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NEW SERIES "MECHANICAL AND MILLING NEWS"

OLD SERIES, VOL. X. | NUMBER 6.  
NEW SERIES, VOL. II.

TORONTO, ONT., JUNE, 1892

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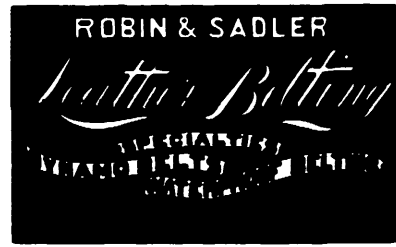
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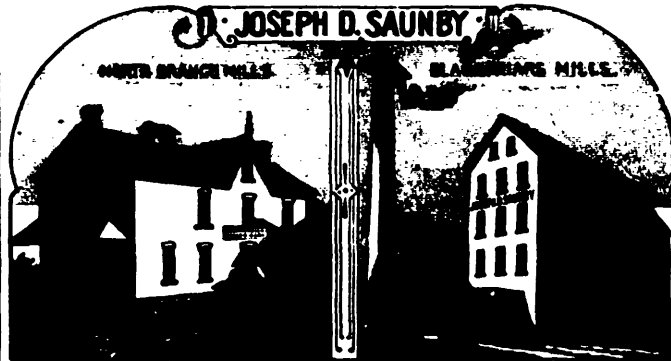
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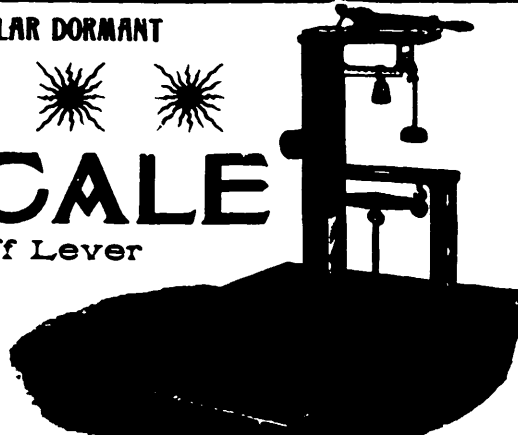
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# THE CANADIAN MILLER

OLD SERIES, VOL. X, NUMBER 6  
NEW SERIES, VOL. II, 1

TORONTO, ONT., JUNE, 1892

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## EPITAPH TO A MILLER.

HERE a miller lies,  
At never lysed before  
(Ye honeste and ye wyse—  
Wot ye, tis he heere lies.)  
Hys dusty raimente hath he doffed.  
Yt worn it threes and yere,  
No more within ye floury life  
He heaves, now yonne, now heere  
Ye bagges of gryst so whyte.  
No more ye lumpkin he doth flout,  
Yt curseth hym with name and might,  
(Kynde saintes confesse ye eville lout!)  
For yt hys gryste he lighte.  
No more he picks ye stubborne stone,  
Yt steadily goes rounde.  
Ye mill it standeth heere alone;  
Ye miller's gryst is ground.

## SHADOWS PURSUED BY MILLERS.

IN the Miller, of London, Eng., Mr. W. T. Bates, whose writings are familiar to practical millers of both England and America, has an interesting paper under the above caption. He says: I am seriously of opinion there is a great deal of shadow-catching in the frequent changes of system that take place in many mills. Men of large experience know that this kind of thing requires great calculation, and that the possible effect of changing only one spout may be the thorough disorganization of that part of the system. Further changes often make confusion worse confounded, and reduce the system to chaos. This may happen with a man who knows his business fairly well, and he will have a difficulty in getting things again into equilibrium, but in the end his object—an improvement—will be gained. In the case of the tyro it is far worse, for he only flounders deeper and deeper in the mire with his successive changes. But then, to suggest that any man who has tended rolls, and especially if he has struggled successfully through one of the examinations, is anything less than an expert is to add insult to injury. I am not altogether unfamiliar with the works of some of these tyro experts. On getting charge of a decent mill he immediately sets to work to alter the system, and after having jumbled it up with scores of returns and other faulty details will, if asked whose system it is, coolly inform you that — built it, but the "system" is his own! Of course it is not to be expected that — having built several hundred mills should know so much about it as a youth who has actually worked in only one mill and probably seen no other. Some I have known had an excellent (?) method of making all flour, for when the offals happened to be rather good they turned them into the second break scalper! This is all very good for the tyro expert, but I have seen more than one diagram arranged by a professional expert in which there was no outlet for any offals except bran, and more than that, those mills were started to work in that form. Referring to the difficulty of keeping everything in a roller mill up to its proper standard, and the necessity I feel for constant watchfulness, I once asked a well-known mill builder how they got on with men of perhaps less experience and possibly less perspicacity? His answer was: "They don't get on at all, they are constantly sending to us to come and put them to rights."

I am afraid the shadows, of varying intensity, arising from circumstances similar to the above will visibly darken the flour, and also cast themselves over the miller's books, and not unlikely shade his brow, for these are shadows that allow themselves to be trapped.

In the early days of roller milling one shadow was persistently followed even by the best millers and engineers—and a real phantom it was too—that was a method of splitting every grain of wheat exactly in the crease so as to eliminate the "crease dirt." Many devices, more or less ingenious, were brought out to accomplish this result, as the successful performance of this oper-

ation was thought to be the very essence of milling. Even now we often hear similar opinions expressed by those generally who know least about it. Not a few stone millers, too, flatter themselves that if they only get a first break and a bran roll they can compete successfully with rollers. Poor fallacy! and reminds one of the Ashantees, who, when they saw the British soldiers stretching a telegraph wire from tree to tree, also put up a bit of cordage in a similar manner, thinking, doubtless, it was some "fetish." Stone millers had better keep their money in their pockets for all the good these machines will do them. Those who know most about roller milling have given up the pursuit of this shadow, having come to the conclusion that perfection lies least of all in these two operations, and essentially on those that go between, that is, the second and third breaks, for it is not in splitting the wheat and clearing the bran, but in making good semolina, that the secret lies, and it is for this reason that stones can in no possible manner compete with rollers; for first break and bran rolls will not improve the flour, although they may slightly assist in improving the working of the mill. I would strongly advise stone millers to give up all these futile attempts to put themselves on a level with roller millers. Better by far to take care of their money until they are in a position to change altogether; and those who advise otherwise are assuredly not their best friends, for they only assist in prolonging their misery.

A very dark shadow, and one that will tantalizingly lure us into endless trouble, is the attempt to make good flour out of bad wheat, especially damaged wheat. I say "tantalizing," because it is so deceptive. We may today appear to be very successful and to-morrow flounder in the mire. The reason, of course, is that any wheat which is unsound must be unreliable. If it belongs to a good variety its inherent quality may overcome its outward apparent defects and give fairly good results; but if it should belong to any of the doubtful kinds, which, when sound, make only a medium quality of flour, we may look out for squalls when the salesman returns from his rounds. Milling this sort of wheat may enable the miller to produce flour at a low cost, but it is questionable if, in the long run, he will be any better off for it.

This leads me to the consideration of another shadow pursued, more or less, by many millers—that is, underselling. If "quality is the true test of cheapness," I am sure that flour made from faulty wheat, however low in price it may be offered, is not cheap, and will benefit neither miller nor baker. I am perfectly certain that success is wooed and won, not by selling an inferior article, or at a lower price than others, but by giving a sound, reliable article for a fair price—in fact, in giving one's customers a little more than money's worth in quality. By this I do not mean to say we should sell our goods at cost price, or without profit, but rather that a good article will command a good price, sell freely, and leave a fair margin for profit, besides building up a good connection, all of which can be done by a judicious selection of good wheat. This being the case, where is the necessity for producing a low-class article, or rendering one's own and other people's trade unprofitable by low prices? It is unquestionably true that the most successful millers are those who have made and maintained a good name for their flour rather than for the lowness of their prices.

A shadow which is very alluring and illusive is the almost general one of making the mill work above its capacity. I admit it requires some skill to do this with even a semblance of success, and it often happens that one man is unable to do more than seventy-five per cent. of what another can with the same mill, and not so good work either; but, as a rule, when machines are worked above their capacity there is little satisfaction to any one

concerned. I consider mill builders are often in fault for overstating the capacity of machines. It would be far better to state a medium rather than maximum, but unfortunately it is seldom done, and yet it benefits nobody. The fault, however, which I now speak of—overfeeding—is the miller's entirely. As an excuse he argues that if he can increase his output he can thereby reduce his average per sack expenses, and thus, by selling at a lower price, do a larger business, which means, in other words, to give the baker the benefit of his increased output; so that really the only advantage to the miller is the employment of a larger capital for somebody else's benefit! But this is not all, for things do not always work out according to one's anticipations. It is possible to force the extra quantity through the mill, and to give the baker the benefit, but the whole thing may be done at the expense of quality and quantity, and result in a loss; for there will almost certainly be a reduced percentage of flour, and (unless exceedingly clever) deteriorated quality. Increased feed requires heavier pressure on all rolls, and almost certainly coarser silk in some situations. Now whenever we put heavy pressure on rolls we begin to get heat, the bearings get hot and the belts slip. Heat and slipping belts lead to chokes, and chokes to waste, this in itself is a source of loss, but the variation in quality, under these conditions, is a far more serious matter. There is no doubt that everything will do the best work when worked at its normal capacity, and this applies to rolls, purifiers and silks, but more especially to the former, for heavy pressure is fatal to good semolina and granular flour.

There are many shadows of different intensity which attract the milling enthusiast in the pursuit of his ideal. I remember that I once thought I was on the trail of a good thing when I divided the chop on every break up to the fifth. I argued to myself that the smaller particles of second or third break chop required closer contact with the rolls than the larger, and that to do the finer properly (when mixed) the larger would be overdone. But I quickly discovered that there was absolutely nothing in it, that it was only a shadow, or alluring will-o'-wisp, and that more harm than good was caused in its pursuit by the excessive handling of the products. Moreover, I satisfied myself that anything of the same thickness would be acted upon alike, especially on finely grooved rolls. It is scarcely necessary to state this, perhaps, but it is a fact that very fine middlings, when mixed with bran and passed through bran rolls, are turned to flour in the operation. This being the case, it is, I think, the best and most expeditious method of working off all coarse tailings through the bran rolls and bran duster rather than, as is often done, through smooth rolls and silks, as the offals are far cleaner and better finished. It may be argued that there is greater danger of discoloring the flour thus, but I do not think so. Besides, I find that lively stuff of this kind helps the otherwise soft bran product to dress, and in any case it is nearest in quality to the bran flour. Of course, if the latter is to be drawn off as a separate product, it might then be advisable to keep it distinct. If the tailings are fairly hard and good it is best to treat them first on the fourth, or last but one, break, and keep the product, which will be fair middlings, for separate treatment.

## THE MYSTERY.

A WRITER in an engineer's paper properly says that when old grate bars, scrap iron and similar weights are hung on the safety-valve lever (to prevent the valve working at the proper time), there is always a deep mystery connected with it—and that mystery is, what prevents an explosion?

Pressure of other matter has crowded out this month our usual "Character Sketch" and portrait.



The particular purpose of this department is to create an increased market for Canadian mill products—flour, oatmeal, cornmeal, rolled oats, put barley, loose 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 data, the manufacture of mill products, methods of transportation and shipping intelligence in its bearings and relationship to the milling industries. We invite correspondence from millers, shippers and buyers on any matter touching these important questions.

#### SETTLED.

THE story of locking the stable door after the horse has been stolen is familiarly quoted often to illustrate the foolishness of man in resolving on a wise course after many of the benefits that would have come from such a course have been secured by some one else. We do not desire to apply too strictly the principles that underlie this illustration to the case of Newfoundland and Canada in accepting; at the eleventh hour the modus vivendi proposed the early part of the year as a settlement of the tariff troubles between the two countries. The mill cannot grind with the water that is past, and now that the contention between these countries has been settled it is useless to spend one's energies in repinings of what might have been. It is perfectly true, however, that this eleventh hour action just as effectually shuts Canada out of the larger part of this season's flour trade with the island colony, as it is true that it is the running water, and not that which has lost its power, that is of service to drive the mill.

