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NEW SERIES "MECHANICAL AND MILLING NEWS"

Old Series, Vol. XI  
New Series, Vol. III

TORONTO, ONT., AUGUST, 1893

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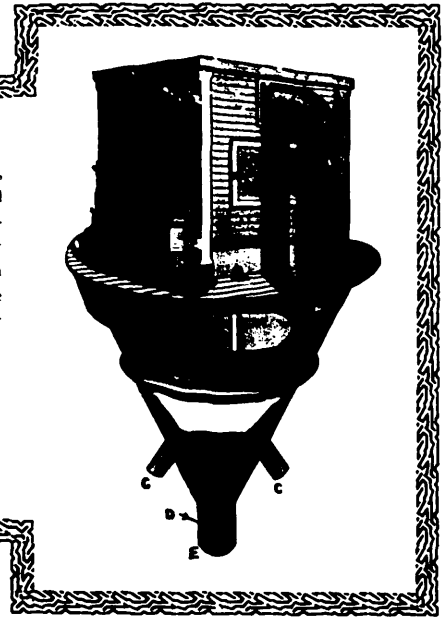
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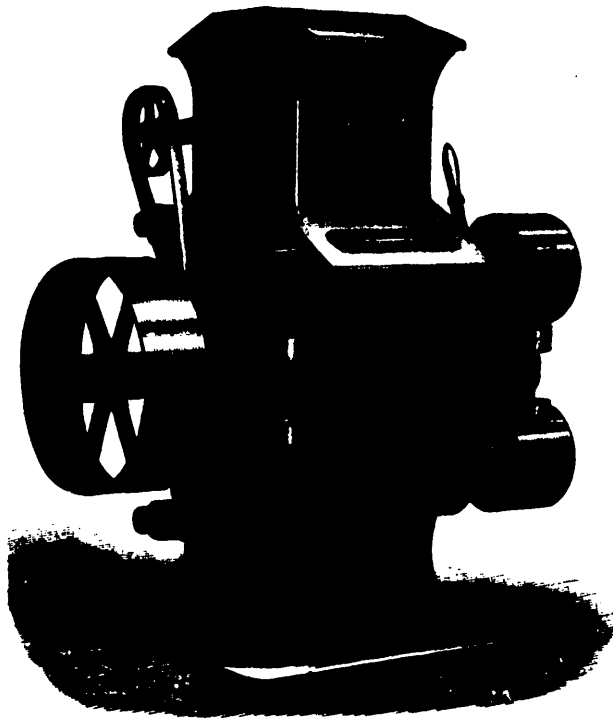
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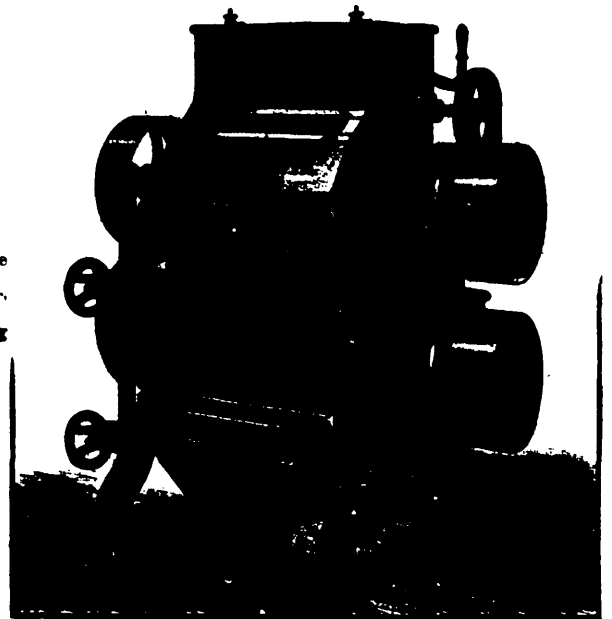
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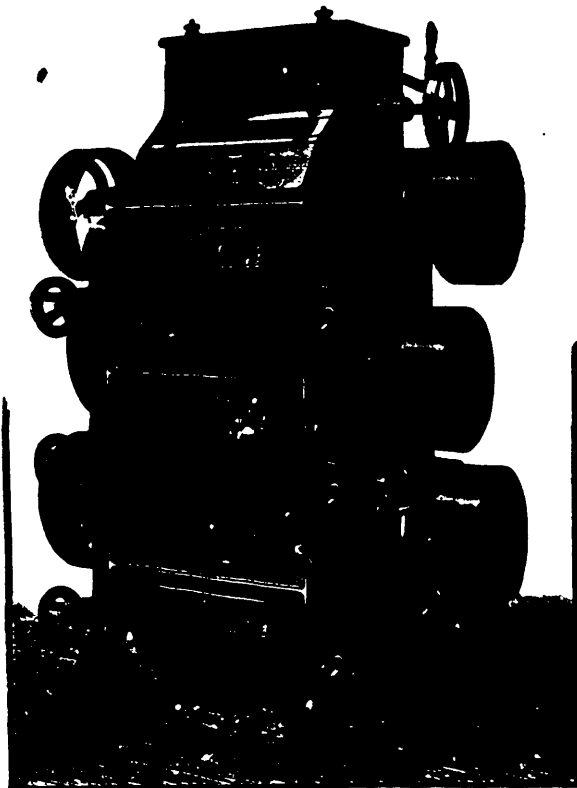
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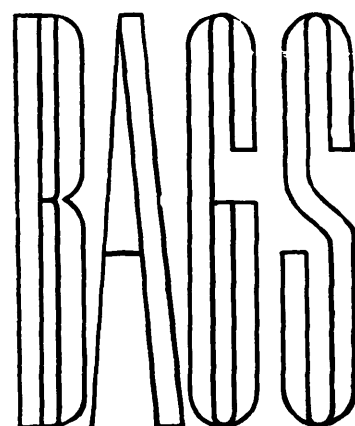


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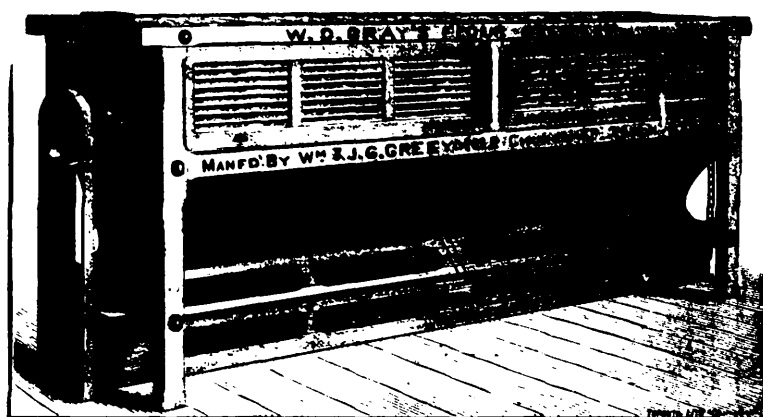
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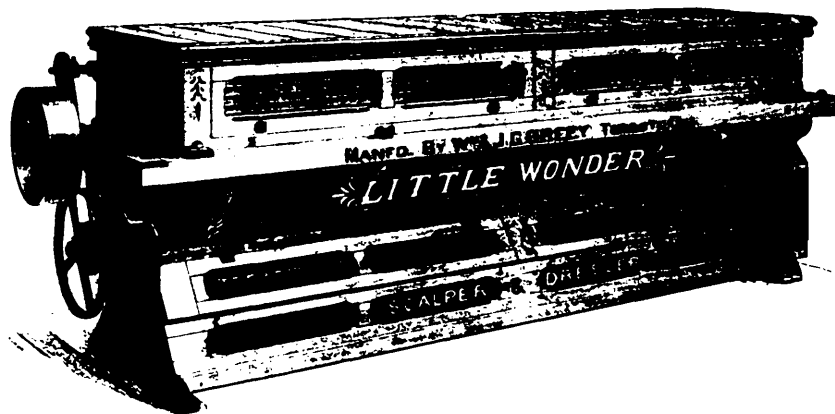
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Old Series, Vol. XI }  
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TORONTO, ONT., AUGUST, 1893

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J. S. ROBERTSON, EDITOR.

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

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

#### CONVENTION NUMBER.

WE make no apology for giving up the major portion of space in this issue of the MILLER to a report of the annual meeting of the Dominion Millers' Association held on the 9th and 10th inst. The gathering was a memorable one. As the first regular meeting since the final organization of the Association as an incorporated body the proceedings were significant. The reports of the secretary and Central Wheat Buyer, the address of the president, the several valuable papers read by prominent millers, and the discussions that followed these all go to make a volume of the technique and practice of milling than which it would be difficult to supply more profitable reading.

#### MANITOBA OATMEAL.

SOME complaint was made by the local press in Manitoba lately of the practice of certain dealers in Winnipeg branding the oatmeal manufactured in the Prairie Province with an eastern brand and sending it out as Ontario meal. The inference, of course, aside from the deception, which carries its own condemnation, was complimentary to Ontario-made oatmeal. We took occasion to comment on the matter two months ago, and to give currency to a conviction strongly held by the people of the western province, that it is only a matter of time, supplemented by proper care and cultivation, when oatmeal milling will become a large and successful industry in Manitoba.

Our comments on the subject have brought us the following letter from Mr. Stephen Nairn, oatmeal miller, Winnipeg, Man., which we cheerfully publish.

In your June issue is an article reflecting on the doings of certain parties in the trade here and as special mention is made of Winnipeg. I must respectfully ask you to insert what I know about oatmeal milling and the trade in this province.

The trouble referred to of selling fictitious brands has arisen from the fact of mills outside of Winnipeg selling their output without their name or brand, for reasons which need not be explained to practical millers. This course leaves it open to the buyer to put what brand on sacks that he thinks he will get most for. Such ways of doing business soon cure themselves and I am glad to say it has not been long in this case.

I have been asked to do a similar trade but have invariably refused and I enclose my price circulars of 1st June and 1st July where I called the attention of the trade to what was going on.

I must take issue with you that "Manitoba oatmeal is not equal to what is made in Ontario," and so far as I am concerned my exhibits at Chicago in both the World's Fair and

the Manitoba exhibit will bear examination with any. I don't see why we should be behind. We have the oats, the practical knowledge and I think can hold our own with any eastern manufacturer, and I for one am not afraid to have my output sold on its merits and proper name and brand.

#### EDITORIAL NOTES.

A practical men well know, belting in general use is not well adapted to slow-motion uses, or for driving any machine or piece of machinery that has a very slow motion. Nor is it always convenient to drive such with gear wheels, even when it is desirable to do so. As a substitute for both, no better thing can be found than what is commonly called "link-belting." It is well adapted to the purpose and as reliable as gear wheels, there being no chance to slip or run off the wheels.

THE effects on the human body of various kinds of dust from factories have been investigated by the hygienic museum of Vienna. The inquiry shows that the most serious diseases from this source have their seat in the respiratory organs. The dust is deposited on the fine mucous membrane of the air passages, and occasions inflammatory conditions of an acute or chronic character. The influence depends much on the fineness and adhesiveness of the dust. The dust of rice and flour mills exerts injurious action only by its fineness, while the particles from metal and stone injure by their wounding properties. Dust from textile fibers is especially harmful because it clings so tenaciously. Every foreign substance inhaled produces irritation, and if the system is unable to get rid of the offending substance a condition of catarrh soon results. Some persons have great power of resistance, working unharmed to old age in a dust-laden atmosphere, but such individuals are rare.

AN impatience of details is a frequent cause of failure in business. Men go rushing ahead, throwing any amount of push and energy into their business, making money, it may be, in good sized sums, but studiously obtuse to a leak that has been sprung somewhere in the vessel, until often it has gone beyond their ability to remedy the trouble. Or it may be that they have become aware of things hanging loose in some department of the mill, but they satisfy themselves by saying it is a trifling affair, and other matters are more important and calling for their time and effort. No greater mistake can be made by any business man than a neglect of the little economies of his business. What these are it matters not; be master of them, not they master of you. Some one has remarked: "A cent a barrel is not much, but it amounts to three solid dollars in a 300-barrel per day mill." This is a practical and direct interpretation of the old saw that the pennies make the pounds. In the present year of grace when millers' profits are sometimes hardly observable with the naked eye he needs to closely watch where even a cent a barrel can be saved.

THE position of statistician of the Department of Agriculture for the United States is seemingly a hard one to fill. For a time the occupant was a Mr. Dodge, whose reports got so absurdly away from the mark that a year ago a crisis was reached and responsive to the criticisms of both the technical and daily press he was, in vulgar parlance, fired. His successor, though hardly twelve months in office, is already commencing to enjoy some of its least desirable sweets. It is not clear that the statistician himself is to be blamed, rather that the trouble comes from the character of the reports supplied by the correspondents of the department. These persons would appear to be influenced by the Alliance leaders who hold that values will run high if crop conditions are made lower than they are. In other

words the department is being used to boom the interests of a particular class and false reports are supplied. Government statistics, as do all statistics for that matter, lose their whole force when not honestly compiled and it looks as though the statistics of the Department of Agriculture of the United States, so far as grain returns are concerned, would soon become thoroughly discredited. Fortunately in Canada it is not often that the figures of our blue books are brought into question.

THE one stupendous problem before which the student of social problems stands appalled is the deplorable condition of the masses. There is much in these conditions to test his faith in the final happiness of humanity. Perhaps we should not wonder that in his hours of desperation a sigh goes up for a return of the days that have gone. But what of these days? Here is one view of the situation given by Engineering, of London, Eng.: "It is when we compare the condition of the poor of to-day," says Engineering, "with that of previous ages, that we see how much the inventor has done for humanity. To know how hard life must have been before the advent of machinery, we have only to imagine a family set down on an island, and called upon to provide all their food and clothing without the aid of modern mechanical appliances to plow and reap; to thrash, winnow and grind; to raise cattle, to kill and dress them; to shear, card, spin and weave their wool; to make and mend their clothes, to provide, soap, candles, tools, cutlery, earthenware, paper, pencils, nails, medicines, leather, boats, ropes, and the thousand and one things that are needed in a home. Evidently it could not be done, even if labor were continued from dawn to eve, and then extended far into the night; and this under favorable conditions of a yeoman's family, without rent to pay. How much worse must it have been under the exactions of a feudal landlord! Two-thirds of what we consider necessities must have been omitted from the list of that day, and to sore toil must have been added scanty fare and insufficient clothing."

