and improved and extended, and over which he presided for a quarter of a century, holding a large farmer's trade and making it a centre in many ways. Since retiring from the business six or seven years ago, he has lived privately with Mrs. Ellis in the city.

TRADE NOTES.

The advertisement in another column of Myers Royal Horse and Cattle Spec is worthy the attention of all persons whose business or pleasure leads them to keep one or more horses. This article has all the advantage of having been on the market for years and being thoroughly tested and proven. This experience is not alone confined to this country, but in Great Britain and Europe it has been in daily use for over 30 years.

THE Waterloo Engine Works Co., of Brantford, report that the following sales have recently been made. One pair of Grip gears, two pulleys and two couplings furnished Isaac Wareup, of Oakville; four Grip pulleys 48x8 to the Toronto Electric Light Co.; two pair of Grip gears, mortice wheel 72 inches in diameter, 10 inch face, and one 82x12 steel rim pulley, and two 56 inch Lett's water wheels for Perth Electric Light Co.; also one 40x7½, and one 30x7½ Grip pulleys for A. Woods grist mill at Smith's Falls; one 62-inch pulley 20 inch face, with Grip attachment for the Hamilton Electric Light and Power Co. An order for three grain elevators from Kalmonka, Russia, being third order from same parties.

THE Dodge Wood Split Pulley Co., of Toronto, have lately issued a handsome new catalogue, which they take pleasure in mailing to the power users of the Dominion. This latest issue contains cuts of their latest improvements in pulleys of all kinds. There is the small split pulley 3 inches in diameter, adaptable to a shaft as large as two inches diameter; the tight and loose pulley - a handsome iron centre split pulley for those who prefer this style; the large heavy driving pulley for heaviest powers; dynamo pulleys; rope wheels; and, in fact, everything in the way of pulleys is touched upon. The Dodge Co. make a specialty of power transmission by ropes and belts, and are always pleased to give information and estimates on anything in this line. They invite correspondence with their milling trade.

SHORTS AND SHIPSTUFF.

Bread, nearly 1,900 years old, in a good state of preservation, has been unearthed in Pompeii.

If a miller undertakes to mill inferior wheats and puts his flour products in market with that made from superior qualities his name will be Dinna.

In the first chapter of Exodus and eleventh verse the first mention of wheat is made: "And God said, Let the earth put forth grass, herb yielding seed."

If you happen to own a white cat
It will lie in the coal by the hour;
While if it's as black as your hat,
He assured it will get in the flour.

From the researches of a German specialist, Prof. Welter, it appears that spontaneous combustion never takes place in flour mills, and that sparks alone will not set fire to flour-mill dust.

There is as much enterprising ability to be displayed in bringing about and sustaining the production of high grades of wheat for milling purposes, in a locality, as there is in perfecting the mill to grind it.

After sixteen years of experimenting, E. S. Carman, editor of the Rural New Yorker, has succeeded in producing a new grain which is a cross between wheat and rye. The hybrid was made by mixing the pollen of wheat and rye blossoms. It is believed that the new grain is firmly established.

There is reason to believe that those who talk so loosely about wanting to own the earth "with a fence around it," never took the trouble to figure out how much the fence would cost. The largest farm in the world is said to be in Louisiana and embraces 1,000,000 acres. It cost \$50,000 to fence it.

"We once knew," says the Australian Miller, "a self-conceited gentleman 'who didn't need to be told his business;' he rather guessed he could manage his own affairs without help from outsiders—no wrinkles of the trade he didn't know; he didn't need any associations, or trade papers either, not he. He went bung last week!"

GENERAL MILLING NEWS.

A German scientist has shown that the lands in Germany devoted to grain used in beer production would support 50,000,000 people.

The country press, say the Minneapolis Market Record, is commenting favorably on the policy of the Northern Pacific road in supplying cars to all parties applying for them to ship wheat in, without regard to their proprietary interest in elevators.

A circular has been issued by the Minneapolis Chamber of Commerce denying that any Canadian wheat is being ground for export by the Minneapolis mills. The regulations of the treasury department make the grinding of Canadian grain there impracticable.

The Northwestern Miller, under date of Nov. 15, reports the stock of wheat in Minneapolis private elevators at 1,578,000 bushels, a gain for the week of 128,000 bushels. The aggregate stock at Minneapolis and Duluth is 15,644,316, or 1,955,702 bushels more than last Monday.

During the past year about 2,000,000 bushels of elevator storage has been built in Minneapolis, says the Northwestern Miller. In most cases the new houses have consisted of annexes put up by companies which already operated terminal plants. All but nine of the houses are recognized by the Chamber of Commerce as "regular," the rest coming under the head of "private." It is the regular houses that have gained mainly by the erection of new buildings, the aggregate of private houses being left practically the same as a year ago. The total elevator storage is 18,184,900 bushels, and the storage connected with the mills with the amount to 19,410,992 bushels.

A GREAT LOSS!

If you have any Pipes or Boilers uncovered you are losing on same at the rate of 80 cents every year on each square foot of surface exposed. By having them covered with our MINERAL WOOL SECTIONAL COVERING you will save 85 per cent. of this loss. The saving thus effected in fuel will in one year more than pay the cost of covering, which we guarantee to last as long as the pipes. Our covering is the best fuel saver on the market.

CANADIAN MINERAL WOOL CO., LTD., 122 Bay St., Toronto

**Flour Barrel Labels
Calendars
Advertising Novelties
ETC., ETC.**

**TORONTO LITHOGRAPHING CO.
TORONTO**

**Superior
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ALWAYS BUYING. SEND SAMPLES AND QUOTATIONS.

**Leon M. Garrier
COMMISSION MERCHANT
COR. ST. PAUL STREET AND BELL'S LINE, QUEBEC
FLOUR, GRAIN, FEED AND PRODUCE**

ESTABLISHED 1885

**MILLERS AND MANUFACTURERS
INSURANCE COMPANY**

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Queen City Chambers, 32 Church Street
TORONTO

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THIS Company was organized expressly for the purpose of insuring only Manufacturing Industries, Warehouses and contents.

The primary object being to give protection against loss by fire at a minimum cost consistent with absolute security.

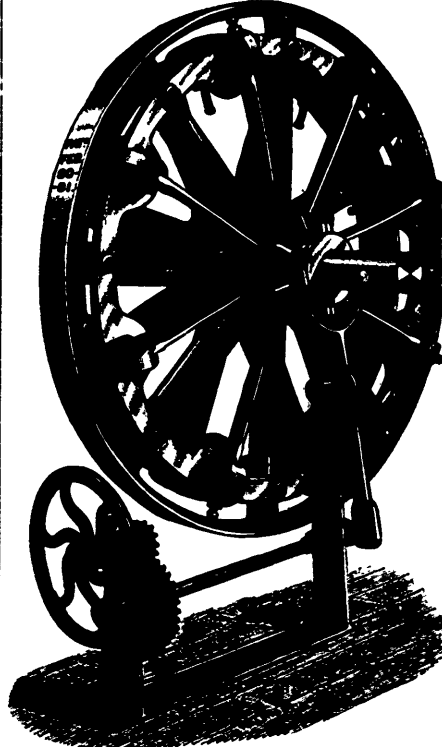
The system adopted has been so inspected all risks before acceptance, and fix the rate to be exacted equitably in accordance with the hazard assumed.

As to consumers we refer you to the Report of the President in attributing to a marked degree to the order and cleanliness, the most important factors to abate fires, and which must prevail in all risks assumed by this Company.

The President in moving the adoption of the report, February, 1891, said:—
"I have, however, much pleasure in drawing your attention to the fact that the commission income alone, as you will see by referring to the Revenue Account, exceeded the total claims for fire losses, in regard, I believe, unrecorded in the history of any other fire insurance company either here or in the mother country."
The owners with this Company, since it was established in 1845, have already saved on the current exacted rates, upwards of forty-five thousand dollars.

As to consumers we refer you to the Report of the President, those desiring to save themselves the advantages offered by this Company will please address:

**MILLERS AND MANUFACTURERS INSURANCE CO.
Queen City Chambers, Church Street
TORONTO**



Send for estimate of cost to attach Grips to gears driving Chop Stone or for Grip Coupling to enable shafts to lie idle that now run 24 hours while only needed 8 or 10, saving wear and tear, oil, time, and possible firing of your mill by neglected journals.

**Link Belting
Cotton Belting
Elevator Buckets
Elevator Bolts**

**WATEROUS
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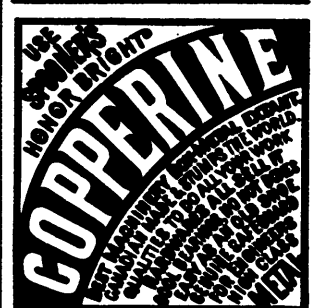
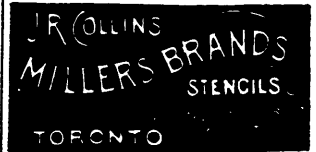
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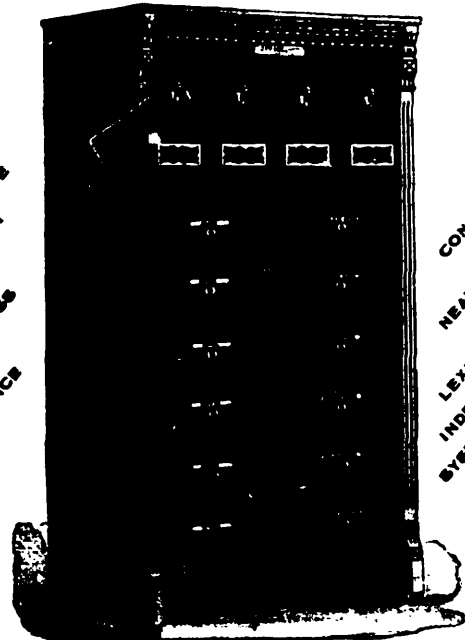
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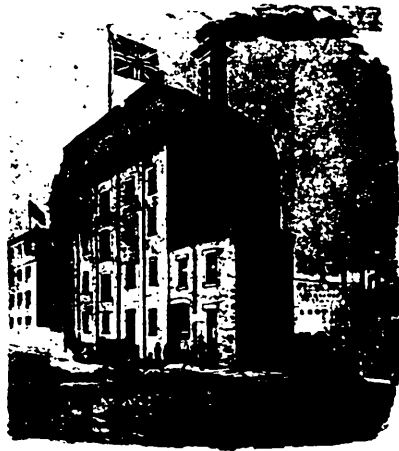
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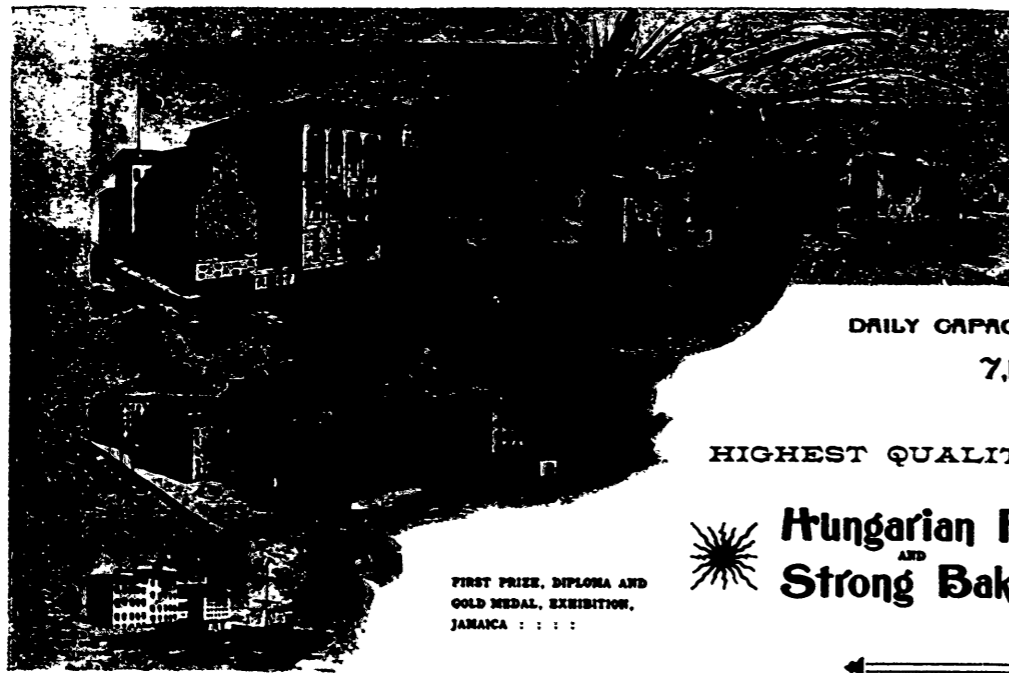
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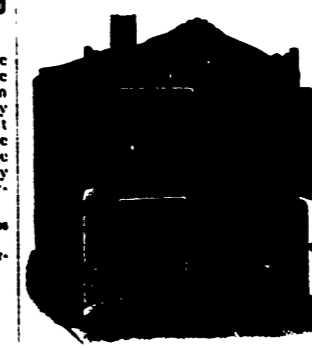
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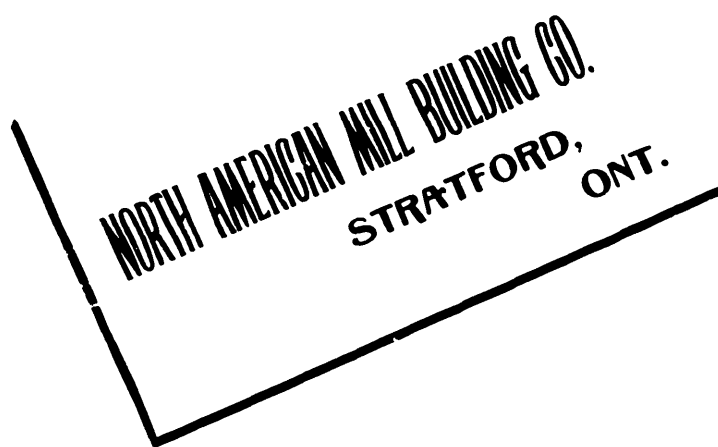
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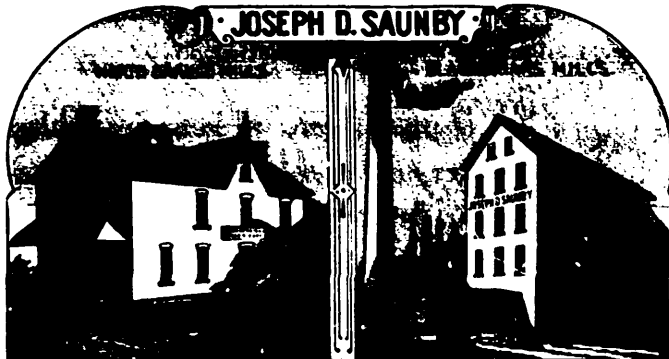
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