On the principle that all's well that ends well, we rejoice with the country generally that even now these difficulties have been amicably and satisfactorily settled. We are not forgetful either of the fact that there has been a broader view than the one of trade only to consider in reaching a finality on this question. Matters of serious international import have no doubt been at peril in an adjustment of these troubles, and a Government must under these circumstances take a firm and dignified stand, moving not a jot or tittle to the right or left. We come back, nevertheless, to the one position taken by the MILLER throughout this discussion, that the dignity of neither Canada, Great Britain nor Newfoundland need have suffered, nor the relations of any been complicated, by the adoption of the modus vivendi at the outset of the negotiations. The trade which has been lost by the delay might by this course have been held for this season. It will be a relief to our millers all the same, though immediate trade is curtailed, to know that the Newfoundland market is still open to them.

#### GRAIN VIA CANADIAN CANALS.

A strong and constantly growing interest is being manifested in the canal and waterways system of this country. Concerning one phase of the question the American Elevator and Grain Trade Monthly, of Chicago, has the following to say:—

The discrimination by the Dominion Government in levying tolls on the Welland Canal is causing considerable ill-feeling and discussion. Grain shipped from the west to Montreal for export, via water, must necessarily be transhipped from lake vessels to river barges at some point on Lake Ontario. At two points only are facilities provided, Kingston, Ont., and Ogdensburg, N.Y. To reach either of these points grain must pass through the Welland Canal, where the Dominion Government levies a toll of twenty cents per ton. If transhipped at Kingston, where the facilities are inadequate, a rebate of eighteen cents per ton is given. If transhipped at Ogdensburg no rebate is given. It is clearly a discrimination against an American port and the Interstate Commerce Commission has decided that it is a violation of the canal clauses of the Washington Treaty, and

recommended as a measure of justice that the Sault Ste. Marie Canal should no longer be open to Canadian vessels. It has also been reported that the president would advise Congress to take such action. The discrimination is, without doubt, an unjust one, but closing the Sault will not help matters in the least; the Dominion Government would reciprocate by closing the Welland to American vessels, which would further embarrass our export grain trade and serve to advance the interests of the New York elevator pool. Free passage through Canadian canals for all vessels is necessary for the encouragement of our export grain trade via Montreal, but a tit-for-tat policy is not the one to use in obtaining it, or passage on equal terms either.

It is to the interest of the export grain trade of both countries, and greatly to the interests of Montreal dealers and handlers that everything be done to induce the grain to seek that route. The proposition that an agreement be made between the two countries whereby the Welland and St. Lawrence Canals shall be deepened and free passage given vessels of citizens of either country is worthy of every grain shipper's support; the one of retaliation is not.

By deepening these canals a shorter route to the United Kingdom would be obtained, and the ocean-carrying trade would be thrown into the hands of Canadian and American companies by levying prohibitive tolls upon vessels of other countries. The exportation of grain would be facilitated, shipments expedited, freight reduced and the New York elevator pool be made harmless for at least eight months of every year."

#### EXPORTERS' TROUBLES.

Efforts to create a more efficient transportation service between America and Great Britain is not being confined to millers in Canada and the United States. The trades of Great Britain are organizing to remedy the bill of lading trouble as far as it is possible to do so from that side of the ocean. A petition, from the Glasgow Corn Trade Association, has been presented to Lord Salisbury, prime minister, drawing the attention of the Government to the anomalies of present arrangements and asking for legislation, or a royal commission of enquiry in the matter.

It is pointed out that the food supplies imported into Glasgow—as the principal distributing point in Scotland—during 1891 amounted to £4,750,000, of which flour formed a most important part. The petition recites the gradual transfer of flour carrying from sailing ships of many owners to steamships belonging to a few well-known companies or firms, who easily combine to evade liability, and asks that some reasonable constructions shall be put, by British law at all events, upon the condition and outturn of food products arriving in this country.

Not without some ground for the impression these Glasgow millers entertain the idea that the millers of the United States are lacking in force and influence, or need of better organization, else some remedy of an effectual character would have been applied before today.

Adding only another to the many cases that have occurred, and are continually occurring, both among United States and Canadian millers, the Northwestern Miller recites the history of shipments of flour made by a Minneapolis milling firm November 30th, their destination being Bristol, England, the goods to go by the Bristol City line, via New York. The shipment was complete at New York on December 28, but for some reason, for which the company could not account, did not go forward. The attention of the steamship agents was repeatedly called to the delay, but no satisfaction was received until March 12, when the owners of the property were informed by the steamship company that it was only notified on March 1 of the arrival of the flour at the seaboard. The statement was at that time made that it would go forward March 18, but it did not leave New York until April 8, making a delay of 101 days after its arrival complete at New York.

What to do? is the conundrum apparently with exporter and importer. The latter, as is shown by the action of the Glasgow association, is not idle. The United States millers are doing something. The Millers' Trading Bureau of the United States National Associa-

tion has, thanks largely to the energy of Secretary Barry, accomplished good work. It has not by any means, however, nearly overtaken the evil. Canadian millers have had the question before them at every convention for years and they have not neglected to bring pressure upon the railway companies of our own country. Individual and isolated action is not going to overcome all obstacles. We believe that the millers of both Canada and the United States should go into this question jointly. In many respects the points are of mutual import and a more complete solution of the difficulty will be reached by an all round action on these lines. Now that our Dominion Millers' Association has been incorporated Canadian millers are able to make a move that will carry with it greater effect and force.

#### THE CARRYING TRADE.

Methods of transportation are so essential to the progress of a country that it is not surprising to find our shrewdest business men and ablest engineers giving their best thoughts to this one question. The necessity for enlarged plans presses upon all engaged in commercial pursuits in proportion as the manufacturing capabilities, and, above all, the agricultural resources, of the country, are developed. Even with the advances that have been made in this line of late years, including the increased equipment of the Canadian Pacific railway, and the additional efforts by its competitor, the Grand Trunk, to meet immediate requirements, the extra wheat crop of the past fall showed how wholly unprepared we are to meet any unusual demand on the carrying trade of the country. Emigrants by the thousand are teeming into the Northwest this year. With hundreds of additional acres under tillage in a short time, how is the product to be removed unless new and larger carrying outlets are discovered?

This pressure upon the carrying resources of the present day is being felt just now as severely in the United States, with all their immense network of railways and systems of waterways, as in any other part of the continent. Relief is being sought by improvements in their ship-building, illustrated in the construction of the whaleback steamers, which seem destined to occupy a serviceable place in the carrying machinery of the country.

Mature planning is being given to the development of the waterways of this continent as the great solvent in this case. The railway systems, perfect and extensive though they be in Canada or the neighbouring republic, are limited in their powers to meet the needs of either country. Enlarged and more perfect ship construction will help, but the best of vessels are little else than white elephants to their owners, without the waterways into which to place them.

The assistance, that is so devoutly needed, is to come, it would appear, through a development and extension of the waterways of the continent, and in this connection Canada holds a position of especial vantage. The United States have recognized this in the propositions that have been discussed in Congress looking to the making of our canal system the medium of a great waterway through to the seaboard. In Scribner's Magazine a few months ago an article of considerable length and undoubted merit, entitled "The Water Route from Chicago to the Ocean," was printed. There is given a very complete history of the canal system of Canada, embellished with numerous illustrations and maps showing the locks, bridges, and various views of the Welland and St. Lawrence Canals, and, of course, telling the one story that a water route from Chicago to the ocean is a route in which the waterways of this country hold the coin of vantage. Little doubt can exist that it must only be a short time when the unexceptional position held by Canada in this matter will become a source of unusual wealth and power.

Another project that when carried through must make a further valuable addition to our carrying trade is the building of the Ontario Ship Railway. A fortnight ago a public meeting was held in the city, when Mr. David Blain, the provisional manager of the company, entered into a history of the scheme and an explanation of the measures that were necessary to be taken to carry it to completion. Thirty years ago Mr. Blain began to consider the possibility of diverting the freight traffic of the

upper lakes from Buffalo to Toronto. At that time he did not propose building a ship railway, thinking that a canal could be built. The difficulties of construction, however, were found to be so great that the measure was abandoned. It was not then supposed that human ingenuity could ever devise a plan that would lift a vessel out of water and put it back again without injury. Now it is known that such a project is not impossible.

In 1874 Mr. Blain, still favoring the diverting of the upper lake traffic from the American side to Toronto, in conjunction with other capitalists, caused a charter to be issued for a double track air line railway, which would, if the freight were transferred to it at the Georgian Bay, save a distance of 300 miles and twenty-four hours of time in the journey to tide water. Toronto in this way could be made the harbor for the upper lakes freight.

As illustrating the extent of territory depending upon the great lakes routes for an outlet let an imaginary line be drawn through St. Louis and one will find that all the great wheat and cattle-producing country to the north of it came to the lakes. Briefly, the claim is that the proposed railway would tap the greatest amount of freight to be found in the world, reaching the enormous proportions of 25,000,000 tons per year.

There can be no gainsaying the importance of a commercial route purporting to establish the necessary "link in the chain of commerce between the Northwest and the Atlantic seaports and Europe. To the grain trades it would prove an inestimable boon, and in so far as it is believed the Huron Ship Railway project will accomplish this purpose, these trades are peculiarly and specially interested; this, aside from their interest in the project as citizens of the Dominion, concerned in the general welfare and prosperity of the country.

**MARKET CONDITIONS.**

At all points the story of the flour trade is one of quietness. The British market continues unsettled and, in a measure, congested. St. Louis trade is embraced in the words, "lifeless and unchanged." In Milwaukee matters are rather firmer. Minneapolis mills are running largely on old orders, fresh orders coming a good way short of squaring with the production. The word in our own country is no more hopeful, so far as the present is concerned. A more cheerful spirit, however, permeates the trade now that the Newfoundland embargo on flour has been removed. Our millers will be able to secure a fair share of business from this colony for the fall. In millstuffs generally trade is as dull as in flour.

**PRICES OF FLOUR AND MEALS.**

Quotations at leading market centres are as follows:— Toronto: Millers' Bulletin says: "Few sales reported. Straight grades, \$3.90. Patents at \$4.95 to \$5.05 per barrel, f.o.b. for Lower Provinces. Bran \$11 and \$12. Shorts, \$12 and \$13.25 per ton, f.o.b." Oatmeal is inactive, bran is slow; millstuffs all round weak.

Montreal: A small business with Newfoundland has been done since the settling of the trouble. Export trade on the whole is dull. Sales have been made at the following prices: Straight rollers, \$4.25 to \$4.50; winter wheat patents, \$4.50 to \$4.65; spring patents, \$4.80 to \$4.85; extra, \$3.50 to \$3.65; superfine is quoted at \$3 to \$3.25. The market for oatmeal continues quiet. Prices of meals are as follows: Granulated, bris., \$3.90 to \$4, in bags, \$1.90 to \$2; rolled oats, bris., \$3.80 to \$3.90, in bags, \$1.90 to \$2; standard, bris., \$3.75 to \$3.85, in bags, \$1.75 to \$1.80; split peas, bris., \$3.50 to \$4; pot barley, bris., \$4 to \$4.40; pearl barley, No. 1, bris., \$7.25, No. 2, \$6.25, half bris., \$6.75, pockets, 2x, \$2.80; rolled wheat \$2.65 to \$2.75. Millfeeds are dull.

Winnipeg, Man.: No new feature in the local market. Prices are quoted as follows to the local trade in small lots per 100 pounds: Patents, \$2.40; strong bakers', \$2.30; second do., \$1.80 to \$2.00; XXXX., \$1.20 to \$1.30; superfine, \$1.10 to \$1.15. Bran, \$10 per ton; shorts, \$12; oatmeals, rolled and granulated, \$2 to \$2.10 per sack; standard oatmeal \$2.05 per 100 lbs. Cornmeal, \$1.60 to \$1.70 per 100 lbs. Split peas, \$2.60 to \$2.65 per 100 lbs. Beans, \$1.65 to \$1.75 per bushel. Pot barley, \$2.65 to \$2.70 per 100 lbs. Pearl barley, \$4.25 to \$4.30.



Office of the CANADIAN MILLER, 1  
June 15, 1892.

**THE GENERAL SURVEY.**

ONLY a meagre business has been doing on any of the grain exchanges of the country during the past month. An occasional spurt in prices has taken place casting a ray of sunshine into the camp of the bulls, but these conditions have not been enduring. The long and the short of it is, grain trade is dull and seems likely to keep this way for some time. In Britain there is practically no demand for our wheat; the Britishers have indeed been selling wheat for shipment to France. How different the actual situation is to-day to what was anticipated by many in the fall of last year. One thought alone was then kept to the front by many—the remarkable short crop of European countries. Added to this, and following as a consequence, was the Russian edict prohibiting the exportation of wheat from that country. Six months have shown that the wheat crop may be a failure in not a few important wheat-growing centres and yet the world's supplies need not necessarily be seriously impaired.

No small measure of concern centres on the prospects of the growing crop. The continued damp weather, which has been the rule almost everywhere in Canada and the United States, has made seeding late at nearly all points. In the western States floods have caused still greater harm. The spring wheat seeding is reported in the States to be fairly well forward, but a smaller acreage is sown than last year. What will be the outcome in the winter wheat field will depend a good deal on the weather for the next month. If there is a further wet spell the crop will necessarily become depreciated. With fine weather following the present damp season growth will be rapid and, if not too rapid, healthful. The immediate outlook, however, in these respects is doubtful.

In Ontario about as much wet weather has been experienced as anywhere else, and kept the season back with the untoward effect that is to be expected. Manitoba and the Northwest will show an increased acreage this year over last, and weather conditions are not reported as having seriously affected the outlook in wheat as it appears to-day. Farmers are hurrying through their seeding in order that they may get at threshing, a large part of last year's crop still waiting the thresher.

Few discouraging reports come from Europe and the Eastern continent. The India harvest turned out well, and North Africa, that is now harvesting, promises well, so that it can hardly be said that the crop outlook as yet favors the bulls. Europe does not appear in sore need of our wheat, and even if weather conditions on this continent have been against a possible large crop, yet we have supplies enough from last season to level up a considerable shortage, though it is premature to talk of shortage from anything we now know.

The following is a comparative statement of the visible supply of grain in Canada and the United States, as prepared by the secretary of the New York Produce Exchange at June 6:—

	1892.		1891.	
	June 6. Bush.	May 30. Bush.	June 8. Bush.	June 1. Bush.
Wheat.....	27,910,000	29,448,000	16,477,405	17,494,723
Corn.....	4,478,000	3,696,000	5,606,887	5,153,738
Oats.....	3,369,000	3,175,000	4,549,391	4,243,566
Rye.....	450,000	611,000	304,859	335,271
Barley.....	411,000	371,000	146,274	179,767

	1890.		1889.	
	June 9. Bush.	June 2. Bush.	June 10. Bush.	June 3. Bush.
Wheat.....	21,791,337	22,451,931	18,892,181	20,305,861
Corn.....	14,214,009	12,685,271	12,202,237	11,607,931
Oats.....	6,167,955	6,050,732	6,333,310	6,335,032
Rye.....	586,811	605,489	365,625	498,535
Barley.....	697,400	712,708	1,067,239	1,103,450

**WHEAT.**

Prices at time of writing are as follows:—American: Chicago: June, 84½c.; July, 84½c.; August, 84½c. New York: Red, 98½c. to \$1.00½; soft; ungraded red, 84½c. to \$1.00½; No. 1 Northern, 91½c. to 92½c.; No. 1 hard, 95½c. to 95½c.; No. 2, Northern, 86½c. to 87½c.; No. 2 Chicago, 91c. to 91½c.; No. 2 Milwaukee, 90½c.; No. 3 Spring, 85½c. to 85½c.; No. 2 red, June, 90½c.; July, 91½c.; August, 92½c.; September, 92½c.; December, 95c. St. Louis: 87c. for cash; 86c. for July; 84½c. for July; 82½c. for August. Duluth: No. 1 hard, 86c. for cash; 87½c. for June; No. 1 Northern, 83½c. for cash; 85c. for June. Canada: Toronto: Red and white, 81c. and 82c.; Spring 80c.

82c.; No. 2 hard, 88c.; No. 1 hard, June, \$1.00; No. 2 hard, 95c.; No. 3 hard, 84c. Winnipeg, Man.: No. 1 hard, \$1.01; No. 2 hard, 94c., 95c.; No. 3 hard, 85c.; No. 1 Northern, 95c.; No. 2 Northern, 84c.; delivered at North Bay  
BARLEY.

A section of the brewers of the United States continue their agitation for a reduction of the duty on Canadian barley. They say they must have our barley. But the brewer, notwithstanding, the duty remains, and now that the presidential conventions are being held no tariff changes need be expected this side of the contest for the White House. The London correspondent of the Globe writes that there is a good market in Britain for two-rowed barley providing it is of good quality. "If Canadians," he says, "like to throw themselves into the business in a proper spirit and bestow due care upon it, they can undoubtedly ensure getting a top price in the English market for every consignment of really fine malting barley they can send, but it is absolutely essential that several conditions overlooked in the past should be borne in mind. In the first place it is very desirable that the barley should be graded like wheat, so that thorough and undeviating uniformity of quality can be secured. In the second place much more scrupulous attention must be paid to contracts. Thirdly, growers should invariably allow the grain to become fully ripe prior to cutting. They should keep it in the stacks a month or two to "sweat" before threshing, and they should be careful to use only the best varieties of seed and should look after the land well." Dullness has ruled the market during the month, both locally and across the border. Sales of good No. 3 are recorded here at 40c.

**OATS.**

The opinion has been expressed that oats have touched as low figure as will be known this season. At present at any rate prices are firm, with a fair demand. On the track at Toronto mixed have sold for 34 to 34½c., and white at 34½ to 35c.; outside purchases 31 to 32c.

**PEAS.**

Rather more life has been shown in peas. Purchases north and west in one and five car lots have been made at 60c.

**RYE.**

The trade in rye is nominal and prices the same

**SHORTS AND SHIPSTUFF.**

When a roller mill has the bad habit of ringing—material sticking to it in rings all the way round—it is a sure sign that the brushes or scrapers are not properly performing their work.

The long and short sellers and buyers originated in the Bible. In Proverbs xii. and 26 is found: "He that withholdeth wheat the people shall curse him: but blessings shall be upon the head of him that selleth it."

The only way to get rich by your own exertions is to save a part of your earnings. If you spend all you make you will forever be poor as you are at present. And if you spend more than you make you will be in debt world without end.

You know, my boy, the Bible says that you must always do to other people as you wish to have them do to you. Send us a dollar for THE CANADIAN MILLER and we will send you a hundred dollars' worth of good solid information before the robins nest again.

With the round or centrifugal reels every inch of the cloth is constantly employed in receiving and executing an equivalent amount of work. Hence no part is overtaxed while another part is idle. Hence meshes are equally worn and retain a perfect uniformity of size to the end of a long life.

Two famous philosophers—Menedemus and Anaclepiades—when pursuing their studies at Athens, were enabled to pay their schooling by acting as millers after school hours, receiving the magnificent sum of 36 cents (2 drachmae) per night. Happily their fellow-students, on hearing this, raised a subscription sufficient to defray the expenses of these deserving men.

**A POOR GIRL WINS \$18,000.**

The Province of Quebec lottery continues to pursue the even tenor of its way in no manner molested by the officers of the law, who are fast cleaning out the People's and other lotteries that endeavored to secure a foothold in Quebec. The Provincial Government makes an exception in the case of this particular lottery and extends to it the protection of special legislation. On May 4 a drawing took place when the capital prize of \$15,000 was won by Miss Mary Donovan, 113 Dufresne Street, Montreal, Quebec. In this case Dame Fortune was not blind. Miss Donovan belongs to a poor but highly respectable family. The father, now dead, was one of the good parishioners of Reverend J. J. Salmon, parish priest of St. Mary's Church, Craig Street, who takes pleasure in recalling the merits of this good man. The mother, left a widow, depended mostly for a living on her daughter's daily labor.



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J. S. ROBERTSON,

EDITOR.

THE CANADIAN MILLER AND GRAIN TRADE REVIEW comes to the Miller and all his associates, 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.

#### INCORPORATED.

The Dominion Millers' Association has been incorporated; the special bill before the Dominion Parliament practically becoming law a week after the issue of the May MILLER. The measure was fully discussed by the Banking and Commerce Committee, Mr. Stevenson, M.P., for Peterboro, diligently and intelligently, representing the interests of the millers. Secretary Watts appeared before the committee at its final session and fully explained the objects sought for by the association. The impression, and in this age of combines not an unnatural impression, had obtained hold of Mr. Cochrane and other members of the committee that, in seeking powers of incorporation from Parliament, millers had an ulterior purpose leaning in the direction of a combine to raise the prices of flour and grain. It was not a difficult matter to show the committee that no such plan was entertained by the promoters of the bill. If that was the object, as Mr. McKay, M.P., pointed out, millers, if they wished to regulate prices, could do that already.

An altogether different thought has been uppermost in the minds of Canadian millers. For years they have seen their business handicapped because lacking the cohesiveness and influence that would be conferred upon them if, as other commercial bodies, they were a properly constituted organization by Act of Parliament. The desire was to extend and enlarge the business facilities of the millers of this country, and they could not do this without adding to the prosperity of the country as a whole. "The association," as Mr. Watts expressed it, "did not desire to buy or sell grain, but simply to bring the producers in closer connection with millers, and millers with consumers."

Other business ends will be accomplished by the association which, as the experience of the past proved, was not possible as an unincorporated organization. Prominent among these will be a recognition by the Government of the status of the miller when making appointments to the boards which fix the standards of grain and flour. This much has been promised by the Department of the Interior.

It may be expected that as an incorporated body the association will take steps to overcome the difficulties to foreign trade that are caused by the constant and annoying delays at the seaboard. We have somewhat frequently, and last month referred at length to this question, and in the MILL PRODUCTS department this month follow up the subject. Incorporation will have accomplished an inestimable service to the milling industry if, by means of a tracing bureau or other workable plan, this obstacle is removed.

The important object of incorporation is to give increased momentum to the export trade in flour and mill products. We cannot consume in Canada the full output of our mills and it is all essential to successful milling that satisfactory outside markets be secured. This result will be best attained by enabling the association,

as an incorporated organization, to place an agent or agents in foreign markets, a programme that cannot be properly carried out by the individual miller.

With the one amendment of making the possible holdings of real estate \$5,000 annually, in place of \$10,000, and an addition of the following clause to the bill defining the objects of the association, which was quite agreeable to the members, it was passed as originally drafted by the association.

But nothing herein contained shall be construed as constituting the said association a trading company or empowering them to engage as a trading association in the business of buying or selling grain, flour or other merchandise, nor shall the said association by rule, regulation, bylaw or otherwise fix or determine or endeavor to fix or determine in any way whatever the price that the members or any of them shall pay or offer for grain in Canada.

Toronto was named as the headquarters of the association.

#### MICHAEL DAVITT ON CANADIAN EMIGRATION.

The Dominion Government might do worse than print for general distribution in Great Britain, in the interests of emigration, the important article on the Canadian Northwest from the pen of the celebrated Irishman, Michael Davitt, published in a recent number of the Nineteenth Century. Residing in this section of Her Majesty's domains, without that perspicuity of knowledge that comes from residence on the spot, we have perhaps pictured Mr. Davitt to ourselves as an unyielding obstructionist, and one whose sentiments and attitude towards the British Empire was none too loyal. The story of life in the Northwest and the enthusiastic appeal he makes to his countrymen of England, Ireland and Scotland to people that land, which he thinks is destined to supply the motherland so abundantly with wheat that the English market will become "less susceptible to the influence of American grain rings and dealings in futures," will in a large measure dispel this notion. He has no sympathy whatever with any suggestion pointing to the annexation of Canada with the United States, being of the opinion that already the States has more territory than its rulers can satisfactorily govern.

Mr. Davitt writes from personal observation made during a tour of the Northwest and British Columbia last fall. He gave himself time not only to observe, but also to carefully and, as his article shows, accurately study the country, its conditions and possibilities, and the manner and customs of the people. There is no mistaking the fact that Mr. Davitt was charmed with the country, and particularly with certain sections of British Columbia, and seldom, if ever, has its beauties and grandeur been pictured more eloquently and, at the same time, with wonderful exactness and comprehensiveness, than in this Nineteenth Century article.

Mr. Davitt is as shrewd as he is eloquent in his observations. Knowing as a Britisher the view of Canadian emigration, and of our country as a field for emigration, that is entertained by the people in the old country, he has not been slow to act the part of the wise critic, while giving the country the praise he considers it merits. He points out the harm that has been done to Canada in having it represented by "a female always clad in furs and living in a land of snowshoes and ice-palaces." Referring to his own knowledge of conditions he shows that our climate is no more severe than that of Minnesota, the Dakotas, Nebraska and many American states, but as he intimates, one does not find the clever Yank proclaiming broadcast to the world by picture and type the data furnished by the thermometer for the coldest day in the year. Moreover, Mr. Davitt states fairly and intelligently, that the climate of Manitoba and the Northwest is not in any sense objectionable because of severe frosts. True, Manitoba is not the home of the banana and the fig tree, but the climate nevertheless is most delightful, and what severity may at certain periods exist will become modified as the country is settled and the tillage of the land extends. We have on other occasions pointed out in these columns that it is time that our pictorial artists, whether of brush or pen, had banished the ice-palace, the wolf, the bear, and the paint and feathered Indian, too, from their sketches of life in Canada.

We have said that Mr. Davitt has shown himself a

shrewd observer. This is indicated in his observation that the Northwest has no need for the English emigrant with a "small capital" who has little brains and less love for labor, and, dressing himself in cowboy costume, rides about on an Indian pony all day, tries to teach the Cockney way of spelling Manitoba, plays cards and gambles all day and night.

These are the men who tire of the country, because they have not tasted of its sweets by their own labor, and returned home again, only to give it a bad name. A little capital will not be amiss to anyone who decides to settle in the Canadian Northwest, but it is useless without the addition of pluck, determination, and a disposition to use both hands and brain.

Mr. Davitt's article abounds in common sense observations that have a lesson for the people of Canada and Great Britain.

#### PURSUING A PHANTOM.

It took only two minutes to ruin Coster & Martin, the big corn manipulators of Chicago, a fortnight ago. This is the cold reading of the associated press dispatch. The story is the old one of gambling in grain and getting left, only it took less time than usual to effect the ruin.

These two men believed that they had the corn situation in the palms of their hands. One dollar a bushel was demanded by them for May corn, this the last day in May. There was no lack of buyers, and no such an amount of trading in corn at one dollar a bushel was ever known in the history of the Chicago Board. But the suddenness of the change was appalling. Within two minutes the price dropped from one dollar to fifty cents a bushel, and Coster & Martin were ruined. The market closed at fifty-five cents.

There is no business in trading of this character, and few can spare a year over the ruination of men who are ruined in this fashion.

We have had a diminutive Coster down among the Bluenoses, who in the quiet little village of New Glasgow, N.S., planned a gigantic flour corner for his own supposed emolument. This man, Dalrymple by name, conceived the idea in February last, that as wheat in Chicago had declined from \$1.10 to 90 cents a bushel it was a favorable time to buy up a quantity of flour, which in his opinion had reached bed rock, and it would not be long before it would commence to stiffen and steadily increase in price. He proceeded to form a syndicate and purchased of Ontario millers 25,000 barrels of flour, securing from the millers a commission for the sales effected. The sales were made to F. A. Ronnan & Co., of Halifax, shipments were to be addressed to Halifax, via Boston, and settlements were to be made by draft in the usual manner on the arrival of the flour. Dalrymple to the contrary, wheat declined from 90 to 80 cents and flour prices became correspondingly demoralized. The transportation companies were loaded up with the shipments and wanted to know something of their disposal. Dalrymple saw that his little game was up and he left for Chicago with \$1,000 commission in his pockets. The millers who had shipped the flour were not long in discovering that they were in the soup. Two or three of them have instituted suits against Frank A. Ronnan for breach of contract.

In the meantime Dalrymple entered the Chicago wheat pit, prepared to clean out Partridge or any other grain king who came in his path. Five days were sufficient to relieve him of his \$1,000, and once more a poor man he returned to Canada, and at the present time, report says, he is ill of typhoid fever at his father's house at Lakeside, Ont.

We are sorry for the honest dusties of Ontario who have been let in by this rascal, and only hope the loss will not total up as large as at first seemed probable.

In another column we publish a practical article from an English milling journal entitled "Shadows pursued by millers." This world is seemingly peopled with men who are constantly pursuing some kind of phantom. They expect that somehow or other the phantom will don material clothes and not evade their grasp, but more frequently the phantom remains a phantom, a strange, mysterious creature, as difficult to reach as the rainbow that in childhood days we chased and chased,

to be as far away from it at the close as at the commencement of the journey.

Perhaps it is employing language wanting in force and vigor to say that Coster or Dalrymple were only employed in the innocent occupation of chasing a phantom. Sharpers though they had proven themselves, it is this ambition of the age of trusting to one's wits for a living that creates our Costers and Dalrymples. How men hate work!

#### EDITORIAL NOTES.

As evidencing the correctness of the old saw, that every rule has its exceptions, the following case, in contradiction to the general experience, shows that railroad dispatch is not an impossibility. Norris & Caruthers sold a round lot of Manitoba wheat to be loaded on the steamer in Montreal June 7. The shipment left Fort William by the C.P.R. steamship Alberta on June 2, arrived in Montreal and was loaded June 7. The grain should be in Liverpool on June 15, or thirteen days from Fort William.

THE Commercial, of Winnipeg, Man., is agitating for the establishment of a public grain elevator to facilitate the handling of grain at that point. Much of the trouble about getting wheat through to the seaboard has been due, it states, to the lack of proper facilities at Winnipeg. "Grain shipped eastward," says the Commercial, "from all parts of the country, converges at this point. A large handling elevator here would enable shippers to forward their wheat to Winnipeg from their different buying stations and make it up here into export lots of straight grades, before shipping eastward. Shippers cannot make up export lots of straight grades at country buying points, but if there were a public handling elevator at Winnipeg, they could ship here from a number of country buying points and thus make up export quantities here of the different grades, as required." Besides it is alleged that freight is paid on tons of dirt sent with wheat.

THE annual report of the Canadian Pacific railway is a document peculiarly gratifying to the shareholders. It reports a surplus of \$3,345,166, and in a substantial manner supports the glowing picture of prosperity by an allotment to the shareholders of two supplementary dividends of one per cent. each. Not any one circumstance alone has contributed to the splendid success that has attended the management of this Canadian road, but President VanHorne is not slow to give his meed of praise to the augmentation of profits that has resulted from the extensive grain carrying trade of the past year. In this connection he said: "A large amount of grain yet remains in the hands of the farmers in Manitoba, as well as in Ontario, and the outlook for traffic for the present year is unusually good. . . . The company's grain elevators and lake steamers have helped to swell its profits. To meet the requirements of the increasing production of grain in the northwest an additional elevator of 1,250,000 bushels was erected at Fort William, making the total storage capacity at that point and Port Arthur 4,000,000 bushels."

THE people of St. John, N.B., are not in the best of humor in a knowledge of the fact that 750,000 bushels of grain passed through that city last winter on its way to Halifax for ocean shipment. The St. John Telegraph, which has been devoting some attention to the subject, has this to say: "Why did this grain not stop at St. John, the nearest Atlantic port in Canada, instead of going 275 miles farther to Halifax? The answer to this question must be that St. John has no facilities for the shipment of grain; it has no elevator for the storage of grain, and, therefore, the grain that ought to have been shipped here went past this port and on to Halifax." Figures are given in order to prove that the difference between shipping grain on the St. John harbor and sending it on to Halifax was eighty cents a ton. As the distance of extra hauling being 275 miles, it is shown that there was a considerable concession granted by the Intercolonial Railway. It is therefore clear that other conditions being equal, there is a waste of freight charges by St. John not being the shipping port for this grain; more than sufficient would be saved to give that place the preference if other conditions are as favorable.



"LOCAL trade is very dull," said Treasurer Galbraith, of the Dominion Millers' Association. "The season throughout has been dull, and we can hardly expect any life now before fall. I am pleased, of course, that the Newfoundland trouble has at last ended. Not only should the *modus vivendi* have been accepted by all concerned when the difficulty first showed itself, but there should never have been any occasion for a change in conditions. This season's trade has already been lost to Canadian millers, as sufficient supplies had gone forward from the States before matters were settled; but a good fall trade will be done."

"It's a bad season for millers," said Mr. J. L. Spink. "Could hardly have been worse, yet if conditions favor us our representative in Britain may be able to do some business next fall. Chicago is doing a little better for wheat to-day (Thursday, 7th). This continued cold and rainy weather is not a good thing for the country, as a whole but on the old principle that it is an ill wind that blows no one good, it has a natural tendency to stiffen wheat prices with the stocks that are held just now. Rain has done harm to the growing crop in the States. I do not think it has affected the crop in Canada to any extent."

"I am glad to see you agitating for a reform in the methods of shipping flour," said a prominent member of the Dominion Millers' Association. "The delays that occur in shipments to Europe are shameful. Now that the association has become incorporated, I am ready for one to enter upon a crusade against the officials who have the management of our carrying trade. It will be hard fighting and require more than one to do it, and for one I shall be pleased if the MILLER can get the association into fighting trim by the time of our next meeting. What we want is to get organized in such a way as to obtain information from the millers concerning these various shipping troubles, so that we can formulate our complaint as strong as possible and when seeking the remedy be able to cover every point."

I have come across a sally of wit in a neighboring milling journal that will bear repeating. It's termed "A joke on Bessie," but, as the letterpress explanation goes, "A worse one on dad." In the present condition of the flour market, even though the joke is at dad's expense, our millers, I think, will enjoy it all the same. Here it is: Sallie: "Come on out, Jess, and have a try at tennis. What are you moping here for this lovely day?" Jessie: "Reason enough, I should think. I'm more likely to go into a convent than I am to play tennis." Paul: "Well! Seems to me this is sudden. What has occurred to give you these misanthropic views?" Jessie: "Why, it's that unprincipled dad of mine. He's enough to drive one distracted. Here I told him that I must have a new tennis suit and he said I might have all the profit he was making from a thousand barrels of flour. And when I came to reckon it up on the figures he gave me, the sly thing was losing ten cents on every barrel. Did you ever hear of such meanness?"

It cannot be charged that the MILLER is much given to talking shop. I am sure no advantage is taken in this page to do any "tooting of one's horn," and as little in any other part of the paper. Nor am I going to make a break now. But the following talk by a level-headed business man is just good enough to find a place here, and also to be gummed up in some conspicuous place on the desk of every business man. "The employer who conducts his business on the theory that it doesn't pay, and he can't afford to advertise," says this writer,

"sets up his judgment in opposition to all the best business men in the world. With a few years' experience in conducting a small business on a few thousand dollars of capital, he assumes to know more than thousands of business men whose hourly transactions aggregate more than his do in a year, and who have made their millions by pursuing a course that he says does not pay. Such talk in the year 1892 may well be considered ridiculous, and it requires more than the average patience to discuss the position of whether advertising pays or not. His complacent self-conceit in assuming that he knows more than the whole business world is laughable, and reminds us of the man who proved the world doesn't revolve by placing a pumpkin on a stump and watching it all night, basing his calculations on the result. If advertising doesn't pay, why is it that the most successful business men believe in it?"

In the MILL PRODUCTS department of the MILLER, which is becoming one of special interest to readers, will be found an article on the carrying trade of the Dominion, where some account is given of the proposed Ontario ship railway, or as it is technically termed in the act of incorporation: "The Toronto and Georgian Bay Ship Railway." A few days ago I had a chat with Mr. David Blain, the projector of the scheme, and took advantage of the opportunity to learn from him somewhat of the scope and purpose of this project. As a matter of fact Mr. Blain is more than projector or yet the life of the project to-day, and he is all of that. If I may be pardoned the Hibernicism, Mr. Blain talked ship railway before such a scheme had even been conceived of by himself. "Having given thirty years of thought and study to the question of diverting the freight traffic of the upper lakes from Buffalo to Toronto," said Mr. Blain. "I am perfectly satisfied that the most workable plan yet proposed is to be secured in the projected ship railway. Of the particular method itself, it is true that it has not been tested to any large degree. And yet the main principle of lifting a ship out of water, removing it some distance and placing it safely in the water again, is one of common occurrence in ship-building in the old country. A case is on record in France where a vessel was taken out of the water and carried overland for 850 miles and placed back in the water. In operations on the Suez canal loaded vessels of considerable tonnage have been removed and carried overland and returned to their natural element. We have in our own country a ship railway in course of construction, and drawing well towards completion, by which vessels will be carried from a point in the lower St. Lawrence to the Bay of Fundy. The ablest engineers have no hesitation in speaking in positive terms of the practicable character of the plan. You ask what will be the advantages of the proposed railway to the grain and milling industries. So large a portion of the carrying trade of this country is dependent upon the products of the soil, and especially the yield of wheat, barley and other cereals, that just as the ship railway will be a great boon to every commercial interest in the land, so will it be a special and peculiar boon to the grain trades. Look at the congested nature of the traffic during the past year, caused largely by the immense crop of Manitoba and the Northwest. Furnishing by all odds the shortest and most complete route from the Northwest to the seaboard, you will readily see how these congested conditions can be helped by the proposed railway. We calculate when the line is completed to be able to run a switch to the leading mills along the route and enable millers to make many shipments more conveniently in this manner. I would like to see the question viewed in its broadest light by the business men of this country and the United States. It is a question in which both countries are interested and I have a letter from the Rochester Chamber of Commerce, which shows that the people there view the matter in that light. In the letter the president says: The subject is important enough for a conference between the Rochester Chamber of Commerce and Toronto Board of Trade to endeavour to devise plans for the restoration of the carrying trade of Lake Ontario, and states his readiness to see that a deputation is sent to Toronto for this purpose. We shall not lack effort in pushing the scheme into formative shape."



IEWS AND INTERVIEWS.

Slipshod Employers.

The employer does not hesitate, and rightly, to condemn the indifferent workman. The man who does not throw heart into his work, whether it be ruling a kingdom or sweeping a street, is a useless workman. But, who makes the careless workman, in part, at least? Slipshod methods, as the system of the shop, have no little to account for. To use the illustration of one writer on the subject: "Hurry up, it's good enough," has spoiled many a good man, and if an employer habitually crowds his men with more work than they can properly accomplish, denies them the right, as it were, to honestly perform their allotted tasks, he has only himself to blame if eventually they become as careless as he is. Where such shiftlessness involves a loss to the customer it becomes culpable dishonesty, and the employer who permits this has only himself to blame if he becomes eventually the victim of his workman's lack of rectitude. We are weary of reading dolorous complaints and criticisms where the power to remedy the evils complained of rests with the complainer. There would be an immediate and permanent decrease in the number of lazy and negligent workmen if every employer kept up to the mark himself and had those he paid to do the same thing." It is the old story: like priest like people, like master like servant.

Banana Meal.

The irrepressible banana has come forward as a new rival to flour and meal. A company with a capital of \$75,000, under the name of the Banana Food Company, has been organized in New York, for the purpose of drying and otherwise preparing bananas and plantains for food. Experiments that have been made go to show that the fruit can be successfully evaporated and prepared for market either as dried fruit, as flour or meal, or canned in pulp. In one and all of these forms the claim is made that the product can be put up so cheaply and in such attractive shapes as a food supply that it will be certain to come into immediate and general use in America and Europe. The following comparative analysis has been made by Prof. Wynter Hlythe, practical analyst, etc., London, England:

Constituents	Banana Percent	Banana Percent	Wheat flour Percent	Wheat flour Percent
Water	8.05	13	11.09	15.08
Soluble albumen dextrine	4.45			
Starch	82.57	78.06	85.03	81.06
Albumenoids	2.28	2.57	2.37	2.11
Fat	0.77			
Ash	1.88	0.53	0.43	0.35

Careful observations have also been made as to the comparative loss of weight by evaporation, and it has been found that, while apples yield only twelve per cent., bananas with the skins removed will give within a small fraction of twenty-five per cent. of thoroughly desiccated fruit. Sanguine ones predict that it may prove the beginning of great things among food supplies of the world.

Grinding by Momentum.

A milling contemporary takes some fun out of an effort of the Austrabian Miller to boom the Cyclone system of milling. Our neighbor from the Antipodes had this to say: "We shall probably have more to say about 'Cyclone' flour shortly; in the meantime we may remark that the wheat grains are pulverized in sealed chambers by means of air-currents produced by fans rapidly revolving in different directions. The grain: are reduced to a state of fine division by their own momentum, and the result is a fine whole-meal." This our American neighbor calls grinding by momentum. "Let's see," he says, "'Momentum' means, according to Webster, the quantity of motion in a moving body, and it is proportioned to the quantity of matter multiplied into the velocity. As the 'momentum' is merely the 'quantity of motion' in the moving grain, how will or how can it reduce the grain to flour? The earth and other bodies swinging through space have enormous 'momentum' but it does not grind them into dust. No conceivable amount or degree of simple 'momentum' could grind any object to powder. Our contemporary seems to harbor the idea that the 'cyclone' method holds the grain in air and grinds it there. A moment of thought will show that the 'momentum' must be changed into

striking force in order to grind the grain, and that makes it necessary that the grain should collide with its container in order to produce flour. Americans seem to have dropped the 'cyclone' milling machine pretty heavily, but we were not aware that they had dropped it with force enough to send it through the earth, to reappear in Australia. We do not think that 'cyclone flour' will ever 'go,' even in Australia. It may do for a dream, but bread-eaters cannot eat awns and bran with profit or comfort, however finely they may be ground. The 'cyclone' idea implies a yield of 3.16, and the civilized stomach and other digestive contraptions revolt at the mere idea of receiving such fodder to handle. The 'cyclone' is an interesting cuss, but it is not good to eat."

Which is Right?

Just now when many millers are arguing the question whether money is lost or made by remodeling, and opinions differ widely, our Kansas contemporary, the Roller Miller, comes to the rescue with the following statement of the case: "That depends; it depends upon who does the remodeling and what and how he remodels. If a mill needs remodeling, and the job is well done, it must be a money-making move, but if that is not the case the opposite must be true, and the cost of the enterprise must be lost. There is no general rule by which such questions as this can be decided; too much depends on individual judgment and isolated cases, which, while they go to make up the opinions of individuals, are not appropriated to the general fund of information. If in remodeling a mill and putting in new machinery, the plant is not improved, one of two persons should be held responsible. First, the miller should know what he wants and how it will best serve him, and, second, the constructing millwright should know how to make his work and the machinery at his command bear out his guarantee. If the miller and the millwright understand their business and the mill needs remodeling it will pay, but if either the miller or the millwright are not competent it will no more pay to remodel it than though the mill did not need repairs. Competent millers know when their mills need remodeling and competent millwrights know how to do that same; others should let such jobs out unless they have money to throw away."

Breads Ancient and Modern.

The man who takes a delight in his business, whatever that business may be, is necessarily interested in what others are doing, or have done, in his particular line. The gulf is wide between the present and the days of ancient Greece and Rome, but there are lessons to be learned from a retrospective, just as surely as from a prospective, view of affairs. In the January MILLER we gave a brief account of the "Breads of the Orient." Let us supplement the story with some particulars, as given by a French writer, of other breads of ancient times, and also of more modern days. "We can easily understand," says our French friend, "that there are many kinds of bread, as there are kinds of dough, which differ, either in consistency or whiteness from the bread which they call "firm dough," from the "half-light" bread, the light bread made with the softest dough. On the contrary, bread made with the firmest dough, kneaded with the feet and with the pounder, is called "pounded" bread, which was the "intrius" bread of the Latins and the "blema" of the Greeks. This bread was very famous 200 years ago under the name of Chapter Bread, or Gonesse Bread in Paris, and Fouasse at Caen. It was bread made with the greatest care. They gave it to be made as a trial piece for the reception to the 'Mastership of Bakery.' To-day they are no longer made. At the present time they make much less bread with a firm dough than was made formerly; it is either made of soft dough or half-soft, and since that time they have not been so regular in stamping the bread, as ordered by the police regulations; the loaves made from a soft dough do not preserve the mark like those from a firm dough. I must remark here that the larger the loaves, the firmer should be the dough, and the softer the dough, the smaller the loaves should be made. Bread is distinguished according to the whiteness as follows: Into white bread, formerly called 'Chailli bread,' the 'fligineus' of the Latins, and the 'oilignites' of the Greeks. 2. The household bread, which was the puffed

bread called by the Latins 'secundarius,' and 'ageliox' by the Greeks. 3. Coarse loaves, which the Latins called 'acerous,' the Greeks 'autopuros.' 4. Finally, into brown bread, which the Latins called 'furfuraceus,' and the Greeks 'achnordes.' The various kinds of bread can be distinguished by the shape. There is the round loaf, long, horn-shaped, rolls, arc-shaped, which the Latins called 'hemicycleus,' the Greeks 'hemiarion.' There is the home-made bread. There are loaves which derive their name from the things with which they are used, like coffee-bread and the bread eaten by the ancients with oysters, which was called on that account 'ostrearius.' There is the crumb-bread, which is used to crumb meat. Finally, there is the table-bread, which is made into small loaves, which are put with the cloth on the table for meals. I find that the ancients also employed the rasped or grated bread. They called 'Miche' a kind of bread which is generally small in size, one pound, or at most, two. The 'Miche' was more common formerly than now; they are now only found in certain countries. The 'Miches' in Normandy are made with meal, that is to say, with wheat and rye mixed. Each 'Miche' is divided superficially into two parts. They give generally two of these loaves for the meal of two laborers in the field. They call 'Munition bread' that given to soldiers, and 'King's bread' that given to the prisoners and galley-slaves. Pliny complains that in his days refinement and luxuriousness were carried to such extremes that even in the choice of bread and its shape the ranks were distinguished. He remarks that the bread of senators and knights was different from that of the people, and that there was also a distinction between the bread used by the inhabitants of towns and that of the peasants. The Latins called pastry bread 'artologan,' and ordinary bread 'cibarius.' When different things are introduced into the composition of the dough, it is not included under the name of what we now call bread; it is pastry. Nothing should be employed in making the dough beyond flour, water and a little salt; when anything else is mixed with the dough, it is not, strictly speaking, bread. The ancients employed wine and oil in their pastry, sometimes butter; they called this 'bouturites.'"

BREAD IN FOLK LORE.

IN the Vosges, by baking bread between Christmas day and the New Year, death would be brought into one's house or that of one's relations. In Haute Bretagne bread should not be baked on Christmas day or Easter Sunday. Animals which eat bread baked on that day would talk. The inhabitants of the Black Mountains and those of Burgundy believe that, if bread is baked during Rogation week, that baked during the year will become mouldy. In Charente it injures the health.

In Aube bread must not be baked on the feast of St. Nicholas, because the flame rushes from the oven. In Haute Bretagne bread baked on Good Friday becomes black. In Asia Minor they take good care not to light the oven on that day. In Sicily there is only one day on which they do not bake, Good Friday, for fear of burning the Saviour. In Charente bread baked on All Souls' day gives diseases to those who eat it. In Aidenne it would be indigestible and become mouldy as soon as taken out of the oven. In Haute Bretagne no bread should be left in the oven during the night of All Saints, as fairies would come to eat it. In the United States they say that bread is never good when baked on Sunday. In Gascony no bread should be baked on Friday. Persons who did not observe this custom found blood in the oven and crumbs of bread all red.

It is not very rare to meet with half-arched cavities in the rocks or big blocks of stone, which are not unlike an oven. The people say they belong to the fairies, who, according to the common legends, came to put their bread in the oven when they were not baking it, which is most frequently the case, in subterranean dwellings, where they had an establishment like that of a castle.

In the environs of Cheroy, in Yonne, the Devil's Oven seems to be the popular name for the Megaliths. It is also possible that the word oven means the place where the diabolical assembly ("four oven" for "forum") was held. It is probable that in certain countries, at the time of building the ovens, they place in some part of the masonry a "thunderstone" or a coin as a preservative.

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CANADA.

THOMAS BUCK, miller, Norwood, Ont., is dead.

GEORGE PHILLIPS, flour and feed, London, Ont., is dead.

GRAIN shovellers at Kingston, Ont., are making from \$16 to \$20 per week.

THE new mill of Mr. McLean, at Calgary, N.W.T., will be built at once.

DEFICIENT elevator accommodation, at Kingston, Ont., is complained of.

SCANTON & MARSHALL, flour, grain, etc., Montreal, Que., have dissolved.

THE grist mill owned by Comstock & Co., at Rock Island, Que., is burned.

THE mill dam at New Lowell, Ont., which had been swept away, is to be rebuilt.

THE premises of T. Green, grain, Winnipeg, Man., have been destroyed by fire.

A BY-LAW to bonus a flour mill at Balder, Man., has been carried by a large majority.

THE larger portion of the capital for the farmers' grist mill, at Lake, Ont., has been subscribed.

A FARMERS' elevator, with a capacity of 40,000 bushels, will be erected this year at Glenboro, Man.

STON & Co. is being subscribed for a fifty barrel flour mill and an elevator of 20,000 bushels at Belgoine, Assa.

FRESHETS at Delhi, Ont., the early part of the month swept away many bridges and endangered the mill.

THE Farmers Elevator Company, of Carnan, Man., is increasing its capital stock from \$10,000 to \$15,000.

AUGUSTE GIRARD, grain merchant, Montreal, Que., has been appointed consular agent of France at that port.

ALEX. Mc LAREN, of Obeola, contemplates building a flour mill in Cobden, Ont., if sufficient inducements are offered.

A LARGE four-storey flouring mill is about being built by Lake & Bailey, at Hamilton, Ont., fitted with the best machinery.

A ROTARY process mill is to be built at Edmonton, N.W.T., by J. & R. Ritchie, of Wemyss, Ont. Capacity 100 barrels per day.

J. A. TOMLINSON, flour and feed, Vancouver, B.C., has admitted Mr. McTaggart, under the firm style of Tomlinson & McTaggart.

FRANK DAVIDSON, of Hurick, Ont., is showing samples of fall wheat twenty-five inches long; not a bad showing for this time of year.

THE working output of the mills of W. W. Ogilvie & Co., at Montreal, Goderich, Seaforth and Winnipeg, average 7,500 barrels a day.

C. N. BELL, secretary of the Grain Exchange, of Winnipeg, Man., is holidaying at Banff, N.W.T., endeavoring to recuperate his health.

THE ratepayers of Lanark, Ont., are discussing the advisability of offering a bonus to anyone who will build a flour mill in the village.

ENGINEER Polette, of number seven grain elevator, Montreal, Que., was scalded to death on the 31st ult. by the burst ing of a boiler.

THE Grain Exchange, of Winnipeg, Man., is talking of erecting a grain exchange building on the corner of Princess and Junction streets.

DENNIS & DUBOUCHER, flour and grain men at St. Hyacinthe, Que., have assigned, with liabilities of about \$5,000, owing principally to local millers.

A TRAIN of flour from Duluth, Minn., consigned to Boston, Mass., passed over the C.P.R. Nineteen cars carried 3,800 barrels, or 760,000 pounds.

THERE is a movement on foot to purchase the Morton elevator at Boinevain, Man., by a syndicate of local farmers, and make it a farmers' elevator.

THE Cartwright flouring mill, Kingston, Ont., the property of Sir Richard Cartwright, has been fitted up with new and improved roller process machinery.

ABOUT 2,000 bushels of the wheat cargo of the propeller Enterprise, taken in at Fort William, Ont., was found damaged on discharging at Kingston. The grain will be sold by auction. Bad weather on Lake Superior caused the damage.

WALTER SHAWLY, the eminent engineer, has written a letter to the mayor, of Prescott, Ont., approving in strong terms of the erection of an elevator at that port.

GEO. HAMILTON, of Alexander Brown & Co., grain merchants, Toronto, was present at the meeting of the United States Millers' Association, in Chicago, on May 24 25.

A BARN stored with grain belonging to James Whelan, of Eardsley township, Ont., was burned to the ground on the Queen's birthday, through one of his children setting off fire-crackers.

SEEDING in Manitoba has been delayed some by the damp, cool weather of the past month, but taken altogether the season is regarded as one of the most promising in the last five or ten years.

THE British Columbia Milling and Feed Company, of New Westminster, B.C., are negotiating to erect a capacious mill, if they can secure the necessary land from the corporation and the water rights and power at a reasonable rent.

WESTMINSTER, B.C., is likely to have both a flour mill and an oatmeal mill at an early day. Negotiations are now in progress with Henry Waller for the erection of a 100 barrel flour mill. Spallum cheen and Northwest grain would be used to a large extent for milling.

THE big elevator to be built at Boston, Mass., this year, under the direction of Mr. Jamieson, superintendent of elevators for the Canadian Pacific Railway, will place that seaport in better shape to handle Canadian wheat exports next winter. The capacity will be 1,400,000 bushels.

PETER Mc LAREN, the big lumberman, is forming a syndicate in New York for the manufacture of patent cars to be used in the grain business. By the patent a car can be unloaded in four seconds, and a train of seven or eight cars in four minutes. Mr. McLaren has taken stock to the extent of \$75,000.

THE North American Mill Building Co., of Stratford, Ont., are putting modern machinery into J. R. Stuart's flour mill, at Mitchell. They have also fitted up the mills at Otterville, belonging to S. R. Lassing. The new machinery recently placed in the Portage la Prairie mill of the Lake of the Woods Milling Co. was from the same company.

A SPECIMEN of Russian bread that was brought from the land of the Czar was exhibited on 'Change, Toronto, a few weeks ago. It came through Mr. W. C. Edgar, of Minneapolis, Minn., who had been to Russia to superintend the distributing of America's contribution of flour to the suffering Russians. It was dirty, black-looking stuff.

THE Melita Milling Co., Melita, Man., have an offer from a capitalist, says the Enterprise, to furnish the requisite amount of money to erect a 200 barrel mill to be in operation early in September, providing the municipality will grant a bonus of \$2,500 to defray the expense of laying pipes to bring the water from the river to some point near the station grounds.

THE Huron Roller Mills, Penetang, Ont., have commenced operations again after being shut down for a few days, making a change at head and tail of mill, viz., a new Richmond wheat separator, and an entire elevator reel in place of centrifugal, discarded. Mr. S. A. Milligan, who had been in Nurland for a few days, has returned, and is holding down the old situation.

THE settlement of Ayr, Ont., dates from 1822, when Abel Mudge built a grist mill on the site now occupied by the Watson Manufacturing Company. The place was then designated "Mudge's Mill," and it was not until 1840, on the arrival of Robert Wylie (of Ayrshire, Scotland,) from Galt, and the establishment by him of a store and postoffice, that the village received its present name.

THE announcement is made in London that the money has at last been procured for establishing the Northwest grain route by rail to Fort Churchill and thence by steamer through Hudson straits to England. The main object of the project is, of course, to furnish an outlet for the grain of Manitoba and the Saskatchewan region and that of Minnesota and Dakota by offering a shorter and cheaper route to Liverpool.

THE officials of the Winnipeg grain exchange report that in Manitoba vegetation is well advanced and the prospects most favorable. They say that there is considerably larger area just in crop this spring than ever before. In some districts not more than fifteen or thirty per cent. of last season's wheat has been threshed and farmers are now hurrying to complete their threshing. The reversion of such a large quantity of grain in the country will make summer traffic on the Canadian Pacific railway unusually heavy. There is still an enormous quantity to be shipped east, making the coming season an exceptionally busy one for all. Every interest of the country will be benefited. There will be a continual circulation of money, which will tend to revive the hopefulness of both farmer and mercantile. If the weather continues warm and dry threshing will be very general throughout the province in a short period.



D'ARREY'S mills at Corbeil, France, with 70,000 bushels of wheat, burned.

THE Star City mill, Lafayette, Ind., burned; loss \$14,000, insurance \$6,500.

BLANK just has appeared in some of the finest wheat fields in Virginia, Ill., and serious damage is feared.

A RICE mill will be built at Philadelphia by the Isaac Harter Co., of Fostoria, O., and flour dealers of Philadelphia.

L. S. JEFFERDS, secretary of the South Dakota Russian Relief Commission, reports that his State will send fifty cars of flour, etc., to Russia.

THE average yield per acre of wheat in North Dakota, according to Commissioner Helgeson, is 22.48 bushels, while Statistician Dodge places it at only 17.8.

A ST. LOUIS dispatch says the latest estimate of the loss by the terrible floods in the Mississippi valley is \$20,300,000. The main items are wheat and corn, \$10,000,000.

ACCORDING to the Chicago Trade Bulletin, parties who buy lackwheat say that hereafter they will buy it only on a 100 lb. basis, owing to difficulty arising from varying weight per bushel in different quarters.

IT is stated that the business of insuring growing grain, practically unknown in the east, is now just at its height on the Pacific coast. An immense business is done in this line by many of the large companies and it is almost always profitable.

THE Tacoma Ledger reports that that city has secured an important new milling plant, to cost \$200,000, of which \$100,000 will be raised among citizens of Tacoma and \$100,000 by eastern parties, some of whom are well known in this section.

A. C. CLAUSON, chief grain inspector of Minnesota, after making a tour of inspection, states that he believes this year's crop in Minnesota and the two Dakotas is likely, from present appearances, other things being equal, to fall from 40,000,000 to 50,000,000 bushels short of last year's crop.

THE Neenah Water Power Co. began suit a few days ago in the courts at Oshkosh to restrain millers from using more than two-sevenths of the river flowage. The suit is one of great magnitude, and involves millions of dollars' worth of property—flouring as well as paper mills being affected.

A FIRE at Spokane Falls, Wash., on 24th May, destroyed property to the amount of \$3,000,000, a considerable part of which was flour mills. The main losses are: Spokane Mill Co., \$100,000, no insurance; Echo Flouring Mills, \$50,000, insurance \$22,000; Oatmeal mill, \$30,000, insurance \$17,000.

THE wheat flour exports from the United States to Germany in March were 6,932 barrels, against 325 barrels in the preceding March; and during the nine months ending with March 40,106 barrels, valued at \$197,814; compared with 6,819 barrels, valued at \$29,667, during the corresponding months of 1890-91.

THE United States milling trade has lost one of its best known and most influential representatives in the death of F. C. Pillsbury, of Minneapolis, head of the extensive concern going under the name of the Pillsbury Washburn Flour Mills Co. He was also a director of the Northwestern Consolidated Milling Co. He was sick only a few days; aged 40 years.

THE Riverside Milling Co. has been organized at Davenport, Ia., with capital stock of \$250,000 to build a 500-barrel mill. Messrs. Finch & Hayward, prominent grain dealers and owners of numerous grain elevators, are interested in the new enterprise, as well as H. C. Johnson, who is a miller of national reputation and will have the management of the Riverside mill.

FIRE broke out in one of the large elevators on the water front, Oswego, N.Y., on May 21st, and before it was gotten under control two large mills and all the elevators in the city except one had been destroyed. Among them was the elevator belonging to the W. D. Matthews estate, Toronto, assessed value \$91,000. The losses are variously estimated at from \$500,000 to \$1,000,000.

THE American Steel Range Company at West Superior have launched from their shipyard the whaleback steamer Samuel Mather, sister boat of the Thomas Wilson, launched a few weeks previous. The Mather is 323 feet long, and is built to carry 100,000 bushels of wheat in 14 feet, 6 inches, and 10,000 bushels additional for each extra foot of draft. The tonnage of the Steel Range company is fast approaching 100,000 tons.

## KINKS IN MILLING.

BY E. JAMES BARKS, C. S.

THE question is often asked, can rolls be reground to work true without returning the journals? If the journals are worn out of true they cannot, but if the journals are still true, and the rolls hung on the journals while being reground, there is no reason why the rolls should not work true. Regrounding rolls while suspended by the centres only is rather uncertain, as no matter how perfectly they may be made in the machine, they are almost certain to show signs of eccentricity or other evidences of untruthfulness when put back into working position. The journals should be carefully examined whenever rolls are to be reground, and if found out of true in any shape, just as carefully trued before the surfaces of the rolls are touched, and then no matter how suspended in the grinding machine, the surface must be ground exactly to the journals. When so done the rolls ought to run together very perfectly.

There is still a chance, however, of getting finely corrugated rolls out of true while corrugating them after they have been ground as true as is possible. Carelessness in cutting the corrugations too deep on any part of the surface will do it. The edges of the corrugations always represent the surface of the rolls as they were before reaching the corrugating machines, or before the corrugating tool has been applied. If by carelessness or otherwise the tool is allowed to cut too deep at any point, the natural sequence will be that the original surface will be torn off the edge of that corrugation, and it left below the proper surface. If several corrugations of that kind come together there is a low place in the roll, or, in other words, it is out of true and cannot be made to work well. If a number of such spots are made on a pair of rolls it leaves them in about as bad condition as before being redressed. Skill and much care are required in redressing rolls both in grinding and corrugating.

The small millmen frequently ask how much middlings roll surface ought there to be? The amount of smooth-roll surface depends on the grinding system one reduction only is made on the wheat, that is, if we use one pair of rolls to reduce with there should be two pairs of smooth rolls to finish with, and even then it would not be a certainty at all times. If the stock were damp and tough there would almost sure be an unfinished waste to go to the feed pile. When two breaks are made on wheat, using two pairs of rolls for the purpose, a good finish at all times and under all circumstances requires four pairs of smooth rolls, as with a less number proper divisions of the stock cannot be made. It is quite common, though, in some sections for two break mills to have but two pair of rolls, which seem to be about all that is needed for such mill. Notwithstanding that fact those who wish to do strictly good work in competition with other good mills, and make reasonably close yields, ought not to be stinted in smooth roll surface, for it will be found needed most of the time, and can be well utilized all the time.

Break or corrugated surfaces may be crowded without much detriment up to a reasonable limit, but it is always hazardous to attempt to crowd smooth rolls as the inevitable result is a waste of stock. It is not good policy, though, to crowd either corrugated or smooth rolls, far better to have surface enough to do the work required in a natural and easy way. No specific statement of the actual quantity of surface to fit all cases can be made. We must first know the required amount of work to be done, then specifications as to other circumstances and conditions, before it can be said with certainty how much roll surface it will take to do the work. But it is safe enough to say that none too much will be provided, or rather specified, by those desiring to furnish, owing to sharp competition and the fear of making the cost too much, so the purchaser will be safe by leaning toward the liberal supply side and by that way.

Millers quite frequently ask how much low grade flour they should make, and seem to expect a specific answer. A little reflection ought to convince all that are in the least interested that the quantity of low grade flour to be turned out must be governed very largely by circumstances. First, the system of milling must be considered. If the machinery outfit is elaborate and ample in every

direction, the plan and flow systematic and good, the low grade should be reduced to a minimum. If on the contrary the outfit of machinery is scant and the plan and flow arranged to suit the machinery then will it be necessary to make a larger quantity of low grade to insure a good grade of the better flours. Much depends on the amount of machinery used and the manner it is arranged. But again different grade and conditions of wheat calls for modifications in the quantity of low grade to be made. The mill may to-day be supplied with a superior stock of wheat and the miller reduces the low grade output. Tomorrow the stock may be inferior and the low grade output is increased. The miller must exercise good judgment and keep his high grades of flour in standard condition and allow the low grade to take care of itself. If to-day the conditions require a larger percentage of low grade, turn it out. If to-morrow less is required, reduce it. Be governed by circumstances and conditions, always mindful of the character and reputation of the best flour, upon which all depends.

## SHAFTING.

BE sure that the shafting has a firm foundation, that the hangers are strong enough and not spaced too far apart, that they are lined up in good shape and well provided with means of lubrication. It may pay to reduce the size of shafting as you go further from the engine for everything that helps to take friction from the engine load is beneficial, this requires careful calculating, however, and should not be done by guess work; it does not pay.

## UNITED STATES MILLERS' NATIONAL ASSOCIATION.

THE sixteenth annual convention of the Millers' National Association of the United States was held in Chicago, Ill., in the Grand Pacific hotel, on Tuesday, May 24. Owing to the floods throughout the Central States, many of the prominent millers of St. Louis, Minneapolis and other milling towns were unable to attend the convention. The attendance was less than fifty. President James occupied the chair. Treasurer Seaman reported a balance of \$5,852 in the treasury. Secretary Barry reported that during the year sixty-five companies had dropped from membership in the association, including nearly every miller in St. Louis. He charged their dropping out to the large annual dues of \$10 for 100 barrels of daily capacity.

Mr. John C. Thomas, of Chicago, read an able paper on "Fireproof Mill Construction and Automatic Sprinklers," in which he asserted that there is one loss to which all manufacturers are subjected, even though they are fully protected by insurance, and that is the loss of business for a season in consequence of the loss of time between the event of a fire and the rebuilding after the adjustment of the loss. A good average record for rebuilding after a fire means a loss of half a year's business. Of automatic sprinklers, he said, eighty per cent. of all fires in flouring mills, where there was sprinkler connection, had been promptly extinguished without the aid of the fire department. During the last three years there had been a fire loss in mills in the United States of \$10,000,000, much of which could have been avoided by the proper use of automatic sprinklers.

An address on "Transportation" was delivered by Mr. J. P. Wilson, of the Cincinnati Freight Bureau. He asserted that the producer and the transporter are necessarily partners. What injures one brings harm to the other. The value of co-operation is shown by the forty or more organizations kept in existence by the railroad companies at great expense. Good had come from the organization of millers. Good might be accomplished by the adoption by the railroads in this country of a system now in vogue in European countries, whereby the transportation lines set a time limit on their delivery of freight, failing in which they become subject to certain penalties. The transportation companies have established car-service bureaus to impose penalties for undue delays in unloading and loading cars; but the shipper has nothing whereby he may impose penalties for unjust delays in transit. Mr. Wilson urged friendly co-operation between carriers and shippers.

President James presented for consideration an amendment to the constitution to reduce the initiation fee from \$10 per unit of 100 barrels of daily capacity to \$5 per unit. The amendment was rejected by a vote of 144 to 278. The association then voted unanimously to empower the executive committee to fix the annual dues.

The committee on nominations presented the names of William Sanderson, of Milwaukee, for president, C. H. Cole, of Chester, Ill., for first vice-president, A. C. Loring, of Minneapolis, for second vice-president, and S. H. Seaman, of Milwaukee, for treasurer. All were unanimously elected.

## NOTES AND NEWS.

We have to thank our friends in St. Louis for a kindly printed invitation card drawing attention to the 15th annual excursion of the millers and flour merchants of that city, which took place per steamer Grand Republic on the 1st inst. If not there in flesh we were with our American dusties in spirit.

There is some difficulty at the present time in getting grain to fill all the steamships that are in port at Montreal, and this despite the fact that there is lots of grain in store at this port. On this account freights are rather dull. The principal reason for the difficulty lies in the fact that the English markets are in a bad condition, and shippers are holding their grain in the hope of some improvement. There are also a greater number of steamships in port at this time than probably ever before at this season of the year, so that more grain is required to fill them.

The statement is made by a local newspaper correspondent, writing from Winnipeg, Man. that: "The grain men, who have had an unsatisfactory season, are not talking of launching out much in building new elevators this year. The Lake of the Woods Milling Co. will probably take the lead in elevator building. It is understood that this company proposes doing a grain-shipping as well as a milling trade. The company is now obliged to take in considerable wheat at its country elevators, which is not of a quality suitable for its milling requirements. It is, therefore, the intention to extend its elevator system and do a regular exporting trade in grain, so that all grades of wheat can be taken at its country elevators."

Important changes in grain freights have been announced by the Grand Trunk and Canadian Pacific railways. The former will give following rates on grain in carloads of 30,000 pounds medium or over to Montreal for export exclusive of terminals: North and west of London and Stratford, 14c.; west of Rockwood to London and Stratford, 12 1/2c.; Mining to Penetang, 14c.; Everett to Nottawa, 14c.; Cowan to Hawkstone, 12c.; Weston to Rockwood, 12 1/2c.; Davenport to Barrie, 11c.; Toronto to Belleville, 10c. The C.P.R. notify through Mr. Bosworth that from the 15th inst. the rates on grain to Montreal for export will be 10c., 12 1/2c. and 14c. per 100 pounds from various group points. This is exclusive of any terminal charges at Montreal.

It is currently reported that Owen Sound is to be the terminus of a wharfedale line under the management of the C.P.R., and running from Lake Superior or Lake Michigan ports. Mr. Henry Beatty, manager of the C.P.R. lake traffic, has recently visited Duluth, where a number of wharfedales have been on the stocks during the past winter, and this fact, together with the very extensive character of the improvements which the company have made to their docks here, lends some color of truth to the rumor. Practically all their docks have been rebuilt in the most substantial manner, and they are now said to be equal to any wooden docks in America. Besides this they have been largely extended, and the facilities of the company for handling freight at this port are now vastly greater than ever before. In fact no expense whatever has been spared and the sum of money recently outlay on dock improvements must have been truly immense. These improvements were commenced early in the winter and are not yet entirely completed, and the fact that the company have made such an extraordinary large outlay on their portion of the harbor front, naturally lends force to the report that is now current.

## PUBLICATIONS.

The Millstone, of Indianapolis, has been displaced to make way for Milling, a new monthly journal issued by the same publishers, the D. H. Ranck Publishing Co. Milling marks the first attempt, we believe, in this country to produce a journal devoted to the grain and milling trades, which takes on a distinct literary and artistic character rather than the simple cast of straight business. It is gotten up in modern magazine form, printed on fine quality of paper, well and handsomely illustrated, and its literary contributions are in keeping with the general plan of the journal. We trust the venture may prove abundantly successful.

The edition of Cawker's American Flour Mill and Grain Elevator Directory for 1902 '03, published by S. H. Seaman, Milwaukee, Wis., is a volume containing much tabulated information of value to those engaged in the grain and milling trades in both the United States and Canada, as well as a directory of millers throughout both countries. A comparison is made with the changes in milling since 1880, showing that geographically these have in some instances been quite noticeable. In both Canada and the United States a decrease in the number of mills is shown, but this is more than offset by the increased average and aggregated capacity. In New Brunswick and Nova Scotia the decrease is greatest. A large amount of labor has been expended in the preparation of the work, which is published at \$10, and can be ordered through the CANADIAN MILLER.



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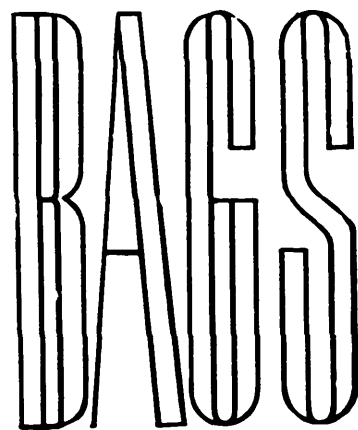
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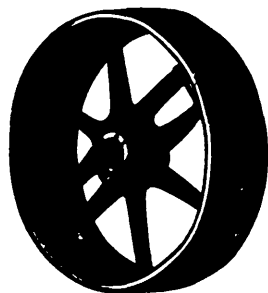
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## WINTER-WHEAT FLOUR IN EUROPE.

BY JOHN H. GIBSON, IN "MILLING."

"THERE seems to be something the matter with the winter-wheat flour. It does not give the satisfaction that it used to." This came to me from a merchant in Amsterdam. I heard about the same thing in Glasgow and Liverpool, but it did not surprise me so much there. I knew of the particular strength of the spring-wheat flour in Glasgow, but thought that in Amsterdam I would find the firmest friends of the winter-wheat flour. I remembered that several years ago this flour was particularly favored by the buyers in Holland, and I knew that if there were changes in their regard for it, there must be a reason for it. I said to an Amsterdam merchant. "To what do you attribute this? Why have your buyers come to regard spring-wheat flour more favorably than in the past?" "It is not for me to say. I am a dealer, I sell flour; I sell to the people who know the demands and requirements of the retailers. The reasons are not important to me. I have no care in the matter. If the dealers want spring-wheat flour I can get it; if they want the winter I can get that. I supply the demands of the people."

I told him that I knew his position. I knew that he was a flour dealer, that he bought flour to sell, and did not buy it because it was from winter or spring wheat, but that I did not believe him when he intimated that he did not know the reasons for any change in the demand of the buyers; that I did not believe any merchant could be so inert in a matter of that kind as he pretended to be. Then it was that I asked him a direct question. "Do you believe that the winter-wheat flour is as strong as it used to be?"

"No, I do not," he said. "I know that it is not."

"Well, then, do you believe that spring-wheat flour is stronger than it used to be?"

"I cannot say that I do. In truth, I believe that there is less hard spring wheat going into the spring-wheat flour than there used to be. Yet, it is my earnest belief that the spring-wheat millers have shown more desire to improve the quality of their flour from the outset. I think they have shown more enterprise and more push than your winter-wheat millers. I believe that the spring-wheat millers have always tried first to make a high grade flour and that other considerations have been wanting. Because of their high principles I believe they are reaping the benefit of their action to-day."

"I judge by the character of your remarks that you do not place this high estimate on the general disposition of the winter-wheat millers."

"As a class I do not. They probably know what they are doing, and are satisfied with their course, or I judge it would be different. While there are exceptions in the case of the winter-wheat millers I do not think the quality of the product has been their first aim. I am disposed to believe, from an extended knowledge of that trade, that their first thought has been to make a cheap flour, and having made it cheap, to make it as good as possible. You see there is a difference. With the majority of the spring-wheat millers, my experience is that their principles are, first, to make a high-grade flour, as high as possible, and having done that, to make it cheap, of course; but first to make it good. In the case of the winter-wheat millers you see I have reversed this order. They want to make cheap flour and then make it good."

"From what you have seen how do you think this thing was worked out?"

"If I were to tell you really what I think about it, it would make quite a little history."

"Tell me, anyhow," I said.

"Well, none know better than you that the new process was developed by the spring-wheat millers. For some reason or other they have been leaders ever since. Originally winter-wheat flour was superior to the spring. It brought more money because the spring wheat could not be made into as good flour. Then came the new process, and the quality of the spring-wheat flour led to great advances. The spring wheat took the precedence, which it has maintained ever since. The spring-wheat millers have been the leaders in the processes and the winter-wheat millers have been the followers. Every great advance that has been made in milling has been made by the spring-wheat millers; the winter-wheat

millers have always lagged behind. The only movement in which they led was a retrograde one. They did not have a respectable following, however, outside of their own section."

"That is interesting," I interjected, "to what do you refer?"

"I refer to the short system, of course. It is the one distinctly winter-wheat movement in milling."

"But," I argued, "few or none who took up with the short system have changed back. Those who were first and most radical in going into it, still adhere to the system."

"True," he answered, "too true. Winter-wheat millers took up with the short system because it was cheap, made more flour with less machinery, at less expense. They had always been a little behind in process movements; when it came to matters of quality they were always at a disadvantage, so when the short system offered the competition in cheapness the advantage of a lower-cost product—all were ready to take up with it. This I regard as a great retrograde movement, a general movement, and one which has affected the relative standing of winter-wheat flour in the foreign markets. As soon as the change was general to the short system our people were pleased with the whiteness of the flour, but soon after felt the necessity for adding an element of strength and the spring-wheat flour has been gaining more and more ground each day ever since that time."

"Do you not think that the winter-wheat flour fills a place which will never be taken by any other?"

"Certainly I do," said he, "but that is not the point. You are missing my idea. Winter-wheat flour does occupy a place and always will, but it does not occupy the place that it might. It does not occupy the field which properly belongs to it. I am confirmed in my opinion by one of the shrewdest and most successful millers in America; one who is in a position to mill both winter and spring-wheat flours. That spring wheat has always been subjected to milling generally more skilful than that which has come to the winter wheat. I think the difference in the character of the flour is more largely due to the difference in the way in which it is milled than by inherent and natural differences of the wheat. While there is something about the spring wheat flour which is unique, there is a character in winter-wheat flour, properly made, which I think was lost in the effort to merely cheapen the processes of its manufacture. This, I am sure, was the result of the short system. Winter-wheat flour is now soft, less strong, though because of its softness is somewhat whiter than it used to be. Yet it lacks many other of the elements which belong to the best grades of flour. While winter-wheat flour, as you suggest, has its place, even as it is it does not occupy the place which might belong to it. Before the short system began to have its effect on winter-wheat milling, there was a number of mills in America which were making a flour strong, coarse, and of a character sure to win its own way with the best trade. But they were nearly all led in the same direction and we now have the general character of winter-wheat flour affected by this movement."

"How about the demands in France and Paris for winter-wheat flour to the exclusion of the spring?"

"Simply because they know the winter-wheat and do not know the spring-wheat flour. The French mills have been milling a soft wheat because they are better equipped for handling it than the other. The French mills have always been mechanically beyond both the American and the Hungarian. They have the soft wheat and can handle it easier than the hard. When the hard wheat came to them they always ground it in a mixture, and thus gave it the character of soft wheat flour. The trade is educated to it; nothing else has been offered to them. In the nature of things they will not change to the spring wheat until it is offered to them. Naturally it is now easier to sell winter-wheat flour than spring, but the natural difference in the two flours would tell in a short time. The French are quick enough to find out which makes the cheapest bread. A little missionary work would soon tell, and spring-wheat flour would take the same relative position in France that it has in the other countries where it has found a place."

"Ireland clings to winter-wheat flour, does she not?"

"With the family trade, to a certain extent, yes. But

you know well enough that there was a time when the Irish trade was almost entirely for winter-wheat flour. To-day you will find that the Belfast and Dublin bakers use the same mixture, the same general proportion of spring-wheat flours as the bakers of Glasgow. They use the winter wheat, but they use the spring-wheat flours with it, and the best is none too good. The family trade of Ireland buys white winters to make mantel ornaments. A great many people who bake bread have only one thought in mind that it be up to the neighborhood standard of whiteness. They do not calculate the cost and are more largely affected by appearance than by anything else."

In writing this I am quoting what came to me. I had known the demands of foreign trade as it existed several years ago. In meeting the dealers I always had about the same set of questions to ask as to the disposition of the trade toward spring and winter-wheat flour. Coming from the winter wheat section and having my prejudices allied with it, I was always disposed to take the side of the winter-wheat flour. While the general disposition of buyers was at first to take the stand that they were mere dealers and not very much interested in the distinctive interests of a particular section, yet I was generally able by industrious questioning to find their prejudices, which were quite universal in favor of spring-wheat flour. All acknowledged that winter-wheat flour has its place, but not the high place which naturally belongs and has belonged to it, and that it is not the strong flour that it used to be. I found more interest in milling methods than I could have expected and certainly much broader general information among the dealers.

## TRADE CURRENCY.

D. Parent & Co., grain, Montreal, have assigned.

G. Heimbocker, grist mill, Hanover, Ont., has sold out.

Malcolm Leith, of Medonte, Ont., is fitting up his flour mill with rollers.

Shipments of wheat from Duluth, Minn., during the first three weeks of May eclipsed all previous records.

T. H. Taylor & Co., woolen and flour mill, Chatham, Ont.; now the T. H. Taylor Co., (Ltd.), authorized capital \$150,000.

The place where they are making a barrel of good merchantable flour out of 4:20 bushels of wheat is a good locality for missionaries to get in their work.

The flour mill of Campbell, Rutherford & Sinclair, Blenheim, Ont., was burglarized a week ago. The thieves got nothing but notes and private papers which will be no use to them.

A mean devil of a miller out west, when asked by his wife "what kind of cake she had best make for her mother?" who was coming to visit her, replied: "Sponge cake," and then he offered to go and "buy the sponges."

In milling there is no such thing as an easy job—that is, when it comes to taking charge of a mill, or even a watch. It all means work and takes ability. Of course some men will run a watch fully as well as others with half the effort, and some head millers will conduct the mill "right up to the handle" by making his seconds do all the work, yet still it is work and takes ability.

Mr. Harris, formerly grain inspector in Toronto, and now engaged in business on his own account in Winnipeg, Man., is a firm believer in the theory that, one year with another, the farmer who holds his grain for higher prices loses. He says that his experience leads him to the conclusion that seven times out of ten, the man who holds loses. Especially is this the case with grain held in elevators, subject to storage, insurance and other charges, which usually eats up any advance in price. The cost of carrying grain, shrinkage, etc., turns the scales decidedly in favor of early marketing.

## TRADE NOTE.

A man by the name of C. B. Dudley, who claims to have some reputation as a chemist, has recently made some analysis of anti-friction metals among which is the Magnolia Metal. There are gross errors in the analysis of Magnolia Metal, and those of other anti-friction metals are incorrect. H. G. Torrey, U.S. Assayer in U.S. mint service, New York, has written the following so far as Magnolia is concerned: "In the analysis of Magnolia Metal Dr. Dudley has overstated one constituent part, and has omitted tin (which it always contains) and other materials. On the same page is given an analysis of antimonal lead, which may be correct, but not an ounce of this is ever used in Magnolia Metal."



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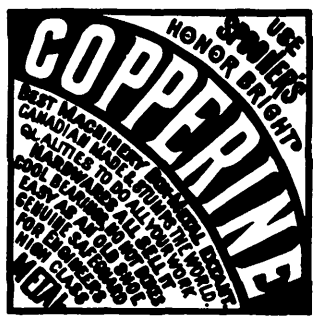
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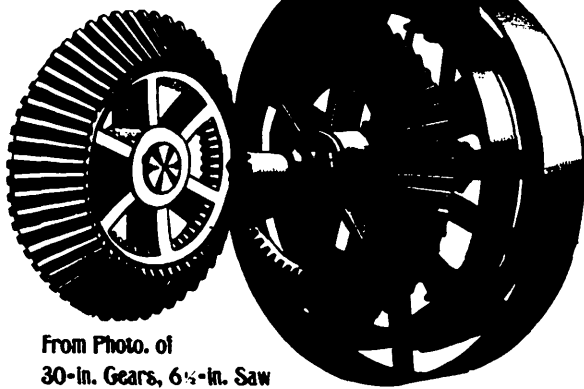
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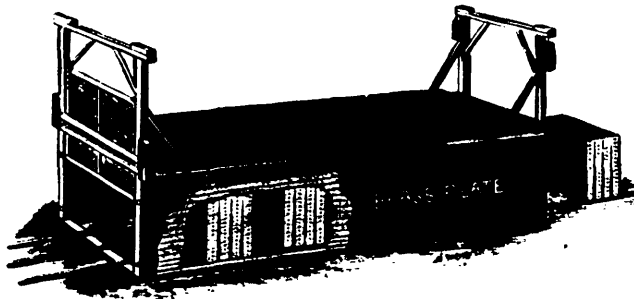
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