THIS is an age when the enterprising citizen sees or believes he sees "millions in it." At any rate he is ready to take his chances on some scheme with the hope of extracting the millions. It is an age of gigantic schemes, and, as the American Artizan remarks, the advancing years seem to produce an increase rather than a diminution in the number of such schemes. "We have all heard," this journal says, "of the scheme for expending \$40,000,000 in the construction of a monster dam in the vicinity of Newfoundland that would turn the gulf stream back on itself and give New England a tropical climate so that the Granite State boys could climb palm trees to shake off the succulent cocoonut on their own bleak hill-sides, while the Rhode Islanders would offer scant encouragement to the penitetic Italian banana vendor, as each and all of them would have a banana tree in close proximity to his own back porch. A more recent scheme is the bridging of the English Channel between Dover and Calais. It is said that this scheme has gone so far that a company has been formed to secure the necessary concessions from the British and French Governments. The cost of the bridge is some such bagatelle as \$240,000,000. The latest scheme is one for roofing London and other large cities, and thus doing away with the umbrella trust. The projector has not yet considered any such vulgar and insignificant detail as the matter of cost, and hence has not enlightened the public on this point. Such schemes are, of course, largely visionary, but they indicate a tendency to grapple with the most stupendous undertakings that is in a manner characteristic of the nervous and progressive age in which we live."



MILLERS IN CONVENTION.

ANNUAL MEETING DOMINION MILLERS' ASSOCIATION.

THE Dominion Millers' Association grows apace both in numbers and influence, as was plainly indicated by the attendance at the annual meeting in the Board of Trade Building on Wednesday, August 9th.

Mr. M. McLaughlin, president, occupied the chair, and other officers associated with him at the meeting were: A. H. Baird, Paris, 1st vice-president; E. S. Edmondson, Oshawa, 2nd vice-president; William Galbraith, Toronto, treasurer, and C. B. Watts, Toronto, secretary.

About one hundred and fifty members were in attendance. Prominent among these may be named: James Hamilton, Glen Huron; James Hodd, Stratford; E. S. Edmondson, Oshawa; James Stark, Paisley; James Well, Plattsville; Fred. Heinbecker, Hanover; Adam E. Ratz, Stock; Wm. Pearson, Singhampton; J. E. Pearen, Brampton; J. H. Dracass, Streetsville; George Shepherd, Pm.ose; D. Goldie, Ayr; Fred. Rollins, Madoc; J. J. Steinmuller, Walkerton; Alex. Jobson, Heaverton; F. H. Harvey, Cobocank; A. Wolfverson, Wolvorton; R. B. Cooper, Belleville; J. G. Bechtel, Burford; J. R. Dafeo, Napanee; A. Hilburn, Neustadt; H. L. Rice, St. Mary's; H. A. Mulhern, Peterboro'; W. Walker, Norwich; P. R. Hoover, Green River; John Campbell, St. Thomas; Chas. Smith, Campbellford; N. H. Stevens, Chatham; J. Rutherford, Blenheim; Jos. Kidd, Tilbury Centre; T. O. Kemp, Seaforth; Angus Plewes, Markdale; D. C. Thompson, Orillia; John Galbraith, Allandale; E. L. Green, Greenwood; W. Wenger, Ayton; Joshua Howard, Hagersville; James W. Old, Caledonia; James Huxtable, Hornings Mills; Robert H. Vick, Orillia; S. R. Stuart, Mitchell; W. J. Hewson, Teeswater; A. McFall, Bolton; T. F. Brown, Welland; John Brown, Toronto; J. D. Saunby, London; G. S. Baldwin, Aurora; James Fair, Clinton; John Hull, Lakefield; R. M. Dixon, Lakefield; T. F. Dexter, Sebringville; Thos. Foulds, Oakville; Robert Noble, Norval; John McKay, Bowmanville; George H. Harper, Dundas; W. H. Meldrum, Peterboro'; John W. Meyers, Listowel; J. D. Flavell, Lindsay; Thomas Sadler, Lindsay; W. Snider, Waterloo; W. D. Mace, Tamworth; W. F. Finmore, Burlington; G. S. Middough, Dunnville; H. B. Schmidt, Newtonbrook; W. B. Robson, Hamilton; R. A. Thompson, Lynden; Harold Barrett, Pt. Hope; J. A. Cox, Amonte; H. Shaw, Oakville; John Rock, Springfield; D. A. Thompson, Orillia.

The meeting was called to order at 2:15 p.m., when the submission of the officers' reports formed the first order of business.

SECRETARY'S REPORT.

The secretary, Mr. C. B. Watts, read his report as follows

Although there was only one general meeting of the Association during the past year, there have been matters of great importance to the milling industry dealt with during the interval since our meeting a year ago. The action taken on different occasions and in various ways to protect the interests of our members, which would have been impossible but for the existence of this Association, and the fact of its being an incorporated body, gave it such weight in various quarters that your committee and deputations have been enabled to accomplish much which would have been impossible had they represented only themselves individually or merely local societies.

The Executive held three meetings during the year, on Sept. 2nd, 1892, June 7th, 1893, and August 9th, 1893. The Freight Committee also met twice during the year, once on the 6th June, 1893, and the second occasion on the 2nd June, in the city of Montreal, when they were requested to meet the general manager of the Grand Trunk Railway and the Vice-President of the Canada Pacific. During the year there were 14 mills applied for membership in our Association, while 14 mills were dropped out, or for various causes allowed their membership to lapse, so on the 9th July our membership was the same as last year. The following are the names of the 14 new members who joined to 6th June: Monza Birge, Beausoleil, W. J. Stewart, Durham; T. Drever & Son, Sebringville; Cook-shire Milling Co., Cook-shire, Que.; Hesp. Bros., Pt. Robinson; R. J. Waleo, Ormstown, Que.; Flebenrigh Milling Co., Flebenrigh, Jas. Wilson, Percus; M. N. Squire, New Lowell; H. Hill, Rosebud, Baiton; Knight & Hill, St. Marys; Geo. Needler, Millbrook; D. C. Thompson, Orillia; Frank Harris, Springfield-on-Credit.

and your president, Mr. M. McLaughlin, to represent the association in fixing the Manitoba standards in Winnipeg, with the result that this year's standards are without doubt more in accordance with the requirements of both millers and grain exporters, and at the same time are type samples of the average grain produced in this Province.

Mr. Robt. Noble, of Norval, was appointed to go to Montreal and assist in fixing the flour standards. On our request the Government has also decided, in future to supply you and secretary with the volume of the standards with all the flour and grain standards, the same as is supplied to their authorized inspectors.

INSPECTION OF MANITOBA WHEAT. While on the whole the inspection of Manitoba wheat, especially since October last, owing no doubt to the vigorous representations made by your association last year, has been a great improvement over that of previous years, there has been occasion good ground for complaint. The Government having intimated that they would hold a survey on any case that our association would bring before them, on the 21st of September last, my attention being called to a lot of 3 bargs, some of which I had purchased, but was in Point Edward and Fort William, I wrote to the Minister of Inland Revenue, asking that an investigation be held. He telegraphed Mr. Gibbs to come down from Port Arthur, but he could not come for a week, and then he said he could not come at all so the Commissioner instructed the Collector of Inland Revenue in Toronto, and the Toronto inspector to take such steps to investigate the matter as the association might wish. The very day these instructions arrived a telegram was received from Winnipeg by the purchaser, making a statement of \$500 on the lot of 10,000 bushels and as most of the wheat by this time had been shipped to various points it was thought advisable to drop the matter, and the Collector of Inland Revenue promised to make a full report of it to the Minister, and has no doubt any representations made by the association in the future will receive prompt attention.

RE GRINDING IN ONTARIO.

A motion having been made by Mr. Davin, M.P. for Alberta, that the Government rescind the privilege of grinding in bond, which has been enjoyed for many years by the Ontario millers, your President interviewed the city members of the Executive and their views were presented and misunderstood by the members at Ottawa, and that an active canvas was being prosecuted to get the motion through the House decided that steps should be taken to lay the claims of the millers before the Government. After consulting the Executive and the millers it was decided that the city, your President and Secretary went to Ottawa on February 13th, and laid the matter fully before the Minister of Agriculture and the Comptroller of Customs, as well as explaining to a number of the most prominent members of the House the position the millers might place in should we have a failure of the wheat crop in Ontario in event of Mr. Davin's proposal passing.

A circular letter was also prepared and sent to each Minister, and to a number of the most influential members in the House, who had promised to assist us in defeating the motion. I am pleased to be able to report that some of our members have been able, during the past month or two, to procure export orders for reduction in grating in bond wheat, which was much better than ours in the past, when otherwise their mills would have had to stand idle, had the grinding in bond privilege been rescinded, which no doubt would have happened but for the action taken by your Executive.

RE GRINDING IN BOND.

Early in March it was reported that low grade flour was coming into the Lower Provinces, and that the sellers were making from \$75 to \$100 per car profit. This appearing impossible with the duty of 75c per barrel on flour, we feared it was being brought in and entered at the Customs as feed and to the attention of the Comptroller of Customs was called to the matter.

RE GRINDING IN BOND. He replied that a circular had been issued drawing the attention of the officers at the various ports two years ago, and he would again direct their attention to the matter, and the result of what grade, or for what purpose used, was to pay 75c. per barrel duty.

RE MARINE INSURANCE.

In January last I completed arrangements with Messrs. Dent & Vazey, members of Lloyd's Underwriters, London, E.C. to issue certificates on their behalf. The rate secured on flour was an extremely favorable one, being 10/6 of the value of the flour to destination. Any loss amounting to 5/6 of the value of a hundred bags, which at present prices would be about \$10 damage, is collected under this certificate, while under the old certificate no loss unless it amounted to \$75 or over was allowed, and the premium charged was considerable higher than the above.

Under the Ontario Insurance Law it was necessary to register before doing business. Lloyd's Underwriters not being a corporate body, but what might be termed a temporary partnership, it was difficult to comply with the Act, but so in a high position did Lloyd's occupy in the Mercantile world that the Inspector of Insurance had a special clause inserted in the Act at that session, when making other amendments, that registration was granted to them, and I hold the certificate from the Government to that effect.

As this involved considerable expense, the account only shows a small profit to the association as yet, but a great saving has been made as the millers insuring through the association in reduced premiums, and had the privilege of collecting a loss, as stated above, if amounting to only 5/6 of the value of the shipment.

On May 4th your president and secretary waited on the Minister of Trade and Commerce, the Minister of Finance, and drew their attention to Newfoundland as a market which consumed about 335,000 barrels, every pound of which had to be imported, and if Newfoundland could be brought into consideration, so the control of this market could be secured to Canadian millers, it would represent a consuming market more than ten times the average exports of flour during the past ten years, and would also form a good market for butter and other agricultural products of the Dominion, of which they import largely also. The Minister of Finance, however, appeared to regard the matter as a consuming market more than ten times the average exports of flour during the past ten years, and would also form a good market for butter and other agricultural products of the Dominion, of which they import largely also.

The following members had their mills destroyed by fire during the year: J. S. Edmondson, Oshawa; Exeter Milling Co., Exeter; N. Wenger & Bros., Ayton; N. McMillan Co., Forest. The total loss sustained was estimated at something over \$60,000, while the insurance was slightly over \$20,000. The mills also of Peter Shirk, Raden, and John McLaren, Renfrew, were slightly damaged by fire, and in both cases fully covered by insurance. I regret to have to report the death of two of our members, Mr. J. A. Vanoe, of Embro, and John Murray, of Cornwall.

The report was unanimously adopted by the association.

TREASURER'S REPORT.

The report of the treasurer, Mr. Wm. Galbraith, reads as follows:

Table with financial entries: Fees for current year, 1891-100 barrel mills paid \$55.00; Total fees received year ending July 30th, 1893; Received fees paid twice; Less commissions on cheques; Cash on hand 1st July, 1893; Disbursements: Expenses annual meeting, 1893; Railway expenses of members attending Executive Committee meeting, 1893; Incorporation expenses (on account); Printing (Bulletin, etc.); Stationery (envelopes, etc.); Salary of Secretary; Postage on Bulletin, etc.; Postage cards for receipts; Office rent (Association's portion); Clerical help (Association's portion); Deputation to Ottawa; Deputation to Montreal, and telegrams; Flour (samples from West Indies); Bank charges; Refund on account of fees paid twice; Amount received for Central Wheat; Buyer's office; Cash on hand.

The report was deemed highly gratifying, and was, on motion, received and adopted by the association.

REPORT OF EXECUTIVE.

The report of the executive, which follows, gives an intelligent idea of the energetic and successful efforts put forth by the officers of the association to carefully study and guard the milling interests of the Dominion during the year now closed. The report says:

The Executive Committee held three meetings during the year. At our first meeting we appointed the Freight Com. Toronto, consisting of the following gentlemen: M. McLaughlin, Peterboro'; Peter Shirk, Bridgeport; J. D. Saunby, London; J. D. Flavell, Lindsay; Jas. Goldie, Guelph; A. H. Baird, Paris. Also the Seed Wheat Committee as follows: Jas. Goldie, Guelph; Chas. Whitlaw, Paris; W. H. Meldrum, Peterboro'; J. C. Vanstone, Bowmanville; E. S. Edmondson, Oshawa; Wm. Snider, Waterloo; J. G. Bechtel, Burford; Jas. Cunningham, Lynn; N. Wenger, Ayton; R. Noble, Norval. Having been requested by the Government to submit the names for appointment on the Board of Examiners to set the wheat standards both for Manitoba and Ontario, and also the flour standards, we recommended the following gentlemen: T. O. Kemp, Seaforth; Jas. Goldie, Guelph; W. H. Meldrum, Peterboro'; J. C. Vanstone, Bowmanville, for the Ontario board to set the Ontario standards; M. McLaughlin, S. W. Scott, Ottawa, for the Manitoba board, and J. L. Spink, Toronto, and R. Noble, Norval, on the Board of Flour Examiners.

RE GRINDING IN BOND.

The association is to be congratulated on the defeat of the motion made in Parliament to do away with the grinding in bond privilege. The representations of your delegates who went to Ottawa for this purpose resulted in the Government refusing to allow the proposed change to be made, which might have had disastrous results on the milling interests of Ontario. While this privilege is not of any direct benefit to the small mills, it indirectly is a great value to them. When wheat is scarce the large mills can purchase their wheat in the States to fill their export orders when otherwise they would have to buy against the small mills in the local market. Also by enabling the large mills to hold their export trade during a short crop in Ontario, the small mills are relieved from undue competition, which would occur if the large mills were compelled to dispose of all their flour locally.

NEW MARKETS.

With the object of finding new outlets for the product of our mills we procured from the West Indies a barrel of each of the three best known brands used in the West India Islands, and samples were distributed to those millers asking for them. The flour was also tested by your president, and a report of the same published in the Bulletin, as were also the names of the agents who handled the flour at the various ports in the West India Islands. The following is a report compiled by your secretary in reference to this trade: "I have endeavoured to ascertain the quantity of flour imported yearly by these islands, and I have secured from the most reliable data at hand the following table from 1880 to 1890 inclusive: Bermuda, 15,000 barrels; Montserrat, 2,000; Dominica, 7,500; St. Lucia, 9,000; British Guiana, 136,000; Danish West India Islands, 24,000; Antigua, 17,000; Guade Loupe, 45,000; Martinique, 53,000; Barbados, 425,000; Dutch West India Islands, 21,000; making a total of 529,800 barrels yearly. "The whole of this trade is virtually in the hands of the United States, in fact one might almost say of the New York millers, but that these markets are open for Canadian flour is shown by the fact that although only one or two Canadian firms have attempted to do business there in a systematic way, they have a steadily increasing trade, and the flour sent forward gives every satisfaction. I am advised that United States flour will spoil just as quickly as the Canadian flours, under the same

Table with financial entries: Receipts: Fees for last year, 1-100 barrel mills \$55.00; Advertising last year; Total on account of the year ending June 30th, 1893.

circumstances, i.e., if large quantities were taken to the Islands and remained there month after month before going into the hands of the consumers, as is the case when flour is sent down indiscriminately, on consignment.

"United States millers have their agents on the islands, who keep them advised, from time to time, as to the quantity on hand, and they send forward by each vessel only sufficient to supply the wants till the next vessel sailing will arrive, thus keeping their reserve stocks in New York, where they are not subject to the severe conditions existing on the Islands.

"To secure this business the Canadian miller must go down in the same way, and have a permanent agent in the Islands, who will ascertain exactly what kinds and quality of flour is used on the various islands, and see as far as possible, at first at least, that it goes into the hands of live and reliable dealers, and especially that no greater quantity of flour is brought forward to any port than will be needed till future supplies arrive.

"The necessity of this will be apparent when you learn that at some of the ports one carload of flour will meet all requirements, and if two carloads are sent forward on one boat, the second carload would likely spoil before going into consumption, and would not only give Canadian flour a bad name, but inevitably entail serious loss upon the miller.

"The United States brands, such as 'White Light,' 'Nickerbocker,' 'St. Lawrence' and others, have been on the market for years, and their reputation is established. These flours are bought entirely on account of their brands. To such an extent is this true that some of these flours were placed in the market under another brand and would not sell except at a reduced price, and the consumer was not satisfied with the quality.

"If the reputation of certain Canadian brands were established in the same way, the flour could be sold for years afterwards largely on the brand alone.

"Considerable of Canadian flour having been shipped in flat hooped barrels, which unfortunately are inseparably associated with the old days when flour went forward in sailing vessels packed in the hold with wet green lumber, and arrived sour or out of condition, has greatly added to the difficulty of introducing Canadian flours into the East India market. Then again the round hooped barrel is made up of the peasant negroes to pack sugar, yams, lime, etc., in, or they sell them for this purpose, which fact alone would insure their purchasing flour packed in the round hooped barrel even if that in a flat hooped barrel were a better value. To do a successful business in these days it is necessary to cater to the wants and prejudices of the consumer, and not attempt to educate them up to our standard, and also to send them only flour fresh ground, and made from fully matured wheat, and not attempt to send forward, as I fear has been too often done, flour which the miller was anxious to get rid of and could not find a sale for elsewhere.

"The expense of properly introducing Canadian flours to these islands is too heavy for any one mill to bear, and the trade, if secured, would take the surplus flour from a large number of mills. The best, and in fact the only way it can be successfully done would be to form a trading syndicate, composed of such mills as wish to extend their trade, and which so situated have the facilities for manufacturing the kinds and qualities of flours that are required for this market, and that can be relied upon to invariably ship flour up to the standard of quality.

"The orders could be distributed among the mills pro rata, and the expense borne proportionately. The flour only being fresh ground and shipped just in time to catch the steamer sailing to the Islands, would undoubtedly arrive in good condition, and give every satisfaction. There is also a considerable trade done here in oats, split peas and beans, which the mills going into the syndicate could supply to advantage. There is also some trade in pollards, which strangely to say are imported almost exclusively from England; the United States shorts not being in favor, on account of containing too much low grade flour, making them sticky in the mouths of the animals.

"Judging from the price obtained in New York for the flours, of which we procured samples and the report made on them by your President after careful examination, there should be no trouble in our millers meeting their requirements as to quality, and securing for themselves a good margin of profit after the flours are once introduced. One report that I received from the Islands, says they have handled considerable Canadian flour without any complaint, it selling immediately on arrival, and that they do not receive enough to meet the requirements of their trade."

The report was promptly adopted by the meeting.

THE PRESIDENT'S ADDRESS.

The annual address of President McLaughlin was listened to with unmistakable interest and attention by the meeting, and brought forth hearty applause and a vote of congratulation and thanks at the close. The President said:

It is my duty to move the adoption of the report which has just been read to you.

Before I do so I wish to welcome you, and those who have accompanied you to Toronto, and to express my pleasure at the large attendance.

I hope none will leave the annual meeting without having profited in some way by the proceedings, and about having added something to the general good of the milling business.

At the end of our first year of corporate existence it gives me great pleasure to congratulate you, as I can do, on the evolution of our association. We are stronger than ever, as in the number of our members in good standing. We are stronger in our appreciation of the work done and to be done by the association.

We recognize more clearly than ever, that many evils which are beyond the reach of individual effort, are controllable by the united efforts we give them in our associate capacity. The work that has been undertaken and accomplished during the year, you have heard in the reports submitted, but aside from the work that has been done for the good of the milling business, the meeting in harmony and good fellowship, even once a year, of so large a number of men engaged in earnest competition with one another, is of more than passing value. Such a meeting as this cannot fail to widen the sympathy of the members. It gives me the greatest pleasure, too, that I can extend my congratulations beyond the limits of our corporate and trade affairs. As members of a Union Association it is our privilege and duty to indulge in a wide

view, in doing which, I am proud to say, we can congratulate ourselves on the condition of the Dominion of Canada.

Look over the world, and you will find no country having less cause for dissatisfaction or despondency than our country. The past year has not been one of our best years, but where is the country that has suffered. Though prices have been low, our crops have been larger, and in quality unsurpassed. Our finances rest on a sound basis, that the demoralization and want of confidence, which at the present time are shriveling the efforts of other communities, are unfeeling by us, except in so far as they are reflected from beyond our borders. If Canada has less of universal prosperity than in former times, we still look for it, and all events so great a share as to be the envied of larger and older communities. If the industry which grows the best wheat in the world, can prosper, we expect to prosper.

The country which grows the best wheat known to the milling world and which has only begun to bring under cultivation the millions of acres that produce it, has a future that cannot be shown in colors so bright. I have warrant for saying "the best wheat known to the milling world." In England, where the cargoes from every exporting land under the sun converge, the Hard Spring wheat of Canada brings the highest price of all, and English millers are the best judges of the value of wheats, for they buy the reasonable and growing bulk of our exports. We have unsurpassed soil, and that in illimitable extent; we have wealth, too, of mines and fisheries and timber beyond any other country, and a commercial navy that is one quarter in extent of that of the entire world. With it all we have the reasonable and growing bulk of our exports. We have unsurpassed knowledge of our possessions, which cannot fail to overcome all obstacles to the growth and development of our country.

Our position as one of the great wheat growing colonies of that Empire which buys the surplus wheat of the world, is a still more enviable one in the estimation of that large and increasing number of men who believe in the wisdom and ultimate accomplishment of Imperial Federation. Our future is full of brightness, though in the attainment of it we must pass occasional periods of disappointment, even though we must, from time to time, encounter conditions such as some of us have murmured at during the year just closed.

A long continued decline in the price of wheat and flour, the world over, affected adversely the business of all who are engaged in the business, but more because we are millers, as because we must on being speculators as well. Many of us have persisted in carrying down the decline more than our share of the crop. These amongst us who have confined our operations to our legitimate business, and have not been misled by correct business principles have not had much cause for dissatisfaction with the year's results, and this too, notwithstanding the severity of the competition among ourselves, and severe enough that competition has been so severe indeed that margins of profit, at times have been lost sight of, and unbusinesslike principles introduced.

Why should we who pay cash for every bushel of raw material that enters our mills, press the manufactured product on our customers on thirty or sixty days' time, as some of us have been doing. Selling on time, as increasing variety as it is profitable. Many of us have abandoned credit on our wholesale selling, and have found that it is as easy to sell for cash as it is to sell on time. At the beginning, and until our customers and the trade have discovered that our rule is cash without an exception, it will be some annoyance, but once that discovery is made the trouble is ended.

One of the greatest satisfactions in my own business during the year, has been that I am doing an exclusively cash business in all wholesale transactions. There is no further anxiety when making a shipment as to whether I shall be paid for it or not. Because someone else is giving time is no reason why I should do it. Further, that my competitor is giving time is no reason why I should give time. The only way to do a cash business is to do it. If no dealer from even our best customers, admits in this regard, in a marvellously short time we will have the satisfaction of feeling that we stand on firm ground in at least one respect. Fortunately my remarks are applicable to but a small percentage, I believe, of the members of our association, but it is an evil that has been complained of to us during the year as a growing one.

I have alluded to my own recent experience because I want to impress you with my conviction that it is as easy to do a cash business as a credit business when we are selling wholesale and at wholesale margins. If wholesale I mean in car lots or over.

Another evidence of bad management I wish to allude to. Years ago it was my misfortune to be in competition with a miller who gave the farmers for their wheat the present price, and when the price advanced to 50c per bushel, he took in their wheat guaranteeing them \$1, and such further advances as might take place up to the day on which they took their money, even though they chose to defer doing so for months. That miller, though professedly a dealer, was in fact, as I sell twice into the hands of the official assignee before I lost sight of him, and no one will be surprised that he had.

His rival has appeared lately in the miller who sells flour at present value guaranteeing to the purchaser the benefit of the advance in price until such time as the purchaser takes delivery of it, though that time may be months in the future. So far this practice has been confined to one or two concerns and so far the services of the official assignee have not been called upon, but his desperate methods may result in the man who resorts to them. The public being charmingly unsympathetic, forget the benefits conferred on them as soon as the miller attempts to profit by the connections made in the illegitimate way. I have mentioned these cases to you, as illustrating the extreme care that must be taken by the miller to get more trade than belongs to them. They show that competition has been carried beyond the safety line. The enlargement of existing mills and erection of new ones, beyond the requirements, and the exceptional interference with the export trade, are at the bottom of the present situation. Evidence of improvement is appearing in many millers studying the problem of reducing their output to former dimensions by reducing expenses accordingly and by turning a deaf ear to the insinuations of time buyers.

The export trade unfortunately is at a low ebb, owing chiefly to the slaughtering in English markets of consigned flour from the United States, a condition incidental to, or aggravated by the financial squeeze across the border.

I look confidently for better conditions and larger trade in our flour, with importing countries, in the near future, and on an ascending scale of prices, which according to all precedent cannot be far off.

The extraordinary low prices of this summer are due in a large measure to speculation. The law of supply and demand is a less important factor in fixing prices of grain now than it was before the days of "short selling."

Until men are debarred by the laws of their country from selling what they do not possess, the incentive to wrecking values that has worked so disastrously on the fortunes of the farmer, the legitimate grain dealer and the miller during the past year, will continue to be a curse to the trade. This is beyond our control as officers.

The United States can justly claim to be the birthplace and nursery and present stamping ground of the gambler in food products, against whose operations the millers of that country have long waged as vigorous a war as their disunited condition made possible.

The report of the freight committee has shown you that a large share of the unremunerated business of the year was due to underbidding. In whatever portion of the year you will agree, we were entirely out of the running when we encountered that portion of the carload which had gone to Quebec or eastern points free of freight, while we had to pay the freight of 5c, to our per ton. The Millers' Association hopes to impress on all who need it that there is truth in the adage "honesty is the best policy." We hope to make it the best and safest policy to load cars by, and when we have accomplished this, there will be less flour and oval that has paid no freight for its completion.

We have entered on a new year. We shall elect officers to-day to manage our affairs for us for twelve months, and I hope our choice will fall on men who will save the time and the time at their disposal to work for the benefit of the year before us great things may be done.

I hope the incoming President will be able to tell us a year hence that the work undertaken during the past year to muzzle the competition of the dishonest shipper has been carried to a successful issue.

The services of the Central Wheat Buyer's office, belated us on to a similar agency for the disposal of some part of our product. The export trade in flour is capable of immense expansion, but in order to accomplish this we must remove anything in which we are handicapped against our foreign millers, and average Canadian grain grows in 1893. Cheaper fire insurance, the average rate paid by us is about 3 per cent. The average rate paid by British millers, on mills that are no safer

risks than ours is about 1/2 of one per cent. The difference is sufficient to entice our attention.

I shall not go further on what is before us, as I have no doubt the new Executive will come to office, possessed with the importance of what there is to do. It is a matter of great pleasure to announce that all our beautiful machinery for the holding of Arbitrations has been resting throughout the entire year. None of us has tried apparently to rob his neighbor, and so the Board of Arbitration has had a sabbath, on which we can congratulate them and each other all around.

Before closing I wish to record my appreciation of the work done by our Secretary. At the end of a year, in which I have had no regular monthly opportunities of observing his methods, I attribute the splendid position of our Association, over and above all causes, to the rare ability and disinterestedness and honorable methods of Mr. Watts.

WHEAT BUYING AND PRICES.

A discussion on wheat buying and prices was introduced by Mr. A. Wolverton, of Wolverton. It was to be regretted, he contended, that not a few millers were going back on the system of buying wheat by standard. Because wheat of the past year had been heavier than the average yield he had no doubt that millers had been losers. Yet the system was a desirable one. It had required much education to get the farmers to accept the system and he thought millers should hold by it. It would seem necessary, however, to make some changes in the tables now the vogue, and he moved, seconded by Jas. Goldie, of Guelph, "That the standard table for wheat buying be revised and that all members be urged to buy from farmers only by standard." The following is a comparison of standard, and a proposed revision

Table with 3 columns: Standard, Proposed, Change. Rows list prices for 64 lb, 63 lb, 62 lb, 61 lb, 60 lb, 59 lb, 58 lb, 57 lb, 56 lb, 55 lb, 54 lb, 53 lb.

The resolution brought forth a wide expression of opinion from members. Mr. Mulhern and others contended that no more flour was got from 63 lb. than from 61 lb. wheat, nor from 64 lb. than 62 lb. "This view," said Mr. T. O. Kemp, of the Ogilvie Company, Seaford, "is erroneous. There was an extra value to be obtained from the heavier wheat. We need to encourage the production of the best wheat. The general opinion on the main question favored leaving the present standard undisturbed. It had been hard work to get the farmers, and grain men, where they are to-day. These had now accepted the standard table as their guide, and a renewal of hostilities in any form was not something to be sought for." It was also pointed out that wheat this year was likely to be light, and if so, after a year of heavy wheat, millers would be on the favorable side in buying. The original motion was withdrawn, and the following, on motion of Mr. John Brown, was unanimously adopted: "That this association confirm the standard as published in our year book for 1893."

REPORT OF THE CENTRAL WHEAT BUYER.

The following report was presented by the Central Wheat Buyer, Mr. C. B. Watts.

Although the past year has been one in which it has been difficult, in fact, almost impossible, for millers to do a profitable business, I am glad to be in a position to report that the patronage extended to this office during the past twelve months has been such that I am again this year in a position to report a small surplus over expenses.

During the past year 125 different mills have bought grain through this office, and nine of these millers, not being members of the association, have paid the full commission of \$5 on Ontario and \$6 on Manitoba wheat.

Since the office has been opened there has been in all 196 mills patronized, it including 33 mills who have bought through the office for the first time during this year. I am glad to say that of the 14 new members joining no less than 11 joined because they wished to buy wheat through this office.

I have again this year to report that a number of our mills have reported purchases not made through this office, requesting that the commission be charged to them, having felt that the existence of the office had assisted them in buying the wheat, so reported, and felt that they should pay the commission on the same. This has not been confined to the big mills only, as I received a cheque of \$15 in payment of an account of \$2.50 from one of our smallest mills, Messrs. Merlie & Cox, Almonte, who requested that the balance be placed to the credit of the office on account of benefits which they considered they had received; and others of the small mills have also reported a number of cars.

The following are details of purchases made during the past year: July, 64 cars Ontario, 24 cars Manitoba, and extra commission on Manitoba of \$6.50, \$238.50; August, 92 cars Ontario, 33 cars Manitoba, and one car peas, together with 5 cars adjusted, not bought through this office, but on which commission was paid, making with extra commissions \$201.50;

September, 97 cars Ontario, 114 Manitoba, extra commissions \$14,50, \$490,00; November, 76 cars Ontario, 123 Manitoba, extra commissions, \$7,65, \$477,10; December, 25 cars Ontario, 99 Manitoba, with a car of shorts, \$233,00; January, 10 cars Ontario, 24 Manitoba, 5 cars peas, together with extra on Manitoba and amount reported, \$153,37; February, 39 cars Ontario, 62 Manitoba, 5 cars oats, 3 peas, with extra commission, \$249,50; March, 53 cars Ontario, 33 Manitoba, 2 cars shorts, 10 cars oats, \$227,00; April, 25 cars Ontario, 28 Manitoba, with extra on Manitoba, \$124,00; May, 55 cars Ontario, 23 Manitoba, 11 oats, together with extra commission on oats, peas, and Manitoba wheat, \$222,00; June, 20 Ontario, 62 Manitoba, 15 cars oats and peas, \$362,07, making a total of 1,480 cars sold during the year. In addition to the above I made a profit of \$25,05 on a car of Manitoba wheat sold on 'Change, and also \$174,88 on 5,000 bushels of Manitoba wheat, making a total of commissions earned by this office \$3,702,65, less cars refused and bad debts \$44,83, leaving a net earning of \$3,657,82.

The total expenditures as per the Auditor's report were \$3,247,71, leaving a net profit for the year of \$410,11.

I cannot refrain from drawing your attention to the number of cars which were purchased during the year at prices below which the orders were given, and which were, I might almost say, invariably the lowest quotations obtained at the time the order was given; 99 cars were purchased at 1/2c below the order, 127 at 1/4c, 1 at 1/2c, 37 at 2c, 4 at 2 1/2c, 18 at 3c, 1 at 3 1/2c, 1 at 4c, 2 at 5c, 2 at 6c, making a total of 290 cars for which the miller did not have to pay as much as he expected, or as much as he would have had to pay if he had been buying anywhere else excepting through this office.

I merely mention this to show that, as a matter of fact, instead of the miller being out of the small commission which is charged by the Association for the wheat purchased, that in many instances the buyer has saved more than his total account for commissions during the year would come to, in the reduced prices obtained on wheat bought.

The report was unanimously adopted.

REPORT OF THE FREIGHT COMMITTEE.

Some of the matters dealt with by this committee during the year have been of the greatest importance to the members of the Association. The report was presented by Mr. M. McLaughlin.

The first meeting of the committee on Sept. 25th was held on receipt of information to the effect that the Northern Pacific and Grand Trunk had abolished grading in transit privileges.

Our representations to the Grand Trunk authorities, in person, resulted in the dropping of the proposed rates, and the Northern Pacific result in the renewal of grading in transit privileges, which had been withdrawn.

The value of these privileges to the railways concerned, and to the miller of Ontario especially, are quite great.

Without such privileges the road loses all haulage on Manitoba wheat and the miller, unless situated on the main line of the Canadian Pacific Railway, is entirely deprived from grading Manitoba wheat either on our eastern or western coast.

We also requested them to make this privilege apply to Manitoba wheat brought down by boat to Sarnia, pointing out the fact that they sometimes carry wheat at as low a rate as 1/2c per bush from St. Arthur via Sarnia to Montreal for export to the United States, the mills to the west of Toronto and east, and then the local freight on the flour to Montreal.

We were unable to gain any concession in this respect, although it was intimated that if a made arrangements to bring large cargoes in our own boats to Sarnia, some concession might be gained by making special arrangements.

We also brought up the matter of reduced rates for export, but found that nothing could be done unless we were in a position to charter a large quantity of space at one time, the same as the grain men. To do this it would be necessary for those mills doing an export flour business to make some arrangements to fill up their cars and to ship each month, when probably some of them could be worked to advantage.

The revelation in connection with the notorious Carrier affair at Quebec in reference to underbilling of cars, disclosed a state of affairs requiring immediate attention, and which immediately opened up correspondence with the general manager, Sargeant of the Grand Trunk, and general manager Shaughnessy, of the Canadian Pacific, and the Committee was called together on the 27th June to consider what steps could be taken to render a remedy to the same.

The system of underbilling, such as practised on this occasion, gave the receiver in the eastern markets an advantage over his honest competitor which could not be overcome either by improving the quality of output or cutting prices, unless prices were reduced away below the cost of manufacture.

An appointment having been made by the general manager of both our great railways to meet at the Windsor Hotel on Saturday, 24th June, your committee waited on him.

The attention of the general managers of the C.P.R. and C.T.R. were called to the facts brought out lately in Quebec in 5 cars were found overloaded to the extent of 50 barrels, and in some instances even 100 barrels more equivalent to 100 barrels were in the car than it was allowed at which meant a loss to the railway of in the latter case \$500 in freight on one car alone. As this was equal to one barrel on an ordinary car load it could be at once seen that no miller could fight against such competition as this, a matter which was pointed out to the railway to stamp out this evil, honest millers would be compelled in self defence to underbill the railways, that they also would overload as they could not afford to stand quietly by and see their business ruined.

Using the names of both the shippers and receivers, and of their particulars of cars found overloaded, the Association would be in a position to take such action as they were advised to prevent a continuance, and mitigate the evil.

Both Mr. Sargeant and Mr. Shaughnessy said the Association had their entire sympathy in this matter and they would be glad to do all in their power to put an end to such unsatisfactory state of affairs, and would be very glad of the assistance of the Association in so doing. The loss of freight to the miller in such a case, Mr. Sargeant said, was that owing to the C.T.R. having erected weigh scales at Quebec, they had, in the past, succeeded in increasing their receipts about \$100,000 a year by raising the billings to the correct weight.

They did not, however, think they could legally charge double rate on any amount underbilled but if they could would gladly do so. Mr.

Sargeant mentioned that under the Interstate Law underbilling was a criminal offence punishable by imprisonment for two years and a minimum fine of \$5,000, but we had no such law in Canada.

Mr. Shaughnessy called our attention to the fact that not alone did they lose their freight, but a car might be wrecked by being overloaded and thereby cause a loss of many thousands of dollars, and endanger the lives of their employees, which was a more serious aspect of the case than mere monetary loss from which they were suffering.

He said he would advise our Secretary of those guilty of underbilling, as requested by the Association and would take the other steps suggested by us, if it was found they could legally do so, and if not they would join with the C.T.R. in seeking such amendments to the Interstate Act, as would ensure, as would enable them to inflict heavy penalties on all concerned in attempting to defraud the railways by underbilling.

In any event a joint circular would be issued at once by the two roads, instructing their agents, both at shipping and receiving stations, to take every means possible to check both the number and weight of packages contained in cars, and that all carloads containing either bulk freight or mixed bulk and package freight would be weighed, and in event of any doubt existing in the mind of the receiving agent as to the correct weight, he would be instructed to see the invoice before delivering the goods, as suggested by the Association.

We may say that the railways have since issued two circulars bearing on this subject, the first not being exactly in accord with our views, the second one is issued.

We would recommend that at this meeting the association pass resolutions pledging every member to do everything in his power to assist the railways in expunging out this dishonest system of underbilling, and also resolutions asking the railways to procure amendments at the coming session of Parliament to the railway Act, similar to those existing in the Interstate Law on the other side of the line, and also permitting them to charge local part carload rates on all surplus found in the car above what the shipping bill called for.

Some plain talking was indulged in regarding the clause of the report on underbilling. Treasurer Wm. Galbraith remarked that few members were aware of the extent of this evil. Millers themselves were not altogether guiltless. Of course no member of the Dominion Millers' Association would be guilty of such practices. As much as 200 barrels of flour had been billed short in one shipment. A case was instanced where the actual shipment consisted of 500 barrels, and the freight bill called for only 306 barrels. It was impossible for an honest dealer to do business in the face of such corrupt methods. J. D. Saunby said that the trouble was not confined to the Grand Trunk and Canadian Pacific. Millers in the west had had a similar experience in shipments over the Michigan Central.

Chas. Smith, Campbellford, held that it was not the place for millers to concern themselves about underbilling. The matter was one that belonged to the railways. If new legislation was necessary let them ask for it. J. L. Spink said that this matter must concern the honest miller. The notorious Carrier case was in point. Who could do business successfully if such methods were to be allowed to prevail? It was remarked by one member, and the statement elicited considerable applause, that these were practices that were not unknown to the railway companies. Underbilling was not done without their knowing of it. The whole matter was summed up in the three resolutions which follow, and which received very general approval.

In view of the recent revelations of the underbilling of flour, etc., and the carrying of large quantities of flour and mill offal free of freight this general meeting of the Dominion Millers' Association desires to urge on the Canada Pacific, Grand Trunk and Michigan Central the necessity of having an act passed at the next session of Parliament containing provisions as to the crimes contained in the Interstate Law making and causing a criminal offence and inflicting a penalty on both shippers and receiver and also the railway agents, if any part of both a fine and imprisonment, and a copy of the above be forwarded to the general managers of the three roads.

Moved by T. G. Kemp, seconded by Robt. Noble, that the Executive Committee be, and is hereby instructed, to take such steps as are necessary, provided the railways do not do so, to have the railway act amended so to compel railways to charge all overweight found in cars at local part carload rates. Also to make underbilling a criminal offence, those found guilty punishable in manner similar to the Interstate Law in the United States.

Moved by Joshua Howard, seconded by Fred. Rollins, that the members of this association in general annual meeting assembled hereby pledge themselves to assist railways by every means in their power to prevent the underbilling of grain and flour and also to assist them in procuring legislation that will make such fraudulent practices a criminal offence.

UNRELIABLE DEALERS AND BROKERS.

Mr. W. H. Meldrum, of Peterboro', opened a discussion on the adoption of a system of reports of unreliable dealers and brokers. Some method was needed to protect the miller against the man who did business for the one purpose of fraud. If some practicable method had been in vogue before this, Carrier, of Quebec, would not have been successful in getting hold of, and getting away with \$30,000 of other people's money. Mr. J. Stark, of Paisley, said that if members followed the advice of the President, given in his address, and sell for cash only, there would be no occasion for the mercantile bureau proposed. Mr. J. L. Spink replied that selling for cash would not cover the ground. Suppose you make a shipment and attach draft to bill of lading and your customer will not accept. You write and re-write

and he pays no attention to your letters. In the meantime prices have declined. Finally a proposition comes to you to accept the shipment if certain very liberal discounts are made. The goods are down in the Maritime provinces, perhaps, and it means expense to bring them back, and to make the best of a bad job one lets the shipment go at a loss. We need some machinery to meet cases of this kind. Secretary Watts explained that he had been in correspondence with the Secretary of the Michigan Millers' Association, who had furnished him with the blank forms used by their members, and had quite fully explained the methods employed. He believed the same plan could be followed with success in Canada. Mr. W. H. Meldrum closed the discussion by moving the following resolution:

That the executive committee be empowered to formulate a scheme similar to the State millers' association, of Michigan, with such amendments as they in their own judgment think will be for the protection and profit of our members. That a confidential circular be issued at stated intervals to all members of the association giving such information as will enable our members to shun unreliable and dishonest dealers. Carried.

TERMS OF TRADE.

Mr. J. L. Spink introduced a resolution favoring the adoption of the "Terms of Trade" as printed in the by-laws of the association. These were read by the Secretary, and so far as necessary, explanations were made by Mr. Spink. The resolution was seconded by Mr. J. D. Flavell, and reads: "That the terms of trade, as read and copied into the by-laws of the association, be and are hereby ratified and confirmed as the terms of trade of this association." Carried.

EVENING SESSION.

At 8.15 p. m. President McLaughlin called the members to order for business.

BUYER AND SELLER.

Mr. A. H. Baird, of Paris, led off in a discussion as to the relations of buyer and seller to one another. Every miller had met the man who refused to accept flour at the time ordered for delivery. What this meant to the miller was understood by everyone present. To meet the difficulty Mr. Baird moved, seconded by W. H. Meldrum:

That all sales of flour shall be made for shipment within 15 days from the date of sale unless otherwise specified in order as entered at the time of sale and that a charge of 5 cents a barrel for each month or fraction thereof shall be made until order for shipment shall be given by the purchaser.

Mr. Hugh N. Baird, ex-president of the Toronto Board of Trade, said the resolution would accomplish nothing. It was simply a question of markets. When the market was going down the buyer will be ready to wait two or three weeks. On a rising market he will be anxious to have his stock delivered.

The resolution was withdrawn.

TO LICENSE THE MILLER.

Not a little merriment was caused by a notice of motion made by Chas. Smith, of Campbellford, that the Executive be instructed to have inserted in the Act of Incorporation a clause making it necessary that before any man should engage in milling that he be compelled to take out a license to do so. Mr. Smith was in dead earnest. If others took the resolution as a joke, he did not mean it to be so. There were too many stone millers, choppers and small grist millers in the country. No encouragement was given to the legitimate miller to push his business. Mr. J. L. Spink was disposed to laugh the matter out of court. One might just as well make it compulsory, he said, that a farmer must have a license before he can plant an acre of corn. The president reminded the members that a notice of motion was not open to debate. Here discussion ended. The terms of the proposed resolution are as follows:

That this association think it advisable to ask Parliament to pass an act giving this association power to license all millers doing business in Ontario (or the Dominion), for the purpose of bringing all millers in and under the jurisdiction of this association as millers, and that the Executive Committee formulate rules, regulations and fees as they may think beneficial for the best interests of the association; the license fees for 100 barrel mills, or less, not to be less than \$10 and not more than \$15, larger mills to be in proportion; the said license fees to pay the expenses of the association, and that all expenses being paid, all surplus moneys be refunded to the individual members pro rata as to what they have already paid into the association.

A FLOUR SELLER.

The success of the Central Wheat Buyer's office has given rise to the suggestion with more than one miller

that it would be to the profit of the trade to have a flour seller located at say Montreal, who would handle the business of the miller with the Maritime Provinces and foreign ports.

Mr. J. G. Bechtel, of Hurford, who has given much thought to the question, moved, seconded by John Brown, the following resolution, "That a committee be appointed to take into consideration the advisability of appointing an association agent in Montreal or some other eastern point, and that this committee report to the Executive Committee at the earliest date possible, and that the Executive Committee call a special meeting of the association on receipt of that report if they deem it advisable to do so."

In introducing the motion the mover spoke of the trouble that the exporter frequently met with in doing business in the Maritime Provinces and elsewhere. Some of these difficulties had been referred to in the discussion of questions at this meeting. He believed they would be largely overcome if an agent representing the association were placed at a central point to act for the miller. This view was joined in by other members of the association, and the president appointed the following committee to carry out the terms of the resolution, which was unanimously carried. Committee: J. G. Bechtel, Hurford; G. H. Harper, Dundas; R. Noble, Norval; J. Brown, Toronto; and R. T. Brown, Welland.

#### COMPETITION IN FLOUR SELLING.

The subject of competition in flour selling was introduced by Mr. M. McLaughlin. Everyone regretted the keen competition that existed to-day, everyone felt the competition; the puzzling question is, where is the remedy? Mills are over-producing, and new mills are constantly being erected, that further aggravated the evil. J. L. Spink said there would always be competition in flour selling so long as there was competition in the manufacture of flour. Here was the seat of the trouble. We must stop manufacturing more flour than we can sell. Mr. Spink said he had himself followed this rule and he could say that he had made some money during the past year. For the first six months of the year he had run his mill regularly each day; during the second six months he only ran perhaps one or two weeks in the month. He made it a rule to get in all cases at least the cost of manufacture, which he figured at 35 cents a bbl. Harold Barrett, of Pt. Hope, said he had acted on the same principle as Mr. Spink, and could say with him that he had made money during the year. N. H. Stevens, of Chatham, dwelt with much force on the opening that existed in the West Indies and Newfoundland for Canadian flour. He had been shipping flour in considerable quantities to these points as also to the Maritime Provinces. Detroit millers were sending flour to Newfoundland, and with greater advantages in their favor, why did not Canadian millers make a larger bid for these markets? The remedy to competition in flour selling was to be found in an extension of our markets, and the Dominion Millers' Association would do a good work in giving careful thought to this matter. R. Noble, of Norval, thought we had advantages in grinding flour in this country that should enable us to find a good market for our product in Great Britain. A mistake millers often made was in running prices up on wheat. J. Stark, of Paisley, reminded Canadian millers that millers in Great Britain to-day were as well able to produce first-class flour as those on this side of the Atlantic. Their mills were all equipped on the most modern plans.

#### ELECTION OF OFFICERS.

The election of officers which was taken up about 7:30 p. m., resulted as follows:

President—A. H. Baird, Paris, elected by acclamation.  
First Vice-President—Harold Barrett, Port Hope.  
Second Vice-President—A. Wolverton, Wolverton, by acclamation.

Treasurer—Wm. Galbraith, Toronto, by acclamation.  
Representative on Toronto Industrial Exhibition Board—J. L. Spink.

Executive Committee—M. McLaughlin, J. L. Spink, Toronto; Jas. Goldie, Guelph; J. D. Flavell, Lindsay; J. D. Saunby, London; W. H. Meldrum, Peterboro'; J. Galbraith, Allendale.

Board of Arbitration—James Stark, R. A. Thompson,

W. S. Snider, George H. Harper, A. Plewes, J. G. Bechtel and G. S. Baldwin.

On motion of Jno. Brown, the Secretary was instructed to write to the Secretary of the Industrial Exhibition Board, and ask for a larger representation of the association on that Board.

At 10:45 the work of the association was brought to a close.

#### THE JOLLY MILLER'S OUTING.

The miller's little boys and girls  
Are glad to see the snow,  
Good father play with us to-day,  
You cannot work, you know

We will be the mill stones,  
And you shall be the wheel,  
We'll pull each other with the snow,  
And it shall be the meal

The words of the poet hardly describe the position of the miller in a mid-summer's day with the thermometer well up into the nineties. His mood, however, at 7 o'clock on Thursday morning the 10th inst, when with wife or sweetheart he took ship on the beautiful steamer Chippewa, for Niagara Falls, was none the less happy and joyful. The idea of an excursion to the Falls to round up the work of the convention was one that took like fun with the association and there were few members present who did not take it in. Dull care was for the nonce cast aside; the markets were perhaps all right, more likely they were all wrong; the miller had left the worry and dust of the mill behind him, and was determined on drinking in the invigorating breezes of lake Ontario.

Providence favored the miller; the weather was delightful; there was not a white cap in sight, and whether going or coming the sail was most enjoyable. Arriving at Queenston at 9:15 cars of the new electric railway were in waiting and here was in some respects the pleasantest part of the trip. The new railway, with its open and observation cars, runs along the bank of the river from Queenston to Niagara Falls, stopping at Brock's monument, the whirlpool rapids, the old and new suspension bridge, and other points of interest, giving as it nears the Falls a grand view of this wonderful phenomena of nature.

The party reached the Falls at noon, where dinner was provided shortly afterwards at the Dreyer House. This part of the programme completed, the rest of the afternoon, until it became necessary to take the train for home, was spent in viewing Goat Island, Cave of the Winds, braving a trip on the Maid of the Mist, and taking in the sights generally.

The Chippewa reached Toronto again at 8:30 p. m., bringing the larger number of the party back, the others returned on the Chicora at 9:30.

Everyone voted the trip a success and have already declared that the scheme must be made a fixture of future annual meetings.

#### ASSOCIATION TIT-BITS.

Members lost an opportunity for a profitable discussion in saying so little on the subject of "Competition in flour" in the program of the evening session.

The September CANADIAN MILLER will contain portrait and character sketch of Mr. A. H. Baird, of Paris, the newly-elected president of the Dominion Millers' Association.

Mr. Hugh N. Baird, the popular ex-president of the Toronto Board of Trade, seldom fails to put in an appearance at the annual meeting, and usually has something worth while to say.

"A complete success" was the laconic, but emphatically exact, language in which a member described Mr. C. B. Watts' excellent management of the Central Wheat Buyer's office.

The two veterans of Canadian milling, Mr. James Goldie, of Guelph, and his brother, Mr. David Goldie, of Ayr, saw the Convention through from start to finish, not omitting the delightful trip to the Falls.

As well Shakespeare without Hamlet as a miller's meeting minus the genial and benignant countenance of J. D. Saunby, of London. He was again re-elected to the executive as everyone knew he would be.

Mr. Harold Barrett, of Port Hope, and Mr. A. Wolverton, of Wolverton, are capable men for the positions of first and second vice-presidents for the new year. They are both new men on the executive. Another new

and valuable addition to the executive is Mr. John Galbraith, of Allendale.

Mr. C. B. Watts, secretary, runs this association, said retiring president McLaughlin, and he runs it well. Give him credit for the high position we hold as a commercial association to-day. The sentiment was unanimously echoed by all present.

No one would dream of standing in opposition to Mr. Wm. Galbraith for the position of treasurer. He is a round man in a round hole fitting the position exactly; his election by acclamation was one of the things everyone rightly took for granted. He shared with the president the honors of a unanimous standing vote of thanks.

Two extremes meet at every large public gathering—the man who talks too much and prejudices his opportunities of advancement, the man who talks too little, and, because unknown, is kept in the back ground where his talents merit a front position. Both classes had their representatives at the Millers' Convention.

With this meeting of the Association, Mr. E. S. Edmondson, of Oshawa, ex-vice-President, retires from milling. His mill was destroyed by fire during the past year, and having since embarked largely in the baking business, and also holding the contract for the lighting of his town by electricity, he will not, at present, at any rate, return to milling.

The R. G. Dunn Co. and Bradstreet's Mercantile Agency reports don't count for much with Canadian millers if the remarks of Mr. W. H. Meldrum, of Peterboro', are to be taken as any ways expressive of the general sentiment. All felt in any case that there was need for a better system of reports to secure protection against the scallywag flour handler.

It was his first appearance at an annual meeting of the Dominion Millers' Association, but this did not prevent Mr. N. H. Stevens, the big miller, of Chatham, from being quickly spotted as a desirable acquisition to the membership. His remarks on the possibilities of a Canadian flour trade with Newfoundland and the West Indies were declared by an old miller as among the best utterances of the Convention.

The standing vote of thanks, unanimous to a man, tendered to the retiring president, Mr. M. McLaughlin, could not have been better earned by any member of the association. Mr. McLaughlin was retiring in his efforts to advance the association, and for so busy a man, gave his time, without stint, to the work. Moreover, Mr. McLaughlin is a brainy man, and the association profited in many ways by the careful thought he gave to all matters coming before him.

Over-satisfaction with the way business is managed is sometimes a serious blunder made by many organizations. The best managed institutions are all the better for a little criticism. "About the only fault I had to find with the recent meeting" said a leading officer the next day, "was the easy going way in which a large majority of the members took everything. Of course we had a splendid meeting and affairs have been well managed during the year, but I would rather that there had been a more general discussion of the reports and other matters before the Convention."

#### MILLERS AND THE CROPS.

Visiting millers talked freely of crop prospects in their several localities. The crop as a whole will be less than last year's, which, of course, was a very fine crop. Fall wheat almost generally will run lighter than that of a year ago. In the western and midland counties the crop is perhaps rather better than in some other parts of the province. Dry weather has operated against spring wheat in the west, whilst in the northerly sections it is looking well. The prospects for oats, barley and peas are not particularly promising. Hay everywhere is abundant. "The average yield of wheat in Waterloo county," said Mr. David Goldie, of Ayr, "will be from 16 to 18 bushels per acre. Last year the average was 28 bushels." President A. H. Baird, of Paris, speaking for Brant county, said "quantity and quality is inferior to that of last year. Considerable of the wheat is underweight, running from 58 to 60 pounds, while a little is over weight." Mr. Jas. Goldie, of Guelph, was of the opinion "that fall wheat was not nearly as good an average as last year. Much is rusted badly."

## LINING UP AN ENGINE.

By ROBERT GRIMSHAW IN MILLING.

THERE are few things which show the care and ability of an engineer or of a machinist more than this matter of lining up. Some call to mind the old proverb that every hair of a carpenter's head is an eighth of an inch in diameter, owing to the fact that the average carpenter will work to an eighth of an inch where almost every other mechanic would work to a hair's breadth. Others seem to appreciate the fact that a very slight variation at the cylinder end of the engine may amount to a great deal at the crank pin.

The first thing to do is to see that the foundation is level and firm; second that the engine bed is as nearly level as is practical to get at with the aid of levels and sighting strips. The bed must be leveled, both lengthwise and crosswise. If it is so in these two directions it will be in every diagonal direction also. The longer the level used, the more accurate the result that can be got. For cross-leveling, where there is not a chance to use a long level, the sighting strips will often come in very handy. They are simply long and absolutely straight and parallel strips of wood (preferably cherry) of equal width and used in pairs. Being laid crosswise on the engine on the guides, at opposite ends, as far apart as possible, and one of them being shown to be perfectly horizontal by the application of the level, the other should sight fair with it at both ends. A very slight twist will bring one end or the other, or both, of one of the strips, out of line with the other.

The circularity and parallelism of the cylinder bore having been proved by a piece of stout wire, pointed at both ends, and just as long as the diameter of the bore, the cylinder must be shown to be level, if it is a horizontal engine; and we are talking now only of horizontal engines, by the application of the level. The truth of the flanges may be tested by a steel square and the level; this is desirable in those cases where the guides are on a distance-piece bolted to the cylinder. The flange faces may be plumb, yet skew horizontally with the cylinder-bore; this cannot be shown by the plumb, square or level; and either of these faults is a most serious one, which does not happen once in a hundred times, but which, when it is found to be the case, gives so much trouble at first and afterwards as to call for being remedied by the builders—that is, in those cases where the guides are bolted to the flanges, or the cylinder bolted as in the Porter (so-called tangye) pattern. The guides may be tested for level by the level. If they are level and the cylinder-bore is circular, parallel and level, the guides, if level lengthwise and crosswise, will be parallel with the cylinder axis and at right angles with the cylinder-flanges. If the guides are higher at one end than at the other, it will be shown by the level. If they are askew, that may be shown by the sighting strips.

To be sure that the guides are in line with the cylinder-bore there are two ways, one to be sure that they are square with the face of the flange which bolts to the cylinder and which constitutes one cylinder head. If the cylinder flanges are square with the bore and the guides are square with the face of the head, then the guides will be parallel with the cylinder bore.

Where this distance-piece construction is not followed, the guides will have to be lined with the cylinder-bore by a cord passing through the centre of the bore, being there held at the rear or "out" end by a strip wedged into the bore, and passing at the other end of the bore through a spider made of metal for the purpose, or of wood for the special occasion, this line being prolonged as far as possible beyond the crank.

If the shaft when laid in its bearings is higher at one end than at the other, that may usually be shown by the level, or by a plumb held against the crank web or disk; this last, however, assuming that the crank is truly at right angles with the shaft centre. If the shaft is no higher at one end than at the other, but is out of square with the cylinder-bore in a horizontal plane, that may be shown assuming that the crank is at right angles with the shaft, by applying a sighting-strip horizontally to the face of the crank web or disk and sighting a point at a known distance from the cylinder-bore; this being determined by T-squares from the centre-cord. The crank-pin will show, by being further

from the centre line when on one of the dead centres than on the other, whether or not the crank is at right angles crosswise to the cylinder bore in the horizontal plane. The shaft-bearings can be tested independently of the shaft, with the latter removed, by drawing a cord through the centres. The piston-head must be made exactly central with the cylinder-bore, and the cross-head made at the proper height with the latter, and also square with it and with the guides.

To recapitulate. The following are the points to which suspicion must be directed and where correction must be removed for them if they are not found correct.

- Cylinder-bore—Level.
- Front Cylinder Flanges—Plumb and at right angles with the cylinder bore.
- Guides—Level lengthwise and crosswise; parallel with the cylinder bore; at right angles to the cylinder-bore; at right angles to the cylinder flange.
- Crank—Level; at right angles with the cylinder bore; at the same height with the cylinder bore.
- Piston—Central with the cylinder-bore.
- Crosshead—Central with the cylinder-bore, at right angles throughout, and at the proper height.

## BOILERS.

THE causes of deterioration in boilers is varied. In some districts, the feed-water contains an excessive quantity of salt, or of acid or it is taken from copper mines or artesian wells. All these are detrimental to the good condition of a boiler. The feed-water should be the best obtainable, and many explosions have been caused by negligence in this respect. Boilers should never be set in damp places, for external corrosion is injurious. The introduction of a fresh supply of water is, owing to the rapid generation of gases and the sudden excess of pressure, another fruitful cause of explosions. For the same reason an explosion sometimes takes place when the engineer, discovering low water, raises the safety-valve and starts the engine; it relieves the pressure of steam, causes the water to rise and strike the heated parts, and steam in consequence is heated over-quickly.

It would materially decrease the risk of explosions if the following points were always observed:

There should at all times be a sufficient quantity of water.

There should never be a higher pressure of steam than can be helped; the pressure allowed by the inspector should under no circumstances be exceeded.

The boiler should be allowed to cool down before being refilled.

Before starting the fire, it is well to try the water gauges and to see that the water is at proper level in the glass gauge.

Glass gauges and gauge cocks should be kept in perfect order; the openings should never be allowed to stop up. Otherwise, owing to the quantity of scale and sediment, one is apt to be deceived as to the real water-level.

The safety-valve should be kept in perfect working order, be lifted and oiled at short intervals, to prevent corrosion, and occasionally it should be ground in.

If the steam gauge and safety valve are found not to correspond, the former should be tested, and if defective, repaired without delay.

The steam gauge should not be exposed to much heat. The pipe should be so arranged that the condensed water will act on the gauge and not the steam direct. There should be a small cock to prevent the freezing of condensed water in cold weather.

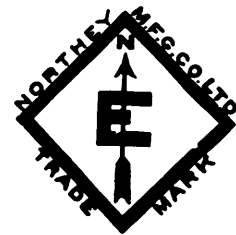
The boiler should be cleaned often, and after each cleaning, it should be examined internally so that any defectiveness in the braces, fire-box, crown-sheet, or other part should be discovered and rectified at once.

Water should not be put into a boiler at low temperature. It is best to use feed water heaters or injectors, which, in the long run, are economical, and add to the boiler's lease of life. The feed-pumps should be kept in good order.

A stop-valve should be put between the check-valve and the boiler, so that the former may be easily examined at any time.

Finally, the best safeguard against the risk of an explosion is to take great care in keeping every part of the boiler thoroughly clean and in good working order.

# STEAM PUMPS



## Duplex AND SINGLE Steam AND POWER Pumps



If you require a pump for any duty, of the latest and most improved pattern, and at close prices,

### WRITE US



## NORTHHEY

### M'FG CO.

— LIMITED —

TORONTO - ONT.

THE NEWS.

CANADA.

A flour mill is being erected at Washburn, Ont., by McBroom Bros.

The old mill of the Hudson Bay Co., at Emerson, Man., is offered for sale.

Adolph Turner, flour and feed, St. Boniface, Man. Sold out to N. Houde.

Work on the new flour mill at Melita, Man., is being pushed ahead with vigor.

The Geo. H. Harper Milling and Seed Co. has been incorporated at Dundas, Ont.

Thomas Stinson & Sons, millers, Minden, Ont., are successors to Workman, Stinson & Co.

The death is announced of James A. Anderson, dealer in flour and feed, Hastings, Ont.

E. L. Drewry, a brewer, Winnipeg, Man., is considering the erection of a 30,000 bushel elevator.

The grain warehouse belonging to M. Knoxon, at Wapella, N.W.T., was burned on 21st inst.

Work on the new oatmeal mill of Dow & Curry, Pilot Mound, Man., is being pushed ahead with vigor.

John J. Brown, grain buyer, of Barrie, Ont., has assigned to O. H. Lyon, of the same place.

An elevator with a capacity of 25,000 bushels is to be built at Rosebank, Man., on the N.P.R.

The oatmeal and flour mills of Cook Bros., Hemall, Ont., are undergoing extensive repairs and alterations.

A branch of the Wingham, Ont., flour mill, has been opened at Moncton, N.R. M. A. Hutton is manager.

The mill of Joseph Woodruff, at Killarney, Man., is to be improved and an elevator in connection therewith built.

New fall wheat is being marketed at points in Western Ontario. Millers are paying from 57 to 58 cents per bushel.

The Lake of the Woods Milling company are planning for the building of a mill on an extensive scale at Winnipeg, Man.

The by-law to grant \$6,000 toward the building of a flour mill at Nesbit, Man., was defeated by a considerable majority.

There will be no wharfage charges in Jamaica on through goods shipped on inland points via Halifax and Pickford & Black steamer.

Herron & Bahlerum, Perth, Ont., have dissolved partnership. Mr. Robert Balderson will continue running the grist mill under his own name.

A son of Dr. K. J. Wood, of Streetsville, Ont., while playing with a number of other boys on top of a load of grain at Dracena's mill, fell and broke his leg.

Wesley Bunting, of Adelaide, Ont., while feeding a threshing machine had his hand caught in the cylinder, making it necessary to amputate the hand at the wrist.

In Fanshille and Dawn Townships, Lambton Co., Ont., much standing wheat has been destroyed by fire which caught from timber burning in the swamps.

The new machinery for the Peterboro Milling Company's new mills which is being manufactured by Wm. & J. G. Greer is nearly all placed in position. Capacity of the mill will be 500 barrels per day.

The Northern Pacific Railway company has offered to give \$500 towards the construction of a traffic bridge across the Souris river at Wawanam, Man., providing the proposed flour mill is built there.

The grist mill at Exeter, Ont., of Messrs. Rollins & Williams is to be ready for operation

immediately after harvest this year. The Bobier Produce Company in the same place have moved into a new building.

Advice from Somerset, Man., says barley was cut there on July 31 on the farm of Benjamin Foster. Crops were never better and wheat will be cut in another week.

S. A. McGaw, manager of the Lake of the Woods Milling Company, Winnipeg, says on his return from a western trip that the harvest in many quarters will be on immediately.

The sheriff is in possession of the property of the Busc Milling Co., at Vancouver, B.C. Within a year about a dozen judgments and a chattel mortgage for \$20,000 has been recorded against the concern.

The business of S. J. Sutherland, James Innes, sen., and James Innes, jun., of Chatham, Ont., manufacturers of cooper's supplies, will now be known under the firm name of Sutherland, Innes & Co., Ltd., with a capital of \$500,000.

The Kingston and Montreal Forwarding company has had over 4,000,000 bushels of grain to tranship so far this season. This exceeds last season's entire work by over 1,000,000 bushels already. The company has at present 300,000 bushels of grain stored at Ogdensburg, while the Montreal Transportation company has about 700,000 bushels there.

The department of the interior at Ottawa has been notified that Immigration Agent Crosswhite has left the Sault with a party of thirty-five farm delegates selected from different points in Michigan, to visit Manitoba and the Territories and report their observations. Agent Williams, of the interior department, has also left the Sault with a party of forty-five settlers from Michigan for Manitoba.

The five 100-barrel roller mill owned by Way & Co., and operated by N. Summerfeldt, at Pefferlaw, Ont., was burned a fortnight ago. The mill was one of the pioneer mills of this northern country, having been built by the late Capt. Johnston, R.N., in 1844. Messrs. Way & Co. lose on the building \$12,000, with an insurance of \$5,000 divided between the Gore District Mutual and the Waterloo. Mr. Summerfeldt also has an insurance of \$500 on contents. The origin of the fire is unknown.

Head & Bossons, of Portage la Prairie, Man., elevator contractors, have at present under construction, the following elevators:

Elevator	Capacity Bushels
Cypress River	100,000
Ridder	100,000
Indian Head	100,000
Kennedy	100,000
Rupert	100,000
Cardi	100,000
Somerset	100,000

Total capacity 700,000

The annual report of Grain Inspector Horne, of Winnipeg, has been prepared. The amount of grain inspected at this place during the year ended July 31, was as follows:

Grade	Bushels
No. 1 and 2 hard	1,497,100
No. 3 hard	1,125,150
Northern grades	157,000
White flint	104,550
Fruited	104,550
Rejected, unsorted, no grade, etc.	1,277,200

Total 3,265,550  
The percentages are as follows: Hard grades, 63; northern grades, 8; white flint, 13; fruited, 5 1/2; rejected, etc., 19 1/2 per cent. This only includes wheat inspected at Winnipeg, a portion of the crop went to Fort William for inspection.

GENERAL.

A despatch from St. Paul says that estimates have been placed on this year's wheat crop for Minnesota, North and South Dakota, making the yield 70,000,000 bushels, one third less than last year.

The Magnolia Metal Company, which sells its metal all over the world, extends to its friends an invitation to visit its exhibit at the World's Fair; it can be found at Section No. 10, Coliseum No. E-33, where all people who are interested in the running of machinery with the least amount of friction are welcome.

PERSONAL.

Mr. Wm. Jago, F.C.S., F.I.C., the English chemist and specialist, who will be in this country during the present month to make an inspection of Canadian and United States flour, is not an entire stranger to the country. He visited Canada about six years ago taking a trip to the Northwest for the purpose of personally inspecting the wheat growing districts of that section of the Dominion. He will on his return read a paper before the British Society of Arts on "Six Years Development of Northwest Canada."

A GREAT GROUP OF MILLS

Mr. W. W. Ogilvie has issued a trade circular announcing the completion of the work of remodeling his group of mills with the latest improved machinery. The capacity of the Ogilvie mills is now 8,200 barrels of flour a day. They consume some 10,000,000 bushels of wheat a year and have as feeders a chain of elevators, forty-two in number, in the Canadian northwest, the hard wheat of which region is used exclusively by the mills, which is no doubt, a main contributing element in the success the Ogilvie flours have attained on the markets of the world.

THE TORONTO INDUSTRIAL.

Next month, for ten days, commencing September 4, the Toronto Industrial Exhibition will be in full swing. Recently Manager Hill has visited the World's Fair and various American cities, and has lugged the strongest attractions to be found on the continent. The industrial, mechanical and agricultural departments will be largely augmented this year. Altogether a very special effort is being put forth to make the exhibition vastly superior to anything hitherto attempted by the Toronto Industrial. It is to the credit of President Withrow and his associate directors to say that they do not attempt anything without success.

A CANADIAN IN THE WEST INDIES.

RECENTLY the wife and son of Mr. Robt. Noble, of Norval, Ont., a well-known Canadian miller, spent a pleasant holiday in the West Indies and British Guiana. "To the manner born," the younger Noble made a careful study of trade conditions while away. He thinks there are fair prospects there for Canadian flour, but cautions millers to be careful about the quality and packages. Mr. Noble says: "The people over there want the same kind of barrel they have been accustomed to from the United States, viz., well-seasoned oak staves, hardwood heading and half-round hoops. They are very much prejudiced in their own ideas, and I think it would be better to give them something they are pleased with rather than try to introduce something they know nothing about. Many business men in different parts of call, especially Bermuda, St. Kitts, Montserrat, Dominica and St. Lucia were found anxious to encourage a Canadian trade and waiting for Canadians to co-operate with them."

HOW TO OBTAIN DRY STEAM.

WHEN putting up a steam pipe between boiler and engine, says the Stationary Engineer, it should be made to slope slightly toward the engine, so that all the water and condensed steam will be carried forward, as it cannot be made to run back against the flow of steam; for water once in the pipe must flow forward, and if no outlet is provided it must travel through the cylinder of the engine. The water can be kept from the engine by putting a separator or water catcher in the horizontal pipe near the last end before it reaches the engine. A small pipe will lead from this back to the boiler, trapping the water before it reaches the cylinder.

By the use of this simple arrangement, the steam supplied to the cylinder will be much dryer and give better results in doing the work;

it will also remove the injury to the engine on account of entrained water. The pipe leading back to the boiler need not be larger than 3/4 or 1 inch for engines of 100 horse power or less. If a water glass forms a portion of the return pipe it will show that a surprising amount of water is returned from the steam pipe to the boiler, the water would otherwise have gone through the cylinder, requiring a greater amount of lubrication, assisting or causing leaks, and presenting a possibility of great danger to the engine. In boiler tests, the steam which is condensed in the pipe and the water carried off by priming, is often credited to the coal, when a large portion of it is due to priming effects.

The condensation of steam in the steam pipe is much greater than is generally supposed, and is always so much that great economy in fuel would be obtained if the pipes were covered with some good non-conducting substance. The different forms of separators employed in steam pipes serve an excellent purpose in providing dry steam only to the engine, but if the steam pipes were well covered, the work required of the separator would be reduced, in many cases, much more than one-half.

TO MILLERS

FOR SALE - NATIONAL ROLLER MILLS, Brussels, Ont. Capacity 100 barrels per day. Cheap, easy terms of payment. Address "B. C." P. O. Box 578, Toronto.

GRIST MILL FOR SALE  
WATER POWER THREE SET MILL, NEW, satisfactory reasons for selling; also small fruit farm  
J. P. WEARS  
Hewings Mills, Ont.

MILLERS' & MANUFACTURERS' INS. CO.

ESTABLISHED - 1885

32 Church Street, Toronto

The President, James Goldie, Esq., in moving the adoption of the report on the business of 1892, said: I have much pleasure in drawing your attention to the fact that this company has verified, in a marked degree, every expectation set forth in the original prospectus when organized in 1885.

Up to the present time the insurers with this company have made a saving, when compared with the current exacted rates, of \$90,000.00. And in addition thereto bonus dividends have been declared to continuing members amounting to \$21,320.70.

Besides achieving such result, we now also have, over all liabilities including a reserve fund reserved (based on the Government standard of 30 per cent) (\$0), a cash surplus of 100 per cent. to the amount of risk in force.

Such results emphasize more strongly than any words I could add the very gratifying position this company has attained. I therefore feel, with this concise statement of facts, have much pleasure in moving the adoption of the report.

The report was adopted, and the retiring Directors unanimously re-elected. The Board of Directors is now constituted as follows: James Goldie, Guelph, president; W. H. Howland, Toronto, vice president; H. N. Bond, Toronto; Wm. Bell, Guelph; Hugh McMillan, Galt; S. Newson, St. Catharines; George Patterson, Preston; W. H. Story, Acton; J. L. Spink, Toronto; A. Watts, Hamilton; W. Wilson, Toronto.

HUGH SCOTT. THOS. WALSLEY.  
Mfrs and Secy

# FLOUR, GRAIN AND COMMISSION MERCHANTS AND BROKERS

The Canadian Miller will not knowingly publish the cards of irresponsible parties. So far as we know, the following firms are thoroughly reliable.

**THOMAS McLAUGHLIN**  
**FLOUR and GRAIN**  
 DEALER  
 BOARD OF TRADE BUILDING  
 TORONTO

**C. GOODE**  
 GRAIN and  
 COMMISSION Merchant  
 +  
 ONTARIO AND MANITOBA  
 WHEATS IN CAR LOT?  
 Consignments promptly attended to  
 +  
 62 FRONT STREET EAST  
 TORONTO

**J. F. McLaughlin**  
 FLOUR, GRAIN  
 MILLFEED  
 WHOLESALE  
 Send large samples and  
 quote prices . . . . .  
**MANITOBA WHEAT FOR SALE**  
 Rooms 511 and 512  
 Board of Trade  
 . . Toronto

**Peet & Company**  
 Flour and  
 Grain Merchants  
 BOARD OF TRADE  
 BUILDING  
 TORONTO

EASTERN AGENCY

50 St. Paul Street  
 QUEBEC

G. K. MORROW, MANAGER.

ESTABLISHED 1859

**WM. GALBRAITH**  
 Commission  
 Merchant  
**Flour and Grain**  
 48 Front Street E.  
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◀ **STARK BROS. & CO.** ▶  
 BOARD OF TRADE BUILDING  
 . . TORONTO . .  
**GRAIN DEALERS**  
 Specialties  
 MANITOBA WHEAT  
 MILLFEED  
 AND COARSE GRAINS

LAWRENCE COFFEE      THOMAS FLANN  
 ESTABLISHED 1866  
**L. Coffee & Co.**  
 Grain and  
 Commission  
 Merchants  
 38 Church Street  
 +      TORONTO

## Cooperage Stock

If you want **Staves, Hoops, Heading or Liners**  
 For Flour Barrels, Meal Barrels, Apple Barrels, Salt Barrels, Bean Barrels,  
 or any other kind of Barrels, write to

... THEY MAKE THE BEST STOCK ...

SUTHERLAND, INNES & CO., CHATHAM, ONT.

### WANTED AND FOR SALE

**TO MILLERS AND GRAIN EXPORTERS**  
 Advertiser wishes to represent a good miller of  
 grain merchant in the London market in commission  
 references exchanged. T. H. BERRY, St. James Street,  
 London, England.

**GRIST MILL FOR SALE**  
**STONE PROCESS, DOING A FAIR BUSINESS,**  
 simple water power. Will be sold cheap.  
 For particulars apply to  
 G. M. SHEPPEY  
 Falkirk, Ont.


**MACHINERY FOR SALE**  
**FOR SALE ONE DOUBLE SET OF ROLLS**  
 24 in. x 12 in. belt on 4 in. spindle, all iron  
 lighter and stronger than any other shafting.  
 Address  
 P. LOUCKS,  
 Fisherton, Ont.

### TO MILLERS

**FOR SALE**  
**NATIONAL ROLLER MILLS, BRUSSELS.**  
 One capacity 125 barrels per day. Cheap  
 easy terms of payment. Address  
 "R.C. PO BOX 122, Toronto."

### IMPORTANT TO MILLERS

**LIBERAL CASH BONUS FREE SITE, R.R.**  
 switch etc. offered to a practical man who will  
 erect and operate a grist and flaring mill. Wagon  
 Man.  
 Location one of the best in Manitoba.  
 Correspondence invited.  
 JOS. CORNELL  
 Secy of Ratepayers' Committee



*"BUILD TO-DAY THEM,  
 STRONG AND SURE,  
 WITH A FIRM AND  
 AMPLE BASE."  
 — Longfellow.*

**DO YOU?**  
 WISH THUS TO BUILD  
 an advertisement  
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**CONTRACT-  
 RECORD,**  
 TORONTO  
*will bring you  
 leaders from the  
 best contractors.*

SUBSCRIBE FOR THE  
**Canada Lumberman**

YOU'LL LIKE IT

ADDRESS      TORONTO

**John J. Dixon**  
 & Co.  
 . . . BROKERS  
 Canada Life Assurance Building  
 Toronto

Orders executed on the New York  
 Stock Exchange and Chicago Board of  
 Trade.

Private wires direct to New York and  
 Chicago.

TELEPHONE 2212

USE  
**MYERS' ROYAL CATTLE SPICE**

DEPARTMENT OF AGRICULTURE  
 OTTAWA  
 Toronto, March 17th, 1904.  
 Gentlemen: We have used Myers' Royal Cattle Spice  
 during the present winter with both cattle and sheep.  
 It seems to be equally valuable for both. I noticed  
 especially the benefit on a lot of yearling rams. The  
 change in their appetite and appearance was easily  
 perceived after the first week or ten days feeding, and  
 they have steadily and rapidly gained since. Yours  
 very truly,  
 (Signed) JOHN DAVISON,  
 Myers & Co., Toronto.

### EMBRO OATMEAL MILLS

ROLLED OATS  
 STANDARD  
 AND  
 GRANULATED  
 OATMEAL

MADE FROM SELECTED WHITE OATS.

Special terms made with Flour Millers for shipment with carload flour.

D. R. ROSS      EMBRO      ONT.



**DUST! DUST!**  
 Gibbs' Patent Dust Protector  
 protects the nose and throat from  
 inhalations of poisonous dust. In-  
 valuable to operators in every in-  
 dustry where dust is troublesome.  
 Perfect protection with perfect ventilation.  
 Nickel plated protector by mail, 50 cent; postage p. Cincin-  
 nati, Ohio, against order.  
 Gibbs' Respirator Co., 28 LaSalle St., Chicago.



BRANDS:  
 STAR : LINCOLN  
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 SPARKLING RIVER



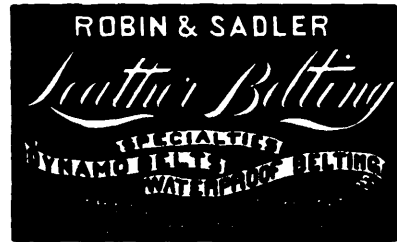
Unsurpassed for Uniform Quality

3 1/2 Cents a day—



That isn't much money, is it?  
 About twenty-five cents a week or so.  
 And a man must be pretty hard up if he hasn't that much to spend every week.  
 Times are hard, they say; but if they are hard now to your family and yourself, what will they be to your family without you?  
 That's worth thinking about.  
 We think that no man should be without life insurance when it can be had at such a low rate as 3 1/2 cents a day from the Manufacturers' Life, Yonge Street, corner Colborne, Toronto.  
 Write to us and we will give you all particulars.

GREENFIELD MILLS + AYR. ONT.  
 D. GOLDIE, Prop.  
 Daily Capacity 500 Barrels



Send for sample of our new SAWMILL BELT



- Royal Mills, capacity 1,000 bbls.
- City Mills, 1,100 bbls.
- Glenora Mills, 1,200 bbls.
- Goderich Mills, 1,200 bbls.
- Scaforth Mills, 600 bbls.
- Winnipeg Mills, 1,200 bbls.

DAILY CAPACITY  
 7,100 BBLs.

HIGHEST QUALITY

**Hungarian Patents**  
 AND  
**Strong Bakers'**

FLOUR

FIRST PRIZE, DIPLOMA AND  
 GOLD MEDAL, EXHIBITION,  
 JAMAICA :

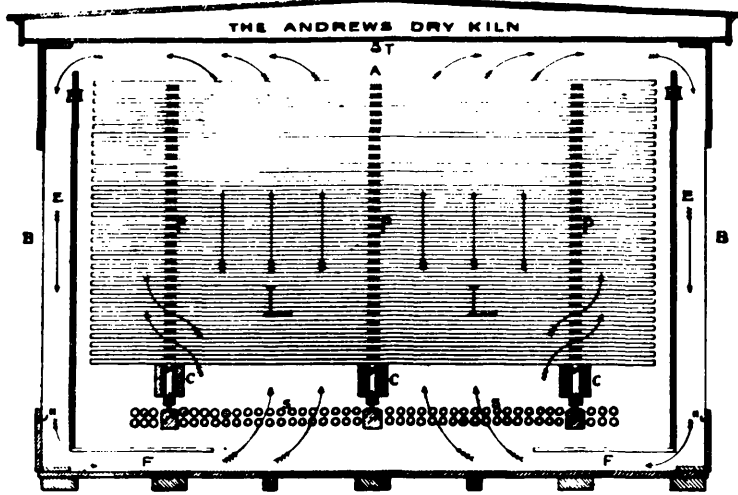
W. W. OGILVIE  
 PROPRIETOR

HEAD OFFICE :  
 MONTREAL, QUE.



# THE ANDREWS DRYER

## For Lumber, Shingles, Staves, Heading, etc.



This system and apparatus covered by letters patent.  
 A—Driving Room. BB—Brass Condensing Walls. CDD—Lumber Cars. EE—Down Air-Pipes. FF—Bottom Air-Pipes. GG—Inside Walls, protecting metal from heat. LL—Lumber on cars.  
 HH—Brass Gutters for receiving condensed moisture. PPP—Nicks between lumber. RR—Double Near-Cut. T—Automatic Brass Fire-Extinguishers. Arrows show direction of currents of air.

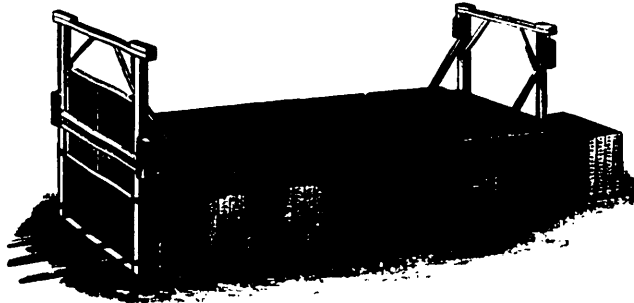
## THIS DRYER

HAS PROVED TO PURCHASERS TO DO WHAT IS GUARANTEED IN SAVING THEM MONEY IN

Freight, Insurance, Time, Interest, Expense, Capital, Yard Room, Labor

There may be persons who do not appreciate the advantages of the artificial drying of lumber. But the shrewd men, in the manufacture of furniture and other woodwork where reputation would be sacrificed by a lack of proper material for good gluing and finishing, recognize a good system of drying as an important element of their success. High scientific authorities and thoroughly practical men are now agreed that the hot-blast and rapid-current systems ARE WASTEFUL, and that steam heat is the only safe means for artificial drying. The mode of applying steam heat most efficiently and economically is therefore now the essential point. The Andrews Dryer accomplishes this result more surely than any other known system.

- NO FAN
- NO ENGINE
- NO SMOKE
- NO CHIMNEY
- NO SPECIAL FIREMAN OR FUEL
- NO EXPENSIVE BRICKWORK
- NO RISK OF FIRE
- NO CHECKING OR WARPING
- NO CASE-HARDENING
- ... NO EQUAL ...



Outside View of the Andrews Progressive Kiln, showing Lumber placed crosswise the building, on cars.

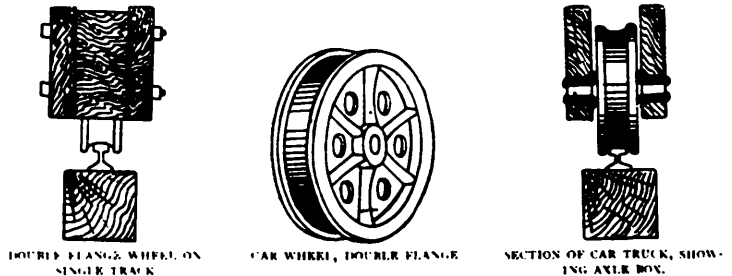
"WE PUT GREEN SPRUCE IN DRIPPING WITH WATER, AND IN EIGHTEEN HOURS IT WAS DRYER THAN LUMBER THAT HAD BEEN STUCK UP IN THE YARD ALL SUMMER."

This is the verdict of a Quebec lumber firm, and we can give equal results every time.

## The Andrews Lumber Dryer

Has been proved to possess the following points of excellence:

- 1st. That its drying is rapid and perfect
- 2nd. That external and internal checking and discoloration are entirely avoided by this method.
- 3rd. That the drying is done by a CONTINUOUS system and the temperature of the kiln is under absolute control at all times.
- 4th. That our Dryer is free from the varying air currents always wasteful incident to all fan and open-draft kilns.
- 5th. That our drying is done by the slow continuous movement of a large body of slightly-moistened air.
- 6th. That our condensing surface is so very large as to be adequate to precipitating the moisture of the saturated air with the least amount of movement.
- 7th. That our piping is tested by high pressure and every outfit is fully guaranteed
- 8th. That by our improved system of drainage the freezing of pipes becomes impossible



SEND FOR CIRCULARS

# DOMINION DRY KILN COMPANY

CANADA LIFE BUILDING :: :: TORONTO, ONT.

# A POOR THING IS DEAR AT ANY PRICE

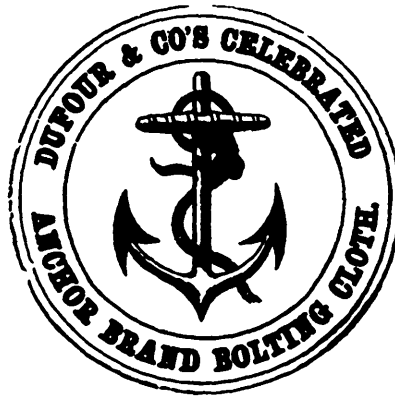
THAT IS WHY IT PAYS BEST TO PROCURE

... THE GENUINE ...

## DUFOUR & CO'S BOLTING CLOTH

... IT IS THE BEST IN THE WORLD ...

A large stock of all numbers in  
Heavy, Extra Heavy and Double Extra  
Heavy Qualities from 6000 to 16  
always on hand.



Also Gritz Gauze  
from 16 to 72 mesh at lowest  
possible prices.

CLOTHS MADE TO ORDER TO FIT ANY SIZE REEL OR SIEVE ON SHORT NOTICE.

ALSO PLATED STEEL SCALPING AND BOLTING  
WIRE FROM 10 TO 100 MESH.

TEMPERED STEEL BRAN DUSTER WIRE FROM  
36 TO 70 MESH.



### SPECIAL WIRE FOR ALL PURPOSES:

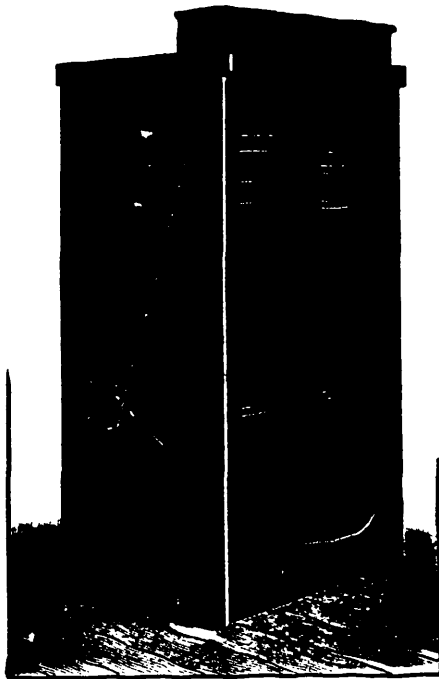
Perforated Zinc, Leather, Rubber, Cotton and Link Chain Belting,  
Sprocket Wheels, Cockerell Steel Wire Scouring Cases for Wheat Cleaners,  
Elevator Buckets, Bolts, Caldwell Steel Conveyor, all sizes, Flour Triers,  
Grain Scoops, Dust Protectors, and a Host of other Articles and  
Supplies for Millers, all of the Very Best Quality at Reasonable Prices.  
Orders by mail receive ready attention and prompt despatch.

WRITE FOR CATALOGUE AND CIRCULARS.

**WM. & J. G. GREEY,** 2 CHURCH STREET ..  
TORONTO, ONT.

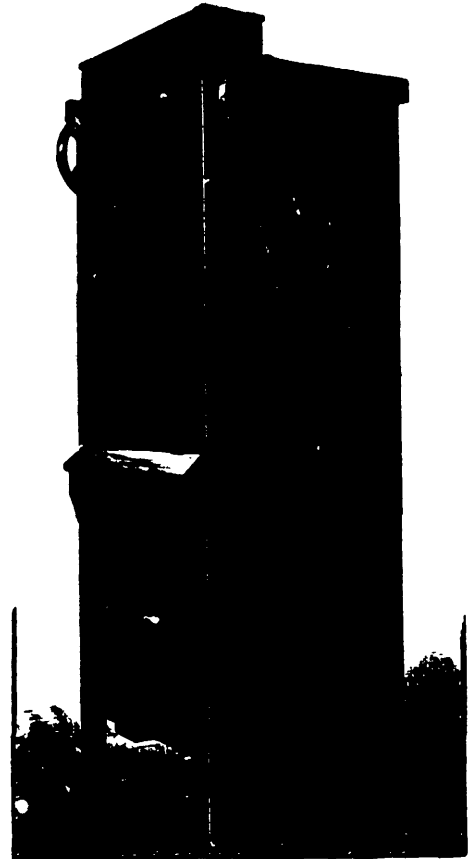
# Standard Curved Sieve

## AND THE IMPROVED NEW ERA SCALPERS

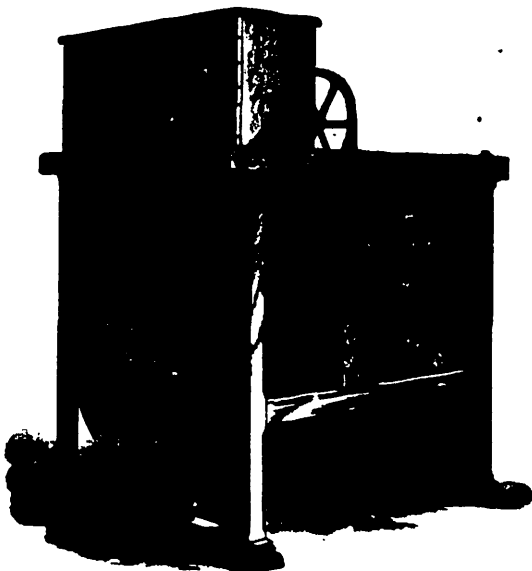


2 SIEVE SCALPER.

ARE  
THE  
POPULAR  
MACHINES  
FOR  
HANDLING  
BREAK  
STOCK  
AND  
GRADING  
MIDLINGS



3 SIEVE SCALPER AND GRADER.



IMPROVED NEW ERA SCALPER.

One 1 Sieve New Era will scalp the breaks in a small mill . . .  
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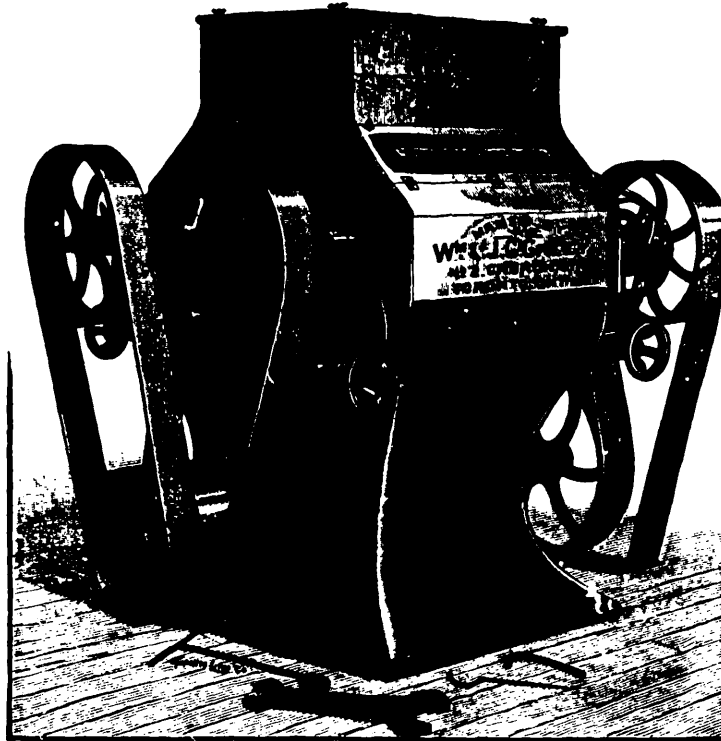
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Year	Paid \$	Total \$
1873	1.00	1.00
1874	1.00	2.00
1875	1.00	3.00
1876	1.00	4.00
1877	1.00	5.00
1878	1.00	6.00
1879	1.00	7.00
1880	1.00	8.00
1881	1.00	9.00
1882	1.00	10.00
1883	1.00	11.00
1884	1.00	12.00
1885	1.00	13.00
1886	1.00	14.00
1887	1.00	15.00
1888	1.00	16.00
1889	1.00	17.00
1890	1.00	18.00
1891	1.00	19.00
1892	1.00	20.00
1893	1.00	21.00

Total Paid in 20 years \$21.00

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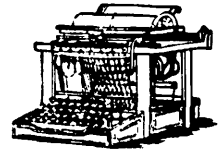
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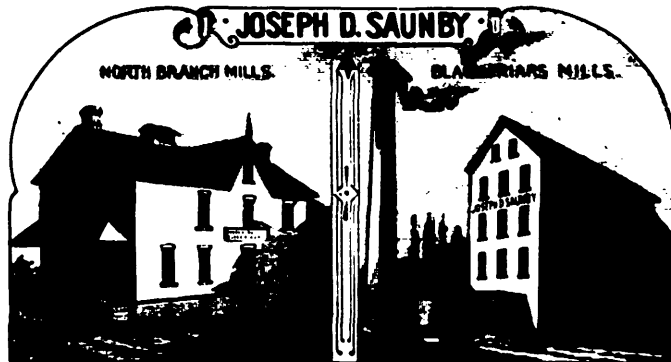
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