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CANADIAN MILLER

AN INDEPENDENT TRADE REVIEW

NEW SERIES "MECHANICAL AND MILLING NEWS"

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

TORONTO, ONT., JANUARY, 1892

TERMS, \$1.00 PER YEAR
(SINGLE COPIES, 10 CENTS)



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Yours truly, H. G. TORREY.

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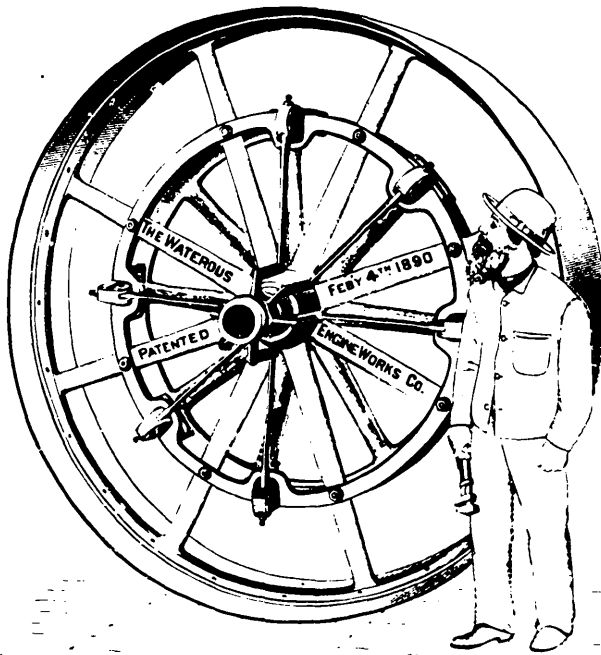
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THE CANADIAN MILLER

AND GRAIN TRADE REVIEW.

A.G. MORTIMER
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TORONTO, CANADA.



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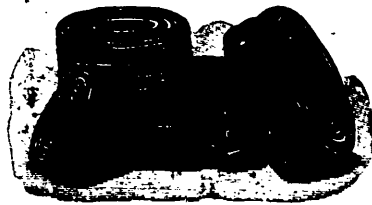


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THE CANADIAN MILLER

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

TORONTO, ONT., JANUARY, 1892

LEWIS & CLARK
PUBLISHERS

PEELING WHEAT.

THE method of peeling wheat and rye, as invented by Stefan Steinmetz in Leipzig, promises, according to the *Leipziger Tageblatt*, to simplify milling, and goes back to a system universally applied twenty or thirty years ago, to prevent the husk of the grain from being crushed, namely—by the use of water.

The problem of peeling the grain before the grinding process has occupied many experts and millers for more than fifty years; they did not only sacrifice their labor, but also their fortunes to obtain satisfactory results, but the cleaning was either insufficient or damaged the grain, and was, moreover, very expensive.

The cleaning and drying of grain in an artificial manner is not new, for twenty-nine years ago a certain Chichester in Brooklyn took out a patent in England for a machine in which the grain, in hollow pipes and tubes could be dried by hot air and centrifugal force, but to arrive at the desired effect it was necessary to apply great heat, and consequently the grain suffered much and was often burnt.

When the large "Bonsig Mill" was rebuilt in Berlin, there was washing machines to prepare grain for grinding in this manner, but they had only a short existence. In a comparatively short time the washing of the grain was abandoned, and the very expensive machinery doomed to be useless, and old dry methods were again resorted to. Steinmetz has now revived the old system. He applies cold water, peels the grain in a machine, and dries it simultaneously with a strong current of dry air. The process is as follows. The rye or wheat is, as usual, separated from impurities by sieves, magnet, cockle cylinder, etc., passing to a special machine, where, in three or four minutes, it assumes a shriveled appearance as the outer husk gets loose. It next falls into the peeling machine, where peculiarly shaped round plates, provided with steel brushes, work against each other in such a manner that the grain is peeled just as we pare almonds between the fingers. The husk, now entirely free, is at once removed, the brushes polish the grain, which, by a strong friction and current of air is so perfectly dried that after coming out of the machine it is fit for grinding; all the dust is removed as the husks are thrown out of the machine in thick, compact flocks, as well as the other refuse. The grain thus obtained yields a sound flour that has not been injured for baking purposes.

WHEAT STANDARDS AT LONDON.

THE London Mark Lane Express states that the London Produce Clearing House Grain Department has been revised so as to limit "the range of business in order to secure to speculators greater assurance of level quality and milling value within that range. Opinion at the Baltic appears to be unanimous in approving that step." In future "forward quotations" for wheat, published by the London Clearing House, will be for two qualities only, "but these will be guaranteed at No. 2, red winter level for America, and at No. 2 club Calcutta level for Indian." The writer of the paragraph regards it as "unfortunate, however, that at the very moment when our Government and the chambers of agriculture are working toward a unification of weights, a reforming committee of Baltic merchants should deliberately fix two different weights for the same measure. The American wheat quarter is to be 480 pounds weight, the Indian 496 pounds weight."

PRESENCE of mind is all well enough in some cases, but when a man finds himself in danger of freezing to death he shouldn't try to keep cool.

W. W. OGILVIE.

Labor is the price which the gods visit on all things excellent.
(Old proverb.)

EMERSON in his sketch of Napoleon says: "That common-sense, which no sooner respects any end than it finds the means to effect it; the delight in the use of the means; in the choice, simplification and combining of means; the directness and thoroughness of his work; the prudence with which all was done, and the energy with which all was done—these were characteristics of that great man of the world. These are the characteristics which mark W. W. Ogilvie a Napoleon of the milling trade in Canada."

Mr Ogilvie is quick to see an end, he looks ahead, taking a long view of things, and, having seen the end, he then acts out the counsel of Carlyle, who, writing of great men, said, with such "to resolve is to do."

The business of the Ogilvies was founded by the

1800-91 were in excess of four million bushels, whilst for 1891-92 they will exceed by a large figure all previous records. Mr. Ogilvie's faith in the Northwest provinces, and the magnitude of his business, finds evidence not only in his large milling operations in Winnipeg, Man., but, in no small measure, in the fact that throughout these provinces he has found it necessary to erect twenty-seven elevators at various leading points to meet the needs of his business operations.

The well-known enterprise of the man carries its own interpretation, that in his different mills he could be satisfied with nothing short of the newest and best machinery that milling manufacturers can produce. He was among the first to introduce the roller process into his several mills, having gone to Hungary, where it was invented, in 1868, shortly after the process was put into practical operation. The head office at Montreal is one of the most attractive buildings of that city, including a

handsomely-furnished and well-equipped reading and recreation room for his large staff of employees. The combined capacity of the Ogilvie mills is 7000 barrels a day.

"Opportunity," runs an old Latin proverb, "has hair in front, behind she is bald, if you seize her by the forelock you may hold her, but if suffered to escape not Jupiter himself could catch her again." Mr. Ogilvie's active and successful business career shows that he has never failed to seize the opportunities as they have presented themselves to him, and with shrewd and masterly grip he has held on to and developed them.

THE MILLER WOULD HAVE HIS PAPER.

FOR a considerable time past an application was received regularly each year from the rural postman at X, in Germany, for a new leather bag. The authorities, surprised at this extraordinary waste, sent an official to inquire into the matter. That functionary had an interview with the old postman.

"How is it that you want a fresh bag every year? Other carriers make a bag last any number of years."

"Ah! but they don't go on the ice with it."

"On the ice? Surely your bag is not required for anything but to carry letters and newspapers!"

"Newspapers! that's where it is. Our miller, who lives on the hillside yonder, gets his paper twice a week. That is all very well in summer time, but in winter, when the roads are frozen and slippery, it is as much as I can do to climb up to his house, and as for coming down again, why, you risk breaking your neck at every step."

"The miller is a very decent fellow, only a bit stubborn. He never gets any letters, so I tried to persuade him to give up his paper in the winter, as the type was so small, and he might injure his eyesight by reading in the long winter evenings, but he wouldn't listen to me. So I have to drag myself up to the mill as best I can, and instead of walking down the hill I just set the bag in the middle of the road, seat myself on it and slide down to the bottom of the hill in less than no time."

They were then in the depth of winter, and the inspector insisted upon witnessing the performance, during which he found it difficult to maintain his gravity.

After some persuasion he prevailed upon the miller to provide a small sledge to facilitate the delivery of his weekly papers when snow and ice were on the ground.

GRAHAM FLOUR OR BRAN?

Sollicitous waiter—'I'm afraid your Graham rolls are too fresh for you, sir?

Sarcastic diner—'Fresh? They seem to be "bran" new.



MR. W. W. OGILVIE.

grandfather of W. W. Ogilvie in 1801, when a mill was built at Jacques Cartier, near Quebec, and another a little later at Lachine Rapids. In 1852 Hon. A. W. Ogilvie, together with his brothers John and William, erected the Glenora mill on the Lachine Canal, and at subsequent dates mills were erected at Goderich, Seaforth, Winnipeg and Montreal. Within the past three months, as was chronicled in these columns at the time, Mr. Ogilvie has further added to his milling property by the purchase of the City Flouring mills, of Montreal, one of the oldest business concerns in that city, paying for the same \$250,000.

Mr. Ogilvie's long views of business have been well illustrated in the attention he has given to milling and grain operations in Manitoba and the Northwest. He early entered the field as a buyer of Manitoba wheat, and where in 1876 his shipments did not exceed 500 bushels, the shipments to his own mills for the season

STEAM: ITS INFLUENCE ON THE ARTS AND MANUFACTURES.

IN a series of most instructive articles on this subject, from the pen of the late Prof. F. A. P. Barnard, occurs the following admirably written eulogium of the services rendered by this mighty agent of civilization in the maintenance of the commercial and industrial supremacy of Great Britain, and a graphic picture of the slowness with which the revolutions caused by the introduction of steam were brought about, because of the lack of due appreciation of its enormous powers of usefulness. We quote from Prof. Barnard in what follows.

There remains to be mentioned one additional and most important consequence of the invention of the steam engine, which has impressed profoundly not merely the industrial but the political history of the world. If the cotton-gin has been responsible for much in controlling the political and social destinies of the Western continent, the steam engine has been for still more in fixing for England her place among the nations of the earth. At the time when this splendid invention made its appearance, England called herself mistress of the seas, and assumed to be the equal, if not the superior, of all military power upon the land. This place she still claims, perhaps justly, though her title to the exclusive dominion of the waves can no longer pass unchallenged. But without the steam engine, the power of England would have long since suffered a hopeless paralysis. It is from the depths of her mines that she has drawn the aliment which has sustained her manufactures and fed her boundless commerce and built up the enormous wealth which is the basis of her present strength.

Her iron and coal have made her a hundred times richer than she could possibly have been if she had possessed instead of them all the gold of California and all the diamonds of Brazil. But a century ago, just as Watt was turning over in his mind his first crude notions of the motor which was destined to transform the constructive industry of the world, many a thoughtful patriot and statesman of Great Britain must have been regarding with anxiety and alarm the stagnation which seemed to be gradually creeping over the mining industry of his country, and the danger which menaced with speedy total extinction this great source of her national wealth. As the mines were sunk deeper, the expense of lifting to the surface the mineral extracted, of course increased; but this was a trifling consideration compared with the vastly greater expense of withdrawing the water which flowed in, in constantly increasing abundance, and which had to be raised from a constantly-increasing depth. In many instances mining had almost ceased to be remunerative; in many others quite. One after another the mines were abandoned and the water was allowed to fill them up. What had already happened in many instances could not fail to happen at length in all. An early ruin plainly impended over the mining industry of Great Britain, which could not fail to bring with it, and with the consequent failure of her fuel, an equal ruin to the manufactures, the commerce, the wealth and the political power of the British empire.

It was at this critical juncture that the new motor appeared. For some time after its appearance, it was only for the drainage of mines that its immense powers of usefulness seem to have been recognized; so imperfect at that time was the state of advancement of the mechanic arts! But applied to this purpose, then of paramount importance, it adverted at once the imminent danger which menaced British Industry, and restored to Britain the commercial scepter just as it was about to fall from her grasp. The greatness of the British empire to-day is, therefore, clearly due to her early possession of the steam-engine. Without it she must inevitably and speedily have sunk to a level of comparative insignificance.

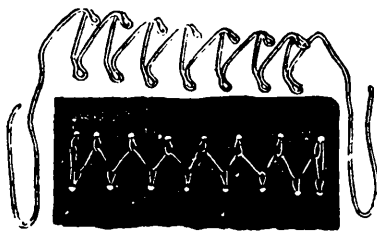
It is remarkable that, vast as was the revolution which the steam-engine was destined to effect in the industrial world, the steps by which this was accomplished did not succeed each other with great rapidity. The first impression which the invention produced was in the relief it brought to mining. Its influence was next most distinctly felt in the development that it gave to textile manufactures. Then metallurgy yielded to its transforming power, and by degrees the same influence extended itself into every branch of mechanic art. But the application of the new power to locomotion upon the water and upon the land, applications which were destined to infuse into commerce a life and activity which it had never known before, and so to react upon production indirectly, no less effectually than the same cause had already done directly, came at long intervals, and required the greater portion of a century for their full realization. It is interesting to observe how, in the infancy of a great invention, conceptions which are perfectly just, struggle painfully and often for a long time abortively, to embody themselves into form; and it is as sad as well as interesting to observe what chilling lack of sympathy usually attends their announcement; what obstinate prejudices rise up to oppose their introduc-

tion, what ridicule labors to dishearten their authors, and what contemptuous refusal of substantial aid operates to paralyze effort. The practicability of applying steam to river navigation was repeatedly demonstrated before the close of the 18th century, but it was only after the lapse of forty years from the invention of the engine, that Fulton, in presence of a great multitude, assembled chiefly in the hope of finding amusement in his discomfiture, made at length the decisive experiment which was to force this truth upon the convictions of men beyond the possibility of further question.

Twenty years more elapsed before it was clearly seen in what way the same power might be made subservient to the uses of locomotion on the land, and ten more still before the problem which had been so long completely solved for inland waters was admitted to be so likewise for the ocean. We stand at the end of the first quarter of a century since the Atlantic was bridged by steam, and within that brief period the entire naval and almost the entire commercial marine of the world has undergone a complete transformation. The tonnage of vessels has been doubled, the duration of voyages has been diminished more than half, and the interchange of wealth between nations has increased no less in quantity than in rapidity. The effect of all this upon productive industry everywhere is too vast to be computed.

BELT FASTENER OF WIRE.

THE fastening is made of wire, which for about half its length is bent into a series of zigzags, the angles of which are bent upward at right angles, forming loops, the number of which on each side are equal to the number of holes in each end of the belt. The holes are made at such a distance from the ends of the belt that when they



are brought together the holes will be at the same distance apart as the rows of loops in the wire. In using the fastening, the ends of the belt are brought together, and the ends of the wire are passed through the holes in such a direction as to bring the zigzags on the inner side of the belt. The ends of the wire are then passed through the loops successively, forming a second series of zigzags upon the outside of the belt, and are twisted together, as shown in the engraving. In use, the fastening beds itself in the belt so as to leave the surface smooth. The fastener is easily applied and reliable in use.

BELT HOLDERS AND LOOSE PULLEYS.

THE proper care of loose pulleys and idlers is a very important consideration in a large wood-working mill or factory where there is a large amount of oil and babbit metal used to keep up these parts of the running gear of the mill; that is, to keep them in good condition. What is more disagreeable than to go into a mill and hear one or two loose pulleys rattling and jarring away at a fearful rate and doing great damage to the shaft, which in the end will be cut up and worn so badly that the shaft has to be taken to the machine shop and trued up. This can be done once or twice, and then the shaft is too small for further use unless the worn piece is cut off and a new piece welded on and trued up. I have often seen this done on account of the shaft being so badly cut up, the only resort was to weld a piece on and true it up. I have seen pulleys reversed, that is, the tight changed over to the other side of the loose pulley on account of the shaft being so worn.

Some of the troubles mill men have to contend with in loose pulleys, are too small oil holes for oiling, the metal wearing and closing up the oil holes. When this happens, the pulley soon cuts out. Sometimes a loose pulley wears out on one end more than the other; this causes the belt to run crooked on the pulley. I have seen a belt worn out from rubbing on its edges before

the face was a little bit worn. I have seen rods and sticks driven in the ground to keep the belt on the pulley when the machine was standing idle, from the loose pulley being worn oblong and one-sided. If loose pulleys could be discarded it would be a great blessing to men who have charge of such work in a planing mill, and a great saving of money in a year's time. On large flooring machines and surfacers, the driving belt is generally six or eight inches wide; if it is rubber, it is four-ply, or if it is leather, sometimes it is double thick. Both kinds are very heavy and have a hard pull on a pulley, and a pulley generally lasts eight months before it is required to be fitted. In winter time great care has to be exercised to keep them well oiled, on account of the small space for oil, and the oil becomes chilled before it reaches its destination, hence the trouble rattling pulleys. I would prefer to work all night on any Sunday filling loose pulleys, than to hear loose pulleys rattling and jarring all day long.

The object of these remarks is to advocate something that will be an improvement upon the old methods as far as loose pulleys are concerned. I consider the Wellington belt holder a great improvement in this line wherever it can be used. We will take, for example, a weatherboard resaw. The belt holder is placed in proper position next to the driving pulley on the line shaft. The belt can be shifted off and on to the driving pulley at will. When the saw is not in use the belt is shifted to the belt holder and stands idle. This saves the belt, and a loose pulley is dispensed with - no loose pulley to look after. Small edging saws and self-feed rip-saws can be operated in the same manner, without loose pulleys, by having belt holders attached.

Patent friction clutches have been largely introduced into mills of all kinds because they fill a want long felt. I know of a place in this vicinity where the friction clutch is used to a great advantage by stopping in a moment a length of shafting when not in use, and the same works successfully. I know of a mill where there is in full operation several saws, run entirely without loose pulleys, the belt holder taking their place in every instance, giving entire satisfaction. The belt holder can be used on a flooring and ceiling machine in conjunction with a loose pulley, to advantage. When the machine is standing idle for a short space of time, and sometimes longer, the belt can be shifted over on the belt holder. This is a saving to the belt and loose pulley.

A very ingenious contrivance and a saving, is a small saw which I have seen put up, and is now in use, dispensing entirely with a loose pulley or belt holder, and it works successfully. There is a countershaft under the floor where the saw frame stands, driven by belt from the main shaft. On one end of the countershaft, next to the pulley which carries the belt from the main shaft, is a driving pulley which carries the belt up through the floor to the small driven pulley on the saw arbor. An iron-flanged pulley, eight inches in diameter, in a well arranged lever-handle, secured to small yet strong wooden bangers, is placed at a suitable distance from the driving pulley on the countershaft. Two strong cords, 5-16-inch diameter such as used for weighed window sash, are connected to this lever handle, passing through sash pulleys such as are used in window frames for raising sash. One cord is placed in one direction and the other one in another direction; pulling on one cord brings the binder pulley against the belt and starts the saw, pulling on the other, stops the saw at once. The flanges on the binder pulley (which runs as an idler on a shaft running through the binder frame) prevents the belt from running off the pulley when stopping the saw or releasing the belt when it is running at full speed. In fact, the arrangement works successfully. It is on the principle of a feed binder on a flooring machine. The whole arrangement interested me very much. It originated from a studious, thoughtful and painstaking mechanic. It is simple, yet durable, out of the way entirely, and finished up in a workmanlike manner. Any one contemplating erecting a rip saw of this kind, would do well to give the arrangement described above a careful study, as I am sure it will prove profitable in the end. A great nuisance is dispensed with; that is, too many loose pulleys, which require much time in looking after and keeping them in running order.

THE DESERONTO MILLS.

HISTORY OF THE FIRST ROLLER PROCESS MILL IN CANADA

SUCCESS does not always crown the effort of the man who, more far-seeing than his neighbours, is ready to step out of the beaten path of business into untried fields. But men built on this plan more frequently succeed than fail, and the advantage and prestige that comes from the success attained is a fitting record for the courage shown in the step taken.

To the Rathbun Company, of Deseronto, Ont., is to be given credit for planting the first roller process mill in Canada, and the second on the continent. This was in 1881, when the mill, shown in the cut accompanying this sketch, was erected. Its capacity then was 150 barrels daily. The stone building is the mill proper, size 45x70x75 feet, four stories, 12 to 16 feet each, with a one-storey fire-proof engine and boiler-room attached to the left-hand end. The supply of steam to operate the mill is taken from a refuse burner boiler plant distant about 200 feet, in which wet bark and refuse is used for fuel, except during the winter season, when this is not practicable. The building connected by a bridge is the storage house for bran, flour, etc., and is 40x60 feet and 45 feet high, built of plank laid flat on top of one another and spiked and sheathed with galvanized iron. To the rear of the mill is the grain elevator, 50x60 feet, 65 feet high, with a storage capacity of 45,000 bushels.

The Rathbun Company are large purchasers of grain and are manufacturers of several copyrighted brands of flour that hold a first position among the flours of this country. Possessing good connections with the Kingston and Napanee and Canadian Pacific Railways, the best rates are secured for Manitoba wheat, a considerable quantity of which is handled, as well as the wheats of our own province.

The mill now has a capacity of 250 barrels daily and during the nine years that it has been in operation the aggregate output of flour has been 414,695 barrels. The management is in the hands of Richard Rayburn, a

gentleman whose face is familiar to members of the Dominion Millers' Association and other gatherings of Canadian millers, and who has been with the Rathbun company for more than a quarter of a century.

At the head of the Rathbun company is Edward W. Rathbun, general manager. As is known to many of our readers, this company is one of the largest manufacturing concerns in Canada, conducting extensive operations in lumber, a terra cotta and brick factory, ship-building, car works and gas works, besides flour milling and a general store, with branches in nearly all the leading towns of the province and at Oswego, N.Y. The company is incorporated by special Act of the Dominion Parliament and has a paid-up capital of \$1,500,000.

ONLY ONE WAY.

CLEAN your wheat is advice the poet may ridicule, the satirical lampoon, and those who have always practiced may call a chestnut. but if you want to make pure flour and clean offal, economically, you must follow it. It is impossible to make clear flour unless the wheat is clean. The break product of clean wheat is easy to separate, the middlings easy to purify and the bran easy to clean.

MANITOBA LETTER.

(Regular correspondence CANADIAN MILLER.)

MANITOBA, though one of the younger children of the Dominion, has shown a marvellous material growth within a few years. Mercantile business has gone forward with a bound that augurs hopefully for the future prosperity of this new country. Tall chimneys are not numerous with us yet, but I have no doubt that as population increases, healthy and substantial progress will be made in manufacturing lines.

We lead, of course, as an agricultural province, and this lead we are likely to hold with increased momentum as the country opens out and greater attention than even now is given to agricultural pursuits. One example of the largeness of our operations in agriculture is indicated in the development of the elevator system of the province within a single decade.

I have noticed in the columns of the MILLER mention from time to time of the many new elevators being erected in Manitoba, but one needs to get these all together to be sufficiently impressed with the splendor of the record. It would be ignoring history not to admit that the province owes much to the Canadian Pacific railway for its fine elevator system. Port Arthur, as an important transfer point for this great highway, was the first place selected for the erection of one of the com-

The activity in the erection of elevators has been most conspicuous this year, thirty-five new country elevators having been erected on the Canadian Pacific, and four on the Manitoba Northwestern Railway. This record does not include the large annex of the C.P.R. at Fort William nor any new flat warehouses of the year.

A RAILWAY TROUBLE.

Grain circles were thrown into a state of ferment for some time in December. Since the close of navigation shipments of grain have been carried over the C.P.R. to Ogdenburg, N.Y., where connection was made with the West Shore system for New York. The majority of our grain shippers this year have been doing their business through New York brokers, rather than cultivating a direct export trade.

The C.P.R. had, apparently, made satisfactory arrangements with the West Shore for the carrying of Canadian grain, but this came along in such quantities that in a short time the West Shore road was blocked and they notified the C.P.R. that they could not continue the arrangement. They further alleged that difficulty was experienced in finding the parties to whom the grain was consigned, thus causing extra annoyance and delay of rolling stock. For the time grain men were terribly excited, for they had depended on the New York outlet for their shipments and a number of them had sold at a

loss. The difficulty was finally overcome by the C.P.R. making an arrangement with the Lehigh Valley for connections with New York, and the West Shore have agreed, so soon as the line become more clear, to renew their arrangement with our national railway.

TOO MANY GRADES.

I do not know but that the Manitoba system of grading wheats had much to do with the action of the American railway. Canadian grades of wheat are not recognized by foreign ports, and shipments have to be allowed separate acceptance. With the rush of grain this season this has been more than the railways could manage. In the arrangement with the Lehigh Valley only

three grades of wheat will be carried, viz., No. 3 hard, and No. 1 and 2 regular. When the West Shore is in position to handle our wheat again, then the Winnipeg exchange will fix the grades that will be shipped over the road.

Despite that we are into mid-winter the weather has in many cases been fine enough to permit threshing to be continued.

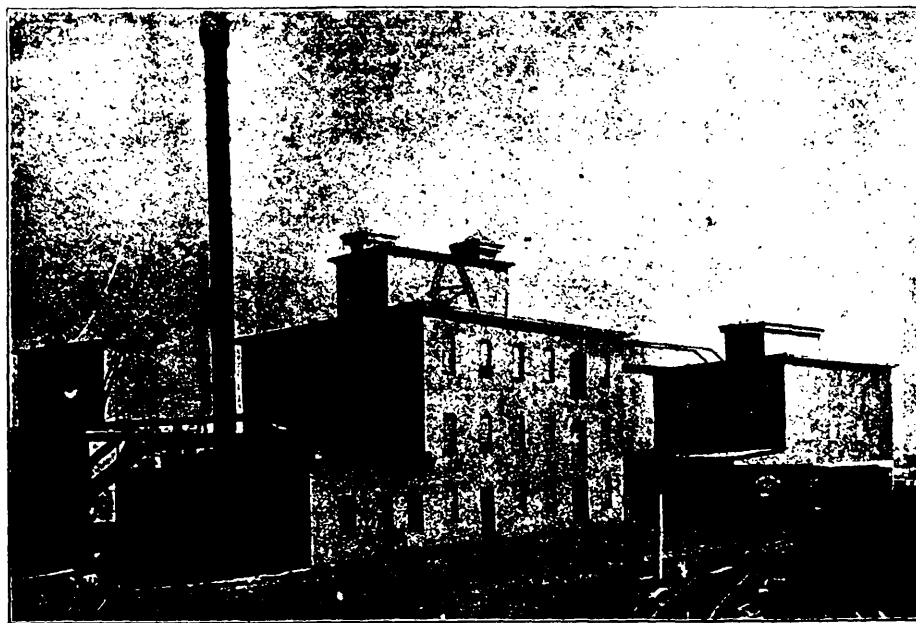
Winnipeg, Man., Jan. 9, 1892

J.

ARGENTINE PROSPERITY.

ADVICES received from the Argentine by the last steamer show that the value of agricultural and pastoral products in that country during the present year will exceed anything before known. The value of the agricultural crop in 1891 is estimated at \$85,000,000. The wheat product is estimated at 8,000,000 tons, valued at \$32,000,000; the corn crop at 1,000,000 tons, valued at \$15,000,000. The value of the wheat and corn surplus for export is estimated at \$27,500,000. It is believed that this enormous crop, together with the returns from wool, hides, etc., will restore prosperity to this country.

Has your subscription to CANADIAN MILLER expired? This is the season for renewals \$1.00 a year.



THE RATHBUN MILLS, DESERONTO, ONT.

pany's elevators. This was in 1883, when an elevator of 350,000 bushels capacity was erected. In 1884 a second elevator, with a storage capacity of 1,250,000 bushels, was built at Fort William. In 1887 a second elevator was erected at this same point, with a capacity of 1,300,000 bushels. Fort William has now become for the C.P.R. a more important point than Port Arthur. These elevators are used for both storage and discharging purposes. At the present writing an annex is being built to the smaller of the two elevators, made necessary by the great crop of the past season. When the annex is completed the total storage capacity at Fort William will be 4,000,000 bushels. At Owen Sound, the C.P.R. have another elevator with a capacity of 285,000 bushels. None of these elevators can in one sense be claimed as belonging to this province, and yet it is for the purpose of storing and shipping the great grain crops of Manitoba and the Northwest that they have been erected.

TEN YEARS AGO

Manitoba has barren of any elevator system 1891 closes with the following record:	No.	Capacity
Elevators on the C.P.R.	127	8,445,000
Warehouses on the C.P.R.	77	389,100
Elevators and warehouses on M. and N.W.R.	53	654,000
Elevators and Warehouses on North P. Ry.	22	616,500
Grand total on all roads.	279	10,104,600



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THE CANADIAN MILLER AND GRAIN TRADE REVIEW carries 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 is in origin with any manufacturing company, we will always be found honestly and earnestly endeavoring to promote the interests of our subscribers. Correspondence is invited from millers and millwrights on any subject pertaining to any branch of milling of the grain and flour trade.

OURSELVES.

THIS number of the CANADIAN MILLER marks the first issue of the tenth volume of publication, and we celebrate the occasion by appearing before our readers in a brand new suit of clothes. From cover to cover the MILLER is printed from new type, on paper throughout of a better quality than that hitherto used.

Exercising one of the privileges that come with an anniversary occasions we will say a word or two about ourselves. Much labor has been bestowed on the mechanical preparation of the MILLER, and we have no hesitation in saying that no trade journal in Canada can claim to present a more attractive appearance than does the CANADIAN MILLER to-day. We give our readers a paper in which the best skill of the printers art has been carefully and wisely exercised. And yet improvement will not stop here. It will not be a case of the new broom that sweeps clean only while new. Printed on the premises, from our own printing plant, with careful personal supervision, we shall be able to add further mechanical improvements as the months roll on.

We are not satisfied with producing a journal that shall reflect credit alone on printer, pressman and paper-maker. During the year that is closed we have had numerous assurances from our readers that they have appreciated the efforts made to furnish a journal intelligently representing the milling and grain industries of this country.

Every desirable feature of the MILLER of past years will be retained, and we shall not be slow to introduce other new and interesting departments. Our old friend THE SCRIBB will keep wide open the door for friendly chats with millers and grain men. Throughout the year fresh importance will be added to this page by the introduction of cuts of prominent millers and grain men, whose utterances help in no small measure to form opinion on trade matters. Correspondence from leading commercial centres at home and abroad, will be a feature of the paper for 1892. In the editorial pages will be discussed those questions that have a direct bearing on the industries that the MILLER represents, and in every case free from entangling alliances of any nature. The monthly trade review will continue to be a valuable feature of the paper, and no care will be spared to make it complete and accurate in all particulars, whilst it will always be prepared from a perfectly independent and impartial standpoint. Technical articles from experienced and practical writers will occupy considerable space each month and in not a few cases these will be published hereafter with explanatory illustrations. A character sketch, with accompanying portrait, will also be a feature of the MILLER during 1892. We have pleasure in presenting our readers this month with a cut of W. W. Ogilvie, of Montreal, Que., principal of probably the largest milling concern in the world. Our pages will be further illustrated with engravings and pen and ink descriptions of the leading mills of the Dominion.

MORE WHEAT PREDICTIONS.

MR. C. WOOD DAVIS, Kansas' statistician, has supplemented his paper of May last, on the wheat supply of Europe and America, which was published in full in the CANADIAN MILLER at the time, with several contributions since on a similar line. Certain critics are inclined to ridicule everything Mr. Davis writes on the question, some going so far as to state that his predictions are mere guesses and clumsy guesses at that.

We do not pin our faith on the future food supply of the world on Mr. Davis' calculations. He is pessimistic in his views on most occasions, and the opinions of the pessimist, as much as those of his antithesis, the optimist, needs usually to be taken 'cum grano salis.' He does not take sufficiently into consideration the possibilities of present wheat lands, if treated in the manner suggested, for instance, by Mr. Atwater in his recent paper in the Century. Even with those who do not take as hopeful a view as that writer, the conviction is clear that we do not take out of our lands nearly the strength that might, with more frugal management, be secured.

Making allowance, however, for Mr. Davis' own methods of reaching his conclusions, we must admit that he is a careful student of conditions, as they create themselves from time to time, and that he has been able to impart much useful information on a question of great public interest.

His latest paper, in the Country Gentleman, deals at more length with Canada, and especially the Northwest, than his former articles. The question is asked, whether the yield and production of spring wheat in Manitoba and the region beyond cannot be increased by the use of suitable seed? "In Manitoba," he says, "there is likely to be a material increase in wheat production, but the Province is small and the better lands nearly all occupied if not yet brought into production. Taking Canada as a whole the wheat area is but little, if any, greater than ten years since, and the rate of increase has lagged far in the rear of the population rate and home requirements. It is contended with much show of reason, that north of Manitoba, stretching far toward the Arctic Circle, lies an immense region adapted to the profitable culture of the cereals. While much of this region possesses a very fertile soil it is unoccupied and without the means of transportation, and its adaptation to wheat-growing still hypothetical, as there has been no such extended and continuous cultivation of the plant as to dispel reasonable doubts as to the summer heats being sufficient to ripen the grain. But for such doubts we could confidently say that the Canadian Northwest would, when peopled and the land subdued, add very materially to the world's supply of bread, but existing conditions are such that but little relief can be hoped for from this source at an early day, and time is a very important element in the problem of the world's food supply at this juncture, as a period of scarcity seems impending, if not already here."

Mr. Davis is badly out this time in his statistical reference to Canada. In 1871 the wheat area of the entire Dominion was 1,646,781 acres; ten years later, 1881, this had increased to 2,342,355 acres. The wheat yield, spring and winter wheats, in 1871 was 16,723,873 bushels, which increased in 1881 to 32,350,269 bushels. The official figures for 1891 have not yet been compiled, but we know that in Ontario alone the total yield of spring and winter wheat is 32,584,026 bushels, an increase over the yield of the whole Dominion for 1881. To this is to be added the production of the other provinces, which will total up a figure largely in excess of the growth in population and home requirements during the last ten years.

We pointed out, in commenting on Mr. Davis' article of May last, that he does not lay nearly the importance on Manitoba and the Northwest as a wheat-growing country that its history and growth entitles it to. True, the population of Manitoba, as yet, is small, but 18,000 farmers raised for 1891 a wheat crop of 23,191,599 bushels, and if barley and oats are included, the yield is 40,000,000. A country that is capable of these things in the days of its childhood, what possibilities are not before it in the years ahead?

RUSSIAN CONDITIONS.

REPORTS from Russia, touching famine and crop conditions, have for some months been of so conflicting a nature that it is not an easy matter to know what is what in this ill-fated land.

The affirmation of a shortage of crops has been made with sufficient persistency to render it difficult to reach any other conclusion than that a shortage, and that on a large scale, exists.

The official and revised estimate of crops, which has recently been published, helps us now to get at some of the facts. These are as follows: Poland included, in measured imperial bushels, wheat, 233,000,000; rye, 522,000,000; barley, 146,000,000; oats, 445,000,000, and corn, 28,000,000. The official report of the crops of Russia for 1890, including Poland were. Wheat, 225,721,000 bushels; rye, 718,877,000; oats, 576,873,700 bushels; barley, 175,437,000, and corn 24,244,300.

These figures show a shortage in rye, barley and oats, and an increase in wheat and corn. The gross yield indicates a shortage for 1891, as compared with 1890. The conditions, however, are not nearly as black as painted, and making every allowance for the considerable shortage in a cereal as essential to the food supply of Russia as rye, and other causes, besides short crops, will need to explain the distress that exists among the peasants of that country to-day.

That distress is there is not to be doubted. Famine, and the inevitable suffering that follows in its train, has unfortunately only too powerful a hold on the land of the Czar. The letter of Count Tolstoi, of a few days since, published in the London Telegraph, is evidence that is not likely to be gainsaid. Reports from other trustworthy sources, where the effort has been to get at facts, not bare rumor, are confirmatory of what the philanthropic Count has told us. The numbers who are the victims of starvation may be far short of 32,000,000, which is perhaps the largest figure that have been given. We can discount the figure one half, or indeed more than that, and then is it possible in a land of plenty to conceive of the suffering such a story tells? The figures are unfortunately of that magnitude that we are apt to regard an odd million as nowhere—a million of human beings.

A serious hindrance to rendering effective assistance in the distressed Czarism is the physical character of the country. As W. T. Stead writes in the January Review of Reviews: "To feed a province is difficult enough even when there are railways and canals and rivers stretching like net work into every nook and corner of the smitten district; but to ration a whole nation spread over a country where railway opportunities do not exist and where draft cattle have perished in the early days of the famine, what can be done?" Famine may exist in one province and a surplus of food supplies in another, not more than a few hundred miles distant, and yet the means of transportation are so meagre that it is difficult to render the assistance required. The question is not altogether what to do, but what we have power to do.

Hardly less distressing, from a humanitarian view at least, than the suffering from famine, are the stories that come to us of the heartlessness of the wealthy classes in Russia towards their less fortunate brethren. One story is that the rich merchants of St. Petersburg refuse to subscribe anything for the relief of their suffering countrymen. Worse than this, the story goes that the collection boxes, which had been placed about the corn exchange, were found when removed to be filled with bits of tin and pieces of paper. In numerous cases it is said that dealers after receiving exorbitant prices for their grain, sent to the famine districts bags filled largely with dirt and combinations of refuse. It is a terrible reflection on men engaged in commercial pursuits that their schemes of dishonesty should extend to depths as low as these Russian merchants have been declared guilty of; but there is encouragement in the fact that in Russia, where justice is not always meted out to the despot with the righteousness that should mark justice in civilized lands, an example is being made of those who have been guilty of these deplorable practices. In the case of a number of dealers in grain and flour, in two of the provinces, who

mixed fine earth with their flour, which besides the hurtful effects it would have on the consumers, also added greatly to its weight, arrests have been made, and each committed to prison for a week, accompanied by a solemn warning that severe penalties would be inflicted if they were found guilty of a repetition of the offence.

THE NEWFOUNDLAND PROHIBITION.

THE Dominion Government has formally acknowledged the receipt of the resolution passed at the emergency meeting of the Dominion Millers' Association, re the embargo placed on Canadian flour by the Government of Newfoundland. Nothing is known of any further action by the Government.

We are not so sure that our Government, while desirous, we believe, to have this injustice righted, realize the full importance of the Newfoundland market to Canadian millers. It has been pointed out in an article on Canadian export trade in another column that what the milling trade in this country urgently needs is a market for their flour outside of the home market. They were successful in developing during the year recently closed an exceedingly satisfactory and growing trade with Newfoundland, and there can be no doubt that the output for 1892, if trade relations were left undisturbed, would show an encouraging increase over the previous year.

The sales last year were not less than 300,000 bbl's. A pleasing feature of this trade was the fact that it was divided up into a number of hands, thus securing to millers, in different parts of the country, an increase of trade that was profitable to them and directly helpful to the locality where the mill was located. From a mill in the extreme western section of the province 12,000 barrels were shipped, in another case 7,000, again 4,000, and in still another 30,000. In some cases the mills were east, others west, or north. Not two or three but perhaps a half hundred mills in the province have had a share of this Newfoundland trade. The larger portion of this business was done within a period of six months, and in some cases the mills have orders ahead for delivery this spring, which, unless the prohibition is removed, will need to be cancelled.

The loss of the Newfoundland business does not mean alone the loss of profit on a certain number of barrels of flour. It may mean a lessening of production another year by the miller, which will have a measurable effect on the labor market; or, if the same output comes from the mill, a fresh market needs to be created; failing in this the flour is thrown on the home market, and the one result follows of an unhealthy drop in prices, depriving the millers of a profit on the season's business.

Orders for flour from the Newfoundland trade come to Canadian millers not later than March. If the present difficulty is not overcome almost immediately then the trade with this colony is lost for the year 1892. Orders will go into the hands of United States flour sellers; and even if the objectionable tariff regulation is annulled later the work of re-establishing business with the island will need to be taken hold of afresh by our millers.

These are a few facts we desire to strongly press upon the Government. Some matters will not spoil for keeping, but this is an affair that will not keep. Canada must make her protests to the Imperial Government through the Home Government and we are depending upon them to recognize the gravity of the situation and to act with promptness and vigor.

A MODEST MILLER.

NATURE made the miller a modest man, but it is not every day that one finds a representative of the trade, who is as thoroughly imbued with this spirit as the author of the following letter. The Northwestern Miller, of Minneapolis, is asking for contributions of flour to assist in the relief of the famine-stricken peasants of Russia, and from a Canadian miller has come a reply in these words:—

Editor Northwestern Miller:— Ont., Dec. 30, 1891.

Enclosed I send you \$100, to assist you in sending the shipment to the starving Russians.

I would have preferred giving flour, but am not aware that there is any flour going from Canada.

Please let me know when you receive the money, but do not mention my name in print, but enter it as a donation from a Canadian miller.

Our contemporary fittingly remarks that this is an

example of genuine philanthropy. In the present age, when ostentation is a ruling passion, we find few men who are ready to live up to the Bible axiom: "Let not your right hand know what the left doeth." The disposition is to make every act tell for personal glorification, and nowhere is this more the case than in acts done for sweet charity's sake.

We are glad to know that there are some exceptions, though rare, to this practice, and that the author in one case is a Canadian miller. Our contemporary says further, and the fact speaks that much more for the generosity of this anonymous giver, that he is not as might be supposed the owner of one of the great Canadian mills. The capacity of his plant is of such a size that his gift is proportionately many times larger than the greatest of the gifts that have been received by our Minneapolis contemporary.

One good act, we are told, will incite another. "We sent the Canadian bills," adds the editor, "to the Bank of Nova Scotia, of this city, asking its manager if he could not give us par for them, Canadian bills being at a slight discount here. Mr. McLeod not only did so, but added a premium of \$25, by way of a further donation."

It will be observed that this modest miller sent dollar bills. He did not send cheque or bank draft, keeping his kind act unknown even to his local banker.

It is a pleasure to break away from the ordinary routine and burden of every-day duties, which absorb so large an amount of attention with all of us, to record the good and unostentatious deed of a humble dusty, who does honour to the milling trade.

DEVELOPING CANADIAN EXPORT TRADE.

WE ask the attention of Canadian millers to an important announcement made by the publisher of this journal on page 15 of the present issue. One great concern of those engaged in milling in Canada is to find a sufficient and profitable outlet for the flour that their mills are capable of manufacturing. No concern needs to be given to quality so long as the present high standard is maintained. It has been demonstrated time and again that Canadian flour has no peer either near home or abroad. The position taken by this product in Jamaica at the time of the visit of Mr. Adam Brown to that country will be fresh in the minds of all readers. The success of our trade with Newfoundland during the season of 1891 was due to the splendid qualities of flour exported to this obstreperous little island. In Great Britain and on the continent our flours have always ranked high, and when reciprocal trade relations permitted the exporting of Canadian flour to the United States, our millers were able to hold their own with the best the republic could produce. The export trade of late years has not kept pace with the development and progress of milling in Canada. In some cases local difficulties have perhaps interfered. Be this as it may, there is no substantial reason why the export trade in Canadian flour should not assume very large proportions. The Dominion Millers' Association, to-day one of the most important commercial bodies in the country, has shown commendable and energetic effort in this direction. The CANADIAN MILLER, representing the milling industries of the Dominion, has not only exerted its influence to assist the association in any movement made, but as a perusal of the publisher's announcement, previously referred to, will show, we have given much thought of late to the completion of plans that will make known to flour handlers in other countries the advantages to be secured in handling Canadian flour.

These plans are now completed. A special department will be opened in the CANADIAN MILLER having a direct interest to dealers desirous of treating with Canadian millers; the conditions of the flour market will receive particular attention; questions having a relation to the carrying trade between Canada and these countries will be made a special study, so that reliable and complete information will be obtainable by those particularly requiring it.

The publisher undertakes that the MILLER will each month be placed in the hands of flour handlers at all these points. A list embracing some 750 names, and that is, we believe, as nearly complete as it can be made, has been prepared, covering the provinces of the Dominion together with Great Britain, Antwerp, West

Indies and Newfoundland. Canadian millers who know of dealers in any of these fields, will oblige by sending names to the MILLER, and, if not already on the lists, they will be immediately placed there.

To a body of business men as enterprising as Canadian millers it is not necessary to suggest the value of a business announcement framed to meet this important constituency of flour handlers. We believe that in completing such a list we have been instrumental in supplying the missing link of the Canadian milling business. It will not be possible for a representative of the MILLER to call on nearly all the millers whose business announcements should come before these people, and we must rest on their well-known enterprise to communicate with us in regard to the matter, when particulars in detail will be furnished.

Already in this number, as the result of a hurried effort during the busiest month of the year, we are enabled to call attention to the announcements in this issue of the MILLER of a number of the leading firms engaged in milling in Canada.

EDITORIAL NOTES.

THIS number of the CANADIAN MILLER is a few days late in getting into the hands of subscribers, a result of the extra work necessary in placing the journal in new type throughout the whole of its twenty-two pages. Considerable important matter is also crowded out, but will appear in the next issue, which will be issued promptly on the 15th of the month, the regular date of publication.

THE Toronto Board of Trade should determine the meaning of the two terms "immediate" and "prompt" as applied to the shipment of grain. The latter term is usually understood to fix the limit at ten days. The former may carry the same interpretation or it may mean something else, which is the natural impression, as the terms are distinctive and supposed to be different, but what that something else is must be determined by a responsible authority.

THE grain trade of Ontario are not being fairly treated by the railroads in the export shipments of Manitoba wheat. The grain appears to get as far as Chicago and there it is allowed to rest. Some shipments have been lost track of for as long as two months. It may be that the railways are short of locomotive force to move the immense shipments going forward, but there is reason to believe that when the stuff gets as far as Chicago it is side-tracked, and a preference given to shipments from other sources nearer home. Our great railway corporations, as the carriers of the country, should be faithful to their contracts to carry their accepted shipments through to destination without regard to what country they have come from.

DELAYS in flour shipments at the seaboard is an old trouble with exporting millers. The subject was discussed with some warmth at the meeting of the Dominion Millers' Association in August last, but up to the present time no remedy to overcome the evil has been applied. United States millers have been experiencing similar trouble, which, however, has been materially lessened this year by the organization of a Millers' tracing bureau by Secretary Barry of the National Millers' Association. In other numbers of the CANADIAN MILLER we have given some account of the operations of the bureau, which has proven growingly successful. A large percentage of the cases of delay reported to the bureau have been quickly traced and the flour promptly forwarded to its destination. In one month alone 150,000 sacks were reported to the bureau, and the difficulty, with comparatively little effort, overcome in each shipment. Canadian millers for two months past have had more than the usual trouble with their export shipments, and they are no nearer a remedy than if the matter had not been touched in convention in August. What is to prevent the Dominion Millers' Association from entering into an arrangement with the National Association of the United States and securing for our millers the benefits of their tracing bureau? They have the work now well in hand, and it would not be a difficult matter to extend its machinery to Canada. The Executive of the Dominion Millers' Association ought to take the subject up at the next meeting.

VIEWS AND INTERVIEWS.

There are those who condemn in unmeasured terms the system of municipalities granting bonuses.

There can be no question that the system good or bad, it has been greatly overworked, and, not infrequently, badly abused. This is also to be said against the system that it is a temptation for designing men to play upon the cupidity of the municipality and occasionally to practice the arts of the man who knows how to log roll with a wad of bills in his pocket. Not a few towns in Canada owe their position to-day to the impetus given them through the planting of manufactures in their midst, and to secure which a bonus was necessary; in these cases it may be termed a quid pro quo. One does not have to go far to find, on the other hand, municipal corporations that rue the day they listened to the winsome tones of the bonus hunter. Touching directly on the bonusing of flour mills, however, this is the way a milling exchange views the question: "Bonuses to secure flour mills and other manufacturing establishments are the subjects of a good deal of loose and unprofitable writing pro and con. It seems to be a perfectly proper thing for a town to give money, to give land, to give water-power, or to grant exemption from taxation for a time to secure such plants as are most needed in a new and growing place. It seems also to be perfectly proper for a miller or any other manufacturer to accept such gifts or exemptions. It is always a business exchange, in which each gives something and takes something. Those who condemn such exchanges do not always stop to ask themselves whether they thoroughly understand the conditions. Some forms of bonusing may be bad, but the principle of bonusing is not bad."

Breads of the Orient.

Are there differences in bread? Well, some of us who occasionally change our baker know there are breads and breads—breads sweet and breads sour, breads palatable and breads very unpalatable, brown bread and white bread and various other kinds. Yes, there are differences in bread. But we write now of the breads of our own land. What of the breads of other countries? Russia can tell a sad tale of the bread millions there are compelled to feed upon to-day. Lillie Hamilton French says that bread is something more than flour and water. In reality there is a great deal more in bread than any of the things we suppose. There is the bread of Persia. One never buys a loaf of that, but pays five cents for a sheet. This sheet is so thin that it can be thrown over the shoulder of the man who sells it in the street and who carries it as a tailor would his cloth. It is made in a curious way. The baker first rolls it on his counter, then, throwing it over his left arm, tosses and pulls it until it becomes thin enough for his fancy, doing with it very much as we do with our molasses candy when we want to make it white, except that we use only our hands. When the Persian baker gets his dough as he wants it, he gives it a dexterous fling over the floor of the oven, watching it very closely, for with bread so thin a few moments only are needed for a baking. Then there is the bread of the Bedouin. The Bedouin is a wanderer in the desert and is therefore never long enough in one place to have a regular home, much less an oven, so he can bake his bread only when he houses to stop and build himself a fire. One can hardly object to that, but one does mind a little the way in which he does it, for the Bedouin is not very tidy. He not only puts his dough directly into the coals, but takes it out every few minutes to heat it and dust it, using the very same stick with which he has just been beating his camel. When his bread is done, as might be expected, it is *some* too good; it is both gritty and unpalatable. The Hindoo, though as primitive in his bread-making as the Bedouin, is a little more dainty. He waits until the wood-fire he has built on the ground has been burned to coals, then, putting two or three stones around it, he places on these a shallow metal bowl, the under side up. When his dough of flour and water has been pressed and pulled into a cake an inch and a half in thickness, he bakes it on the top of the bowl. It is by no means a bread to be despised. At some towns in Mount Lebanon the loaves are baked in circular form, about two feet

across, and almost as thin as paper. It is related that once a foreigner, on eating his first meal in the mountains, took one of these loaves and spread it on his lap, thinking it was some new kind of napkin. Strange as this seemed to his Syrian host, we can hardly be surprised at the mistake, for to western eyes this thin flexible sheet looks far more like cloth than bread. But this kind of bread has one great advantage, for it does away with the necessity of using spoons. Those sitting at dinner tear off a piece from the loaf, fold it as a cup, and then dip a portion of food from the general dish in the centre of the table, devouring thus with each mouthful both spoon and contents. The housewives of Beyrout enjoy a touch of that convenient co-operation that is proposed by certain reformers of to-day; not that they take their meals in large public dining-rooms, but they do have public ovens, thus doing away with some of the household's "private gear." The dough is flattened out into disks of the proper size, and the boys or girls of the family put these on trays and carry them to the nearest oven, where they are soon baked on the smooth hot slabs.

John Bull Talks Back.

W. J. Bates, a clever contributor to the *Milling Gazette*, of London, Eng., talks very plainly to United States millers, who, he thinks, "have lost their heads over the late bountiful harvest." He assures the milling press of the American republic that they will not find it easy work to fix the date of the extinction of British milling. There was a time when the English miller had genuine cause to fear for the milling industry, but the tide has turned, and rapid and profitable progress is being made in an opposite direction. Mr. Bates fires this bit of milling history at his American friends: "One of the greatest milling combinations in America is now an English company, and so successful that its shares stand at a discount of 25 per cent. The position of another great combination in Minneapolis is shown by published statements to be in hopeless insolvency. Are these the firms, I wonder, who are to supplant the British miller? If not they, who, then? A very different state of affairs is presented by the English companies; the largest concern in this country pays dividends of 17½ per cent., and its shares are at a high premium; while another in the north pays 10 per cent. and promises to be more successful in the future. These are the sort of facts that should temper the indiscretion of our blatant critics." He refers rather ironically to the fuss recently made over the shipment of bran from America, assuring the residents of this western hemisphere, that "one swallow does not make a summer, neither does one shipment of bran mean the British millers' ruin; nor one good harvest in America mean the salvation of insolvent millers." It may interest these ardent scribes to know that we can do very well with all the bran America can send us. The probability is that John Bull will simply re-ship the greatest portion to the Continent at a profit. Equally interesting also, I hope, will be the fact that the price of maize has far more influence upon the price of mill offals in this country than all the bran America can send us; for when maize is dear, people buy mill offals, but when cheap they prefer maize. We are fortunately still able to do without the services of a Mr. McKinley, and to pay our way into the bargain. Happily we, as a nation, have not descended to the grasping, avaricious methods of our competitors across the water; but still believe in the old-fashioned political economy of buying in the cheapest and selling in the dearest market. Our friends reverse this policy, preferring to buy in the cheapest; and necessity compels them to sell in the cheapest."

A HASTY CONCLUSION.

It is frequently intimated that the American wheat farmer is not securing the proper advantage from the deficiency in supplies in Europe. This is a hasty conclusion. Suppose Europe this season had a normal home supply. What would likely be the position of values in this country, with more than 650,000,000 bushels of wheat produced in the United States and Canada, under such conditions? Is it not likely that prices would be 20 to 25 cents per bushel lower? If this is a reasonable view, it may be reckoned that the American farmer has been and is now, securing a high premium for the surplus wheat which he has had.—Cincinnati Price Current.

CONTEMPORARY COMMENT.

WINTER WHEAT FLOURS.

From all the markets, foreign as well as domestic, come reports of steadily increasing preferences for winter wheat products. Although the larger portion of this season's exports of flour have been springs, the winters are in active demand in Great Britain and France. Nor is the inquiry for winters a sentimental one, buyers standing ready to pay higher prices for the same grades of flour made from winter wheat. The restoration of winters to their former favor is in a large manner due to the new process adopted by the millers who were in the outset somewhat slow in making radical changes.—Miller's Review.

THE "HOLD-YOUR-WHEAT" FOLLY.

The folly of the "hold-your-wheat" counsel of the Farmers' Alliance bosses is probably now apparent enough even to strike the intelligence of these individuals. It has recently been estimated by European and American experts that so far as regards its purchases from the United States, nearly all Europe's wheat requirements until the crop of the closing half of 1892 comes to hand will be met by the middle of January. By that time Australia will begin to do its harvesting. India and Egypt commence in February, continue on through March, while Persia, Asia Minor and other exporting localities start in April. Thus there would, in any event, be a continuous stream of wheat into Europe from outside the United States, although, of course, in comparatively small volume, from January onward to July, when the reapers in the United States could resume work. From the present indications Europe could draw on those regions more heavily than usual in the early part of 1892 if there were any necessity. The prospects, on the whole, are for a fair yield in those quarters of the globe. The *St. Louis Globe* that gives the above warning also points out that the policy of making an artificial scarcity will give an impetus to wheat production and so tend to lower prices. Canadian farmers who are adopting the Farmers' Alliance policy may consider the above reasoning and facts with profit.—Montreal Journal of Commerce.

TEST YIELDS.

There is the same difference of opinion on this subject as on every other concerning the practical operations in a mill, and test yields are quite confusing. Tests by large mills using steam power vary from 30c. to 40c. per barrel, including package, while small millers using water power claim as low as 12½c. per barrel. Such tests are inconclusive where the grades are not properly accounted, and each miller will claim his brands are the best irrespective of the facts or the choice of the market. But generally it is a fact that the large mills with the facilities at their command can manufacture a barrel of flour at less cost, sell at a closer margin, and show a better percentage of profit on the investment that the general run of small mills regardless of the power used. Some small mills favorably located, where the products can be disposed of as fast as made, and partly at retail prices, require but a small capital to operate, as the money is turned often, make more on the investment than the most favorable located large mills, and that a fair share of the small millers make money is evidenced by the fact that they pay for their plants out of the business done, live well, establish a good credit and accumulate property. If properly constructed with a line of machinery permitted of making close yields and good flour, managed in a business-like manner, there is no reason why mills of 50 barrels and upward should not pay. The owners of small mills, with few exceptions, do not make proper estimates on the cost of manufacturing, that is, interest on capital invested, business capital, insurance, depreciation in value of machinery or salary of the proprietor, where personal attention is given. All the business should be taken into consideration, as well as fuel, wages of employes, grain and package. Yields should be run often to prevent miscalculation, and afford opportunity of detecting invisible losses. If more attention were paid to these details, fewer mills would run at a loss and more small mill-owners would make money.—The Millstone.

CAN you do without the CANADIAN MILLER? Think!

GREENFIELD MILLS.

ESTABLISHED HALF A CENTURY AGO BY JOHN GOLDIE

NEARLY fifty years ago, in 1846, John Goldie, father of David Goldie, of Ayr, erected a flour mill at Greenfield, Ont., a point one and a-half miles from what is now the flourishing village of Ayr, in the south riding of Waterloo county.

Milling in those days lacked not alone the improved machinery of the present day, used to so great advantage in changing the natural product to the desired flour or meal; little was known of the carrying facilities of these more modern days. There was no network of railways then, such as the commercial world has placed at its use to-day. Flour from the Greenfield mills had to be teamed to Hamilton, 35 miles away. Some years later, when the Great Western Railway was opened, Paris, only eight miles distant, became the point of shipping. Notwithstanding these natural drawbacks a large and increasing trade was done, principally with the New England States. This was in the days of reciprocal trade relations with the United States. At the expiration of the reciprocity treaty the American field was lost for Canadian flour.

When the Credit Valley railway was built, shipping facilities were secured at Ayr, just one and a-half miles from the mill. Lately the Canadian Pacific, of which system the Credit Valley road is now part, have had surveyed the ground for a siding direct to the mill door, which will probably be built in the spring.

In 1864, the business having outgrown the old mill, a new building was erected on a site near the original mill. This is the mill in which the business is carried on to-day, shown in the cut accompanying this sketch. It is built of solid stone, with four stories and basement, size 88x44. An elevator is attached, having a capacity of 70,000 bushels, and in the same structure is placed the cleaning machinery.

In 1881 the mill was fitted up with roller process machinery, Mr. Goldie being one of the first in Canada to introduce this new system. The capacity of the mill was at that time increased to about 450 barrels. Since 1881 no year has passed without some new machinery being added to the plant. Mr. Goldie works on the principle of keeping in perfect touch with the most advanced progress in milling, and if the introduction of additional machinery of an improved character will give greater efficiency to the work of Greenfield mills, Mr. Goldie does not hesitate to introduce the improved machines. During the past summer several new sets of rolls and other new machines have been added, increasing the capacity to over 500 bbls. per day.

These mills, started by the father almost half a century ago, are now the sole property of the son, David Goldie, a name that has ever carried with it a guarantee of superior, and only superior, brands of flour. One of the most popular of these is Goldie's "Star" and is the leading winter wheat flour used in the Maritime provinces.

PRACTICAL HINTS ON MILLING.
BY AN AUSTRALIAN MILLER.

I HAVE worked mills on many different systems, and, as an operative miller, I can state that there are very few mills that are as perfect as they might easily be made, both as regards machinery, building and management. No doubt many master millers have suffered severely at the hands of the enterprising machinery drummer, and the careless and unskilled operator; and I do not wonder to hear them complain of the great expense they have gone to in the erection of new plant, only to find that when started the mill gives bad results, and that alterations and repairs are constantly necessary. Many a time we find everyone, from the head miller down to the sweeper, flying around cleaning chokes, altering spouts, and cooling hot bearings. The machinery may be perfect in itself, but, through being improperly erected, it works badly. Spouting is more inclined to choke than to run, shafts are not in proper line, and

hot bearings are the result; belts are not up to the work imposed on them, and machines are not speeded so as to get the best work out of them. No wonder that profits are all swallowed up in alterations and so-called improvements. There is nothing more annoying than a badly running mill, and the unfortunate miller, is nearly worried to death cleaning chokes, stopping and starting machines, etc., the consequence being wasteful milling and inferior flour; for when so much else claims his attention, the miller has little time to attend to the grinding, and makes more pollard and bran than flour, for chokes cause waste; and intermittent and irregular running of machines now overfed, now not fed enough—all results in bad work. Things often go on fairly well for a time, till, perhaps, soft wheat may come in, or a change in the atmosphere takes place, when all will be confusion again; or it may be there are two or three shifts in the mill, each shift trying to get the best of the other, with the result that machines are overloaded and stuff rushed through, quite regardless of the owner's pocket. Another source of trouble is when the boss thinks he understands the working of a mill himself, and interferes in everything, drumming the operator round, and treating him like an apprentice; or, again, giving him all sorts of jobs to look after, as if the machinery did not want his constant and careful attention. Every choke means serious waste and damage to quality in irregular dressing; every slipping or broken belt means waste, and revolving empty rolls damage each other, particularly if corrugated.



GREENFIELD MILLS, PROPERTY OF DAVID GOLDIE, AYR, ONT.

In case of a choke, the operator will run all over the mill to find where it is, and, having found it, sometimes uses a heavy stick, or even a sledge hammer, with what results to the spouts may be imagined. Again, we often see much flour and good stock going to waste all over the mill, through the carelessness of employees and those who are paid to look after the owner's interests. How often do we see men, when examining the product of rolls or dressing machines, throwing the samples on the floor to go as sweepings, or to the pollard bag. If all such small sources of waste were looked after, there would be much better returns at the end of the season.

I have handled machinery on most systems—American, English, and German—and am of opinion that almost any modern system will give good results if well managed and properly erected. Of course, like all other men, I have my own favorite system. All the different machines must support each other. Rolls, purifiers and silk-dressers, all combine to bring about good or bad work. Spouting should be sufficiently roomy, should not choke, and should be easily got at. Rollers should have easy adjustment and good automatic feeders, and should be fitted with suction, as in close-running rolls grinding warm, much of the hot air is carried away from spouts and dressing machines. Dressers should be fitted with double conveyors and brushes, so that their capacity can be increased or decreased to suit quantity or quality of feed and state of the weather.

No man knows what mill machinery is capable of doing better than the operative miller who has worked with different systems and very little reliance should be placed on the assertions of the agent's interests in special system. Of course they are anxious to sell their own and assert that it "ticks creation," but the fact remains that they all can show you testimonials to back up their assertions; and as a matter of fact, as I said before, they are all good enough if the plant is suitable and properly erected and run. One word more and I have done. The necessary supply of tools and appliances should always be ready to hand, in convenient places, so that no delay may occur in looking for them in case of an accident. A mill may run empty, or a machine be stopped for some time before the tool wanted to set things right is found.

A NEW IDEA IN BOILERS.

THAT steam boilers are subjected to extremely destructive strains when the furnaces are first started for raising steam is due to the fact that those portions of the boiler surrounding the furnace become highly heated, while the more remote parts remain for a long time comparatively cool. Hence, there is uneven expansion of the metals, and the consequence is that strains are set up in the boiler, which shorten its life and are otherwise very prejudicial. To remedy this Mr. C. E. Hudson, a naval engineer of experience, has devised a simple, ingenious system, which has had a successful practical trial on board a merchant vessel.

The arrangement consists in substituting for the present furnace fronts steam-heating chambers of the same strength as the boiler. These chambers, which do not interfere with the grate furnace, are at starting filled with water from the bottom of the boiler, or from any point of the boiler where there is no circulation. A small fire is lighted in the furnace at first, which heats the water in the chambers, and by degrees the remainder of the water in the boiler becomes heated, and the shell is gradually warmed, a uniform temperature being attained. During this period there is neither pressure nor steam used, and as soon as the circulation ceases by reason of the accumulation of temperature, the heaters become auxiliary boilers, assisting the larger one. As soon as the temperature has become uniform the fires are hurried and steam is raised to a working pressure. The primary work of the heaters being accomplished, the chambers are used as feed water heaters.

The feed water, instead of going into the boiler direct, is diverted into the heaters and becomes heated to a temperature of 200 degrees Fahrenheit. It will thus be seen that the arrangement is that of a combined automatic circulation and feed water heater, which not only does not rob the boiler of steam, but arrests and utilizes heat which would otherwise be wasted, or rather worse than wasted, as it radiates into the stock hole, and in some circumstances renders it unbearable. The steamship on which the system has been at work for nearly two years is the Cariganshire, a vessel of nearly 3,700 tons. The results of its application are stated by the engineer in charge to be entirely satisfactory. There has been no trouble whatever with it, and the temperature in the stock hole is found to be reduced by 27°. A further important point is the fuel economy, a saving of 7 per cent. being shown on the average of five voyages.

AN OLD SAW.

AN upper mill and lower mill
 Fell out about three water;
 To war they went, that is, to law,
 Resolved to give no quarter.
 A lawyer was by each engaged,
 And both they contended;
 When fees grew scarce, the war they waged
 They judged were better ended
 The heavy costs remained; still
 Were settled without further;
 One lawyer took the upper mill,
 The lower mill the other.



IT is not too late for THE SCRIBE to extend to the many readers of the CANADIAN MILLER the warmest and brightest wishes of the New Year, along the roadways of which we are now travelling. May it be a prosperous year from start to finish with us all. I do not expect, you are too sensible to expect, that the year's travel will be void altogether, of hindrances and difficulties. This is not the meaning of a prosperous year. I give strength to any of my parts, mental or physical, by the exercise of those parts; and strength is developed by being obliged to exert strength, exerting it with force, not by doing that which calls for no effort to do. Stumbling blocks will appear in the way, but they are there simply to be gotten out of the way, and they will be gotten away if we are made of the stuff that heroes are made of. A miller a hero? Yes, a hero is a man, in whatever walk of life, who heroically overcomes the drawbacks that we must all meet in one shape or another in our life's work. The man is still a babe who allows these things to frighten him and mar his life's work. The year will be both prosperous and happy if we determine to make it so. If I can be of assistance to a brother dusty don't hesitate to command me. We have been good trends throughout the year that has gone. Let us cultivate a still closer and wider friendship during the new year. This can be done best by frequent communication with one another. Do this by frequent writing or calling upon us.

I have only opportunity to squeeze in a line, as a form goes to press, to congratulate the millers and grain men on the election of that deservedly popular representative of the trade, Hugh N. Baird, as president of the Toronto Board of Trade. In casting their votes for S. F. McKinnon for vice-president they were not forgetful of former kindnesses from this well-known merchant. Of course they were in the soup for council representa-

Wm. Crombie, a former resident of Huron county, Ont., writing from Young, North Dakota, says "We had the worst blizzard for three days in December that I have seen since I left Ontario and arrived in Dakota, now ten years ago. Crops have been extra good this year, and threshing is only about two-thirds done. The grain is a good quality, but some of it was bleached by remaining too long in the stocks. Labor has been very scarce and dear."

R. P. Roblin, of Winnipeg, Man., who returned from New York a week since, speaking to an interviewer regarding the grain blockades on the West Shore, confirms the statements made by other correspondents from Manitoba. He says the blockade was fully as bad as reported and that it was caused by the irregular way in which some dealers forwarded their wheat. Those who had consigned their stuff properly had no difficulty in getting accommodation from the railway in question. He found that the American railways were anxious to get the Canadian export business, but were compelled to take the action they did owing to the way the business was being conducted. Mr. Roblin says that Manitoba wheat is in demand at New York, and the dealers there realize that this country will in the future supply the hard wheats for the great consuming countries of the world.

"The whaleback," said Mr. Carpenter, of Buffalo, manager of the Lake Superior Transit Company, who paid Toronto a visit a week since, "is revolutionizing the freight trade on the upper lakes. Eighteen of this new style of vessel are already in active operation on the

lakes. They are not being confined to fresh water either, but some of them are in use on the seas. It was only recently that a whaleback went around Cape Horn and came up to Puget Sound. The great advantages of these vessels are their cheapness, their speed and their capacity. A whaleback can be constructed comparatively cheap, a good sized barque costing about \$50,000. They do not require such powerful engines as ordinary vessels. Whalebacks on the Atlantic, equipped with engines of only 600 horse power, have been found speedier than the ordinary ocean tramps. Of course they do not attain the speed of the greyhounds, but if their engines were made a little stronger I think they would easily equal the fastest liners afloat. Old Capt. Macdougall, of Duluth, the inventor of the vessel, is kept busy superintending the construction of new vessels. He proposes to fit them up with cannon and says they would be of great use as war vessels. Their special utility would be in the defence of a harbour. Altogether the whaleback is a wonderful invention."

Said a leading miller "I see no reason why the office of the man who runs a flour mill should not be as clean and well kept as that of any other business man, yet I know that too frequently it is not so." I felt that my friend had been there, for, if you except the proverbial editor's den, I do not know of many more untidy places on this mundane sphere than the average miller's office. There are exceptions, of course, but I am not dealing in exceptions just now. No excuse is to be offered for the disorder that holds swing in either case; and, as far as the man of the pen is concerned, I have no sympathy with that phase of Bohemian journalism that excuses this kind of thing. I like a comment that has come into my hands from a writer on this subject, the reference being directed to the milling fraternity: "It is a trait of human nature for successful men to keep in touch with each other and it is difficult for the miller whose business is conducted in a shiftless way to secure the same hearing in the commercial world as the miller whose business is conducted in a methodical manner and who keeps pace with the progress of the times is given. It is not always true that the business man or miller who makes the best appearance is the more reliable or more prosperous of the two, but it is true that the world thinks best of that one who thinks enough of the ruling influences of the times to honestly court their favor."

A writer in a milling exchange gives this counsel to young millers. I do not know that it need necessarily be confined to young men. I should like to see old and young accept the counsel as wise, and let the CANADIAN MILLER hear from many of them more frequently than is the case to-day. "Be not only a constant reader of milling journals, but become a correspondent or contributor. Do not say that you haven't time, for this can be done during your leisure hours. Do not be afraid of being ungrammatical, for the editor always stands ready to make your article readable. Search after valuable facts, and seize every one that is presented to your observation. There are various reasons why the young aspirant should write. One of the principle objects is the discipline of the mind. It has been said that the mind attains its maximum of strength by one process only—intense thought. Nothing will set one to thinking more than the attempt to write on some subject, even though it be a familiar one. When we begin to put down on paper our knowledge of a certain topic, we set our minds to thinking more earnestly; our thoughts become concentrated more or less on the one subject. When attempting to carry out a line of thought by meditation we are apt to be led away from the original subject and side-tracked to something else, we are more apt to let the mind take the easiest possible course. One is apt to imagine that he can only write a line or two, even on a topic with which he is quite familiar. But after one gets started on a subject many ideas present themselves and he is soon led in various directions in thought."

Taking a run through the Board of Trade a few days ago I found grain men excited over the following circular letter that had been issued that day, bearing the sig-

nature of John Earls, of the Grand Trunk freight department: "We are advised by the managers of railways in Boston, that demurrage and other charges will accrue upon all grain sent to Boston and not promptly exported, either from elevators or ex-cars. We are therefore obliged to issue through bills of lading at the current export rail and ocean rates as authorized by the steamship companies, and to add to such ladings, in addition to the rate the following words: "And Boston terminal charges, as per manifest." If exporters do not desire to accept these ladings they can surrender our railway bills of lading to the steamship agents at Boston when exporting their grain and take ocean bills of lading from steamship companies after settling rail and terminal charges at Boston." "What has given occasion for a document of this nature," said Central Buyer C. B. Watts, "I do not know. It is a most unheard-of thing for our elevators to refuse storage. And to say that in lieu of this, demurrage shall be charged, is a piece of business that smacks of attempted despotism. Storage charges at Montreal, for example, are 1/2c bushel for first ten days, and at Boston the rate is a fraction higher, probably 1/4 cents. Demurrage charges are one dollar a day per car. Take cost of storage on say ten cars for the first ten days, and compare it with demurrage for same length of time, and one can see in a moment the injustice of the step. If our railways had designedly planned to handicap Canadian export trade to the full extent of their power, they could hardly do it more effectually than in action like the present, combined with the trouble that shippers, especially of Manitoba wheat, are experiencing just now, in aggravating delays of car-loads of stuff en route for export."

The fixing of flour standards is a matter of the utmost importance to millers generally, and particularly to those of this province. I was glad to see the question handled with vigor and intelligence by men like J. I. Spink, at the late meeting of the Dominion Miller Association. It seems hardly possible for anyone with a correct knowledge of the subject, and who does not allow himself to be prejudicially inclined in his view, to come to any other than the one conclusion that, in the words of Mr. Miall, Commissioner of Inland Revenue, "there were good grounds for the dissatisfaction recently expressed." I was glad to find Mr. Miall speaking so candidly on the question, showing that the department at Ottawa were evidently disposed to deal fairly with the millers. The Commissioner went on to say that, prior to anything appearing in the press, his attention had been drawn to the matter and he had communicated with several boards of trade with a view to securing suggestions for the amending of the Inspection Act and the removal of any cause for complaint. The present difficulty appears to have arisen from the fact that some of the boards of trade have been stretching the privileges they possess under the act, and have sent down to select the standards, in some cases, two or three men of indifferent ability, instead of one representative thoroughly up in the business. Mr. Miall says while it is right that the west as well as the east should have fair representation on the Board of Examiners, so that the flour standards should be equitable to all concerned, it was undesirable that the expenses of choosing the standards should overrun the original estimate of the department; and not only that, but it was desirable that representation on the board should be confined to men thoroughly up in the flour business. "I had," he remarked, "at one time thought of restricting representation to boards of trade where there is an inspector of flour, but this would hardly be fair to the other provinces, and would have left the matter entirely in the hands of the boards at Montreal and Quebec. As the grain from which our flour is produced is grown chiefly in Ontario, Manitoba and the Northwest, I think they are certainly entitled to representation. Nothing, of course, has yet been decided upon, and the department will be glad to receive suggestions on the subject. My own view is to limit the representation to places where there is an inspector of flour and to such other important centres as the Governor-in-Council may designate, one person thoroughly up in the trade from such important centres as may be chosen."

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Office of the CANADIAN MILLER, 1
January 15, 1891.

THE GENERAL SURVEY.

There is nothing surprising in the statement that the grain situation has been one of general quietude for the past month. Allow for two weeks of holiday season to close up December, and the excitement of municipal elections, and kindred conditions in other directions for the first two weeks of the New Year, and no better explanation is required.

The time is favorable for a consideration of matters generally connected with the season's trade.

Take a statement that has been made on the authority of a writer, who is usually deemed reliable, viz, that the exports of wheat and flour from the United States and Canada, in the fall months of this year, have never been equalled. The New York Commercial Bulletin points out, that as respects the aggregate of exports the statement is true, but it is not true as to all the months since July. For even the enormous exports in the month of August, 1891, amounting to 26,277,682 bush. of flour included, were surpassed by the exports in the month of September, 1879, which were 25,647,971 bush. wheat and 517,046 bbls. flour, equivalent to 27,973,678 bush. wheat. It may be interesting to compare the movement this year, as far as it is now known, with the exports during the last half of the year 1879, and of the last half of the year 1880, for in both those years the wheat exports were larger than ever before, and larger than they have ever been since until this year :

	1891.	1880.	1879.
July	13,695,899	21,061,705	14,432,494
August	26,277,682	24,149,72	24,927,682
September	25,707,080	16,636,148	27,975,678
October	19,910,046	18,882,306	23,312,817
November	20,010,989	15,392,876	13,320,472
December	16,416,498	13,812,781	11,147,824

Total .. 121,899,194 110,837,978 115,127,272

The prospects of high prices in the near future is one of those subjects that does not down with some people. The MILLER, while never taking a gloomy view of the season's situation, has altogether failed to find tangible ground on which to base this expectation. We have so declared ourselves in discussing the question before, and the conditions each month only confirm the view we have taken. A certain class of English buyers are largely filled up with the view. Notwithstanding the fact that the visible supply of wheat in the United States and Canada continues to increase at a rate of not less than 1,000,000 bushels a week, combined with full supplies in Europe, still our English friends positively hold to the hope that before the spring flowers blossom and bloom the increase will take place. The Montreal Trade Bulletin, commenting on this subject, says : " It is amusing to read some of the correspondence received by last mail from Liverpool from firms who, while admitting the recent decline in prices, appear to regard it as altogether out of gear with the prospective relative position of supply and demand. They still maintain that supplies must fall to an unusually low ebb between next March and July, and that the most extraordinary deficiency will be experienced during that term. In view of this eventuality they look upon the continued liberal shipments from this side as absurd and tending to keep values considerably below what they otherwise would and might be. " We have before pointed out the true position of receivers of wheat in England, the majority of whom are well loaded with high-priced stuff and consequently they look upon the continued free selling on this side as antagonistic to their realization of profits. It is very seldom that English buyers are found in this predicament, as their usual forte is to point out to shippers here the prospects of lower prices in the future ; but now that they are the actual possessors of large quantities of high- priced grain, they naturally feel that the United States and Canada have somewhat interfered with their usual methods of making profits. They are no doubt sincere in their belief of higher

prices later on, and it, therefore, seems to us that their better plan would be to hammer them down for all they are worth in order to get in at bottom and thereby even up the losses they made by former purchases, which would give them a splendid opportunity to take full advantage of the big bulge which they look upon as certain to take place next March and July." We still have a certain population on this side of the Atlantic who are as big in hope of \$1.50 wheat, or thereabouts, as John Bull, but our impression is that under the every day situation the number grows beautifully less.

It is a nice question just how much wheat is in farmers' bins. The impression throughout the country is that there is a good deal. An American grain exchange thinks it is probable that some 40 per cent. of the spring wheat is yet to be sold by the farmers, which, with 10 per cent. of that already sold to come to terminal markets, would seem to indicate that the railroads have actually hauled but little more than half the crop yet. On the north Pacific coast only about 10 per cent. remains to be marketed.

The rumor that comes from Odessa that the Russian ukase may be removed, has naturally given strength to the bear side of the market.

WHEAT

The market has not been duller for some time. The bears have had the battle largely to themselves, and matters continue bearish. A drop of six cents per bushel in the Chicago markets inside of one week did its share to strengthen this feeling. The reports from Britain are hardly less bearish.

The London Evening List (Dornbusch) says : " It may be safely predicted that never before has the United Kingdom entered upon the new calendar year with more ample supplies of foreign breadstuffs. Our granaried stocks and our floating stocks are represented by 50,200,000 bushels, against 33,530,000 in 1890, and 37,000,000 bushels in 1889. The immediate result of this plethora may be seen in the almost stagnant condition of the United Kingdom markets, not only for c. i. f. parcels and cargoes, but also in the principal centres of distribution - it will take weeks to reduce this pile of food to normal dimensions. One of the greatest obstacles to the return of active trading is the fact that nearly all the merchant millers of the United Kingdom hold considerable stocks, which must be worked off before they (the millers) find it necessary to enter the market again."

Market prices at leading points are as follows. Liverpool Spring wheat, 7s 11d to 7s 11 1/2d ; red winter, 7s 11d to 7s 11 1/2d ; No. 1 Cal. 8s 3d to 8s 3 1/2. Chicago Jan., 88c ; May, 92 1/2d. Oswego : White state, \$1.01 ; red, \$1.02. St. Louis : Cash, 90c ; Feb., 91 1/4c ; May, 93 1/4c. Duluth No. 1 hard, cash, 87c ; May, 92 1/4c ; No. 1 Northern, cash, 86c ; May, 92 1/4c. Canadian - Ontario, 84c. Manitoba : No. 1 hard, \$1.04 ; No. 2 hard, 99 1/2c ; No. 3 hard, 92 to 93c ; No. 3 regular, 86, 87c ; No. 2 regular, 75, 76c.

BARLEY

Present reports tell of a quiet market generally. At Buffalo, No. 1 Canada sold at 88 1/2c ; fancy western has ranged 68c ; No. 2 Western, 66c ; Michigan, 60 to 67c. Oswego No. 1 Canada quoted 92c ; No. 2 extra, 89c Canada ; No. 1, 53c f.o.b. ; No. 2, 50c ; No. 3, 43c.

OATS

Interest in oats has been enhanced by the reports of the magnificent crop in Prince Edward Island. Farmers there have struck it lucky, and are in great glee. The shipments to date have been as follows : To sister provinces, 350,000 bushels ; to Great Britain, 542,000 bushels ; to the United States, 51 bushels. Prices for exports have ranged about 41 cents a bushel.

In Ontario little has been doing in oats. Sales in Toronto on the track have been made at 33 to 33 1/2c ; white, west 29c and mixed 28c. In the Montreal markets sales of car lots of Quebec oats are reported at 34 1/2 to 35c per 34lbs.

PEAS

The market is easy and dull. Prices have shown no material change throughout the month. Sellers are in the majority. 59 and 60c is being asked and 58c offered. Fair sales.

RYE

Dullness hangs over no cereal to the same extent as rye. No activity whatever is shown. Local buyers have all they want and to spare, and exporters hold their offers down to 80c, which does not induce sales. Sellers east are asking 88c f.o.b.

FLOUR

The Canadian flour market throughout this month has been free of any remarkable activity. Millers are concerned over the action of Newfoundland, and as the season for receiving orders draws near, they are becoming anxious of the outcome. As pointed out in the editorial columns of this month's MILLER, unless the trouble is overcome speedily, Canadian millers will almost certainly lose the benefit of this season's trade.

Mr. Lewes, on behalf of the syndicate of Canadian millers, reached Great Britain at a time when the market was very much depressed. He is commencing, however, to feel his bearings, and there seems to be no

doubt but that Canadian millers will reap an advantage in export trade from having their own representative located in the British markets.

There is no occasion to complain of local trade ; our mills generally are doing a fair trade.

The Northwestern Miller writes rather discouragingly of American flour trade at the present time. Municipalities can claim no large demand, " bids usually varying so low for patents as to preclude their acceptance. What demand there is comes largely from Glasgow and Aberdeen." St. Louis reports " Export business is very dull, and beyond a few shipments to Great Britain and Cuban business, the foreign business is slight."

A despatch from New York gives a rosy view of the anticipated increase in the American flour trade with the West Indies, as a result of the reciprocity arrangements with that country. Shippers say that orders are already large, and the result of the new law will be a great surprise to some people a month from now. The agents for the New York and Porto Rico Steamship Company report that 300,000 bags have been ordered for export from Baltimore alone, which is 75 per cent. of the whole export from the United States for the last year to both Porto Rico and Cuban.

Whether America flour is going to obtain the hold in France that some millers have expected is, perhaps, a question. The London (Eng.) Daily News of recent date says " French millers are becoming alarmed at the threatened invasion of France by American flour, and although the quantity which has been imported so far is a mere bagatelle, the French Government has been petitioned to raise the duty on flour, which is at present 81. per 100 kilos. The result is that the Senate, with unusual despatch, has adopted the proposal to increase the duty to 10f. per 100 kilos on flour imported showing a yield of only 60 or 70 per cent. from the wheat, and of 12f. on flour, of which the yield is 60 per cent. and less. The object is to increase the tax on the finer grades of flour of which the imports principally consist, and of which flour, of course a smaller percentage, is obtained from the grain."

The following table shows the stocks of flour at the points named on the dates given :

	Jan. 1, '92.	Dec. 1, '91.	Jan. 1, '91.
	bbls.	bbls.	bbls.
Philadelphia	109,500	95,000	150,000
New York	178,800	140,700	273,000
Chicago	82,780	63,063	65,540
St. Louis	70,130	57,780	87,400
Toledo	12,800	6,000	4,000
Baltimore	83,832	73,998	74,006
Detroit	12,100	7,000	15,000
Boston	96,109	109,700	119,599
Milwaukee	110,900	70,490	123,700
Duluth	15,773	14,998	2,999
Total ..	772,184	638,639	914,744

Quotations for flour at the time of writing are as follows : Toronto : \$4.10 to \$4.20 for straight rollers ; \$4 to \$4.05 for extras. Montreal : Patent spring \$5 to \$5.35 ; patent winter, \$5 to \$5.25 ; straight roller, \$4.65 to \$4.75 ; extra, \$4.30 to \$4.35 ; superfine, \$4 to \$4.10 ; city strong bakers, \$5 to \$5.10 ; strong bakers, \$4.80 to \$4.90. Guelph : No. 1 super, \$4.25 to \$4.60 patent. Brantford : No. 1 super, \$4.40 to \$5. Ottawa : No. 1 super, \$4.25 to \$4.50. Halifax Hungarian patent Manitoba, \$5.80 to \$5.90 ; Manitoba strong bakers, \$5.50 to \$5.70 ; Canadian pastry, \$5.80 to \$6 ; 75 per cent. roller patent, \$5.30 to \$5.40 ; 80 per cent. do., \$5.20 to \$5.30 ; 90 per cent. do. \$4.90 to \$5 ; straight roller patent, \$4.75 to \$4.85 ; superior extra patent, \$4.60 to \$4.70 ; extra, \$4.20 to \$4.30. Quebec : Strong bakers' are held at \$4.90 to \$5 ; patents, \$4.75 to \$4.90 ; straight rollers are quoted at from \$4.50 to \$4.60, with sales at \$2.12 1/2 to \$2.17 1/2 in bags ; extras, \$4.25 to \$4.35 ; superfines, \$3.50 to \$3.90.

OUR NEW DRESS.

It would be shabby treatment to come before our readers in the new dress we have donned to-day and not tell them who made the stylish and well fitting garments. The MILLER must give Miller & Richards, type foundlers, of this city, credit for this handsome outfit. The body of the paper is printed from their extra hard metal Scotch type, which is known to printers in this country from the Atlantic to the Pacific. Those who are not practical printers will admire what in technical parlance printers speak of as a clean, open face type, while the printer himself knows the durability and perfectness that comes with this type, when it bears the well-known letters " M. & R. " The new and handsome types that are shown in the advertising pages of the MILLER, and that give to these pages an attractiveness that will certainly be admired by our advertisers, comes also from the same firm, for as a matter of fact there is nothing necessary to the complete outfit of a printing office, small or large, that is beyond their capacity to furnish. Established as the leading type foundlers of Great Britain for upwards of a century, they have for many years been ably represented in Canada by Mr. R. L. Patterson, one of the most popular men among the printing fraternity throughout the wide Dominion.



ROSENGOOD, Man., can now boast of a flour mill.
KILLARNEY, Man., offers a bonus of \$4,000 for a mill.
JOHN TODD, flour dealer, Toronto, has assigned to James Parkyn.

JACQUES & DOUGLAS is the name of a new grain firm at Ottawa, Ont.

HENNING'S flour mill at Goderich, Ont., was destroyed by fire. Loss \$6,000.

DOW & WILT have leased the flour and oatmeal mill at Pilot Mound, Man.

PORT ARTHUR, Ont., offers a bonus to the man who will establish a mill within its borders.

THE mill of J. P. Frieson & Sons, at Gretna, Man., has been increased to 125 barrels capacity.

MARTIN & WHEELER'S large flouring mills, Ottawa, Ont., are now operated entirely by electricity.

WHAT was known as Bowly's grist mill, near Rockford, Ont., and owned by Thomas Thoms, was destroyed by fire.

GRAIN-BUYING points are being established along the line of the new Northwest Central Railway, the first 50 miles of which is now completed.

A PORTABLE grist mill has been purchased by the farmers of Cardston, Lethbridge district, Alberta. It has a capacity of a barrel and a half per hour.

F. A. FAIRCHILD, a well-known dealer in farm implements, of Winnipeg, Man., says that threshing in the Province will be continued until June next.

THE old McKinnor mills at Alton, Ont., owned by McCutcheon & Co., are being remodeled to a 75-barrel mill. The contract is in the hands of E. P. Care, of Thistleton, Ont.

A BOARD of trade has been organized in Oakville, Ont., with a membership of 24. It includes the prominent business men of the place, and is starting under favorable auspices.

THE new grist mill at Millwood, Man., under the management of Herbert Webster, is doing a good business. Mitchell's elevator at same place is completed and receiving large quantities of grain.

HAMOTA, Man., has got a big boom on as the result of making it the terminal town of the G.N.C.W. Railway. It will be an important milling centre, and a new grain warehouse has just been completed for N. Bawlf, of Rapid City. Grain is being marketed at the rate of 1,000 to 1,500 bushels per day.

W. H. CODE & Co., of Searforth, Ont., are showing samples of a load of 58 bushels of wheat which was delivered at the mills by Thomas Stinson. The wheat is of the Michigan Amber variety, and tested 66 pounds to the bushel. Mr. Stinson has recently delivered several loads of wheat to the Code mills, which has tested over 65 lbs. to the bushel.

A SAD accident occurred at the mill at Keewatin, Ont. There is a cylinder on the outside of the mill on which a rope is wound used for pulling up cars on the switch for loading and unloading, and a Swede named Hans Fisher got caught on the rope and was wound in on the cylinder before it could be stopped. The body was cut in two and the head badly crushed, killing him instantly.

CHIEF Engineer Trudeau, of the Canadian railways and canals department, has submitted to the government a proposal to make the locks of the Sault Ste. Marie canal (Canadian side) 900 feet long by 60 feet wide, in order to allow three barges to follow each other through at one time, instead of the proposed lock of four boats, two abreast. It is probable that the proposal will be approved.

THE Globe's Montreal correspondent says that the grain merchants of that city believe the adoption of unduly high standards of grain by the board of examiners was not the result of error in judgment on the part of western members of the board, but that it was in pursuance of a policy adopted deliberately from year to year to place them and commission men at a disadvantage as compared with western millers.

The British Columbia Mills, Timber and Trading Co. recently got out three monster sticks of timber for the Montreal Harbor Commissioners, 36 inches square and 60 feet long. This is a duplicate of an order executed in 1890 for the timbers for a dredge which the Montreal Harbor Commissioners were then building. They are now building another dredge, and the massive British Columbia spruce received in 1890 was so satisfactory that they want some more of the same kind.

The Lake of the Woods Milling Co. has announced that it will increase the capacity of its Keewatin mill to 2,000 bbls. A new mill of 600 bbls. capacity will also be built at Portage la Prairie. The company has now a line of 25 elevators.

ASQU'S BROTHERS, formerly of Brussels, Ont., and now of Suburn, Man., have been doing some big threshing. They started work at 12 o'clock and by 4 o'clock same day they had eighteen hundred bushels threshed. They then moved the machine one mile, set it again and threshed 350 bushels by six o'clock. Some idea of the amount of grain turned out can be formed when we say that it took four teams and eight men to take the grain away.

UP to a week ago 1,050 cars of grain had arrived at Halifax, N.S., for the elevator, to be shipped by Furness line and Donaldson line steamers to England. Cars are loaded with oats, peas and barley. Each car contains from 24,000 to 50,000 pounds and averaging each car at 34,000 pounds will give a total weight of 35,700,000 pounds to be elevated and re-shipped by the steamers. It is estimated that there are about 800 cars of grain besides those that have already arrived at Halifax, on the road in the different stations and sidings between here and Moncton. The railway authorities are taxed to their utmost to keep steamers going and find room for the cars.

AT the last general meeting of the Rimouski County council a resolution was unanimously passed strongly urging on the Federal Government the necessity of erecting a deep water pier at Father Point light for the service of the 600 ocean steamers that annually call at that point. The Montreal and Quebec Boards of Trade and the Montreal Corn Exchange, the lower St. Lawrence pilots, and all the steamship companies have sent in petitions endorsing the request, and as the works are considered by all the shipping and trade circles as being urgently required, it is concluded that the Government will at once take measures to comply with the reasonable demand.

WHEAT from Brandon, Man., is being shipped to England from Victoria, B.C., by the Pacific Ocean and round Cape Horn to Liverpool. This is the first experiment of the kind ever tried. It is scarcely probable that wheat can be profitably landed from the centre of Canada to the western ocean, and thence carried to Liverpool at the same price that it can be carried direct, but that it can be occasionally taken at all by this route with advantage to the shippers, will be worth demonstrating. The great Peace River country, the best wheat land now unoccupied, is nearer by a thousand miles to Victoria than to Montreal, and it may be, should the Hudson Bay railway prove impracticable, that the product of that country will some day find access to the markets of the world through British Columbia ports.

SOON after the reciprocity arrangements between the United States and Spain went into effect complaints were made by Canadian merchants that the authorities in Cuba and Porto Rico were refusing to allow Canadian products into these islands at the same rate of duty as imposed upon United States products of similar kinds, and also that they were imposing an export duty on sugars destined for Canada. The minister of Finance made immediate representations to the Colonial Secretary in London, and very soon thereafter received assurances that Canadian products would receive in all respects more favoured nation treatment, and that the Cuban and Porto Rican authorities had been so instructed. Late despatches received bear out these assurances, so that up to July 1, 1892, Canadian trade stands in Cuba and Porto Rico on precisely the same basis as that of the United States.

AT the annual meeting of the shareholders of the Ogilvie Milling Company held at Winnipeg, Man., the following directors were elected for the ensuing year: W. W. Ogilvie, Shirley Ogilvie, A. T. Ogilvie and F. W. Thompson. At a meeting of the directors held subsequently W. W. Ogilvie was elected president; Shirley Ogilvie, vice-president; F. W. Thompson, general manager; W. A. Black, secretary. It is understood that the business for the past year was of a highly satisfactory nature. Mr. W. W. Ogilvie, president of the company, said that previous to coming to Winnipeg he had asked the company's manager to secure reports from outside shipping points in the Northwest as to the amount of grain that had been marketed so far. These reports had been received and compiled and showed that 38½ per cent. of the estimated crop of last year had left the farmers' hands. In speaking of the quality of the wheat, Mr. Ogilvie said that judging by past experience he thought that the wheat now in stack should remain so until spring in order to allow it to get thoroughly dried out and cured. Grain left in stack until spring would certainly turn out much better than anything of recent threshing, notwithstanding opinions expressed to the contrary. Mr. Ogilvie also stated that it was probable that the Manitoba crop of 1891 would exceed the Government estimate. Considerable improvement will be made in the Ogilvie Company's properties here.

LATE reports say that Russia is drawing both wheat and barley from Morocco.

AN English despatch says that Russia has entered into arrangements with the Black Sea and Danube Steamship Company for shipment of Roumanian wheat to Russia.

THE shipments of rye from America, Canada, Roumania, and Turkey from Sept. 1 to about Dec. 15, amount to 7,200,000 bus., against 16,000,000 for the same time a year ago, the latter figures including shipments from Russia.

E. M. VAN TASSEI'S big grain elevator and warehouse, corner of Thirteenth-avenue and west Eleventh-street, New York, were destroyed by fire involving a loss of about \$300,000. Two workmen perished in the flames.

LOWENTHAL, LIVINGSTON & Co., grain dealers, of San Francisco, Cal., have filed a petition in insolvency. Liabilities \$308,000; assets \$163,000. Speculation in charters of wheat-carrying vessels was the chief cause of the insolvency.

JOHN BUTLER, manager of the Midland (Ia.) Elevator Co., was arrested at Chicago, Jan. 2, charged with embezzling \$4,000 from his company. The money was secured on drafts and collections. Butler was once wealthy, but lost his fortune several years ago.

A BANANA flour mill is to be built in Minneapolis if the parties interested in the scheme can raise the necessary capital. The fruit will be put through machinery resembling that used in the manufacture of wheat flour. Who will be the first to invent a banana peeler?

A despatch from Dantzig, Germany, says: The officials of this port have appealed to Chancellor Caprivi to extend the new grain rates to grain that was bonded for transit during the passage of the treaties in the reichstag. There are 33,000 tons of grain held in bond at Dantzig.

THE French barley crop is officially estimated at 9,258,000 quarters, against 5,966,000 quarters in 1890, and the oats crop at 35,054,000 quarters, against 30,400,000 quarters. The larger increase in barley and oats is due to a large area of wheat re-plowed and given to these two cereals.

Numerous cargoes of wheat are going to Havre, France, from America. Eight ships arrived from San Francisco, Dec. 29, with cargoes amounting in all to 337,000 sacks wheat. Steamers from New York brought 167,000 bus. The docks there are quite blocked up, while further heavy shipments are expected.

MR. J. CLARK, representing an English syndicate, has bought twenty-three or all but six of the flour mills in Utah. The transaction involves \$1,800,000 for the plant and \$350,000 for the stock now on hand. The company proposes to erect a number of elevators and expect to control the entire wheat crop of the territory. The mills purchased by Mr. Clark have a capacity of 2,024 barrels of flour per day.

A SHORT distance above St. Paul, on the Mississippi River, another great water power has lately been made available by such extensive improvements as will secure a head or fall of twenty-five feet. The magnificent dam, extensive canal, convenient and roomy mill sites, give nearly as much power as possessed by Minneapolis, while everything being on solid rock, and an immense reservoir of deep, still water extending for miles above the dam, gives many superior advantages found at no other point.

AT a meeting of the Rye Flour Millers' Association at New York Jan. 6, the price of Rye flour delivered at New York was fixed at from \$5.25 to \$5.35 per bbl. Before the Albany meeting last month the price of rye flour dropped from \$5.60 per bbl. to \$4.90, and there was no corresponding decrease in the price of rye. Since, rye has gone up. When the price of rye goes up or down, the secretary will take a mail vote and upon the vote of three-fourths of the members the price of rye flour will be changed.

IT is stated that the British shipbuilding returns for November are, with one exception, the heaviest for the year, and half the aggregate tonnage representing sailing vessels. From Scotch building yards there were launched 34 vessels of 44,231 tons, of which one-half were steamers, and 14, measuring 22,074 tons were sailing vessels. The total tonnage for the past eleven months amounts to 332,412, as compared with 365,326 in the previous year. Clyde builders launched during the month thirty vessels, aggregating 35,431 tons.

THE
CANADIAN MILLER

AND GRAIN TRADE REVIEW

TORONTO, January, 1892

TO CANADIAN EXPORT MILLERS:

We have been engaged for some months in the work of compiling a list of the buyers of flour, oatmeal, cornmeal, etc., throughout the provinces of the Dominion, Newfoundland, the West Indies and Europe, with the object of assisting in the work undertaken by the Dominion Millers' Association in its efforts to find a more extended market for the products of Canadian mills. The list referred to is, we think, about as complete as it can be made, and includes the names of nearly 750 reliable firms engaged in handling these products extensively.

Our intention is to introduce a special department in the CANADIAN MILLER calculated to interest this particular section of the trade, and also to place a copy of each issue of our journal in the hands of every firm included in this special list. By this means the MILLER will reach not only the manufacturer of flour but the buyer also.

On the strength of this undertaking we solicit from all millers who have facilities for doing a shipping trade the privilege of inserting their announcements in this journal in the belief that the returns therefrom will fully justify the expenditure. As it will be impossible for us to personally interview all whom we hope to see represented in this way it is hoped that all millers wishing to increase their export trade will at once communicate with us regarding rates and any other information required.

Wishing the millers generally a prosperous and happy New Year,

The Publisher.

WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type. Advertisements must be received not later than the 15th of each month to insure insertion in the following issue.

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ESTABLISHED 1885

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THIS Company was organized expressly for the purpose of insuring only Manufacturing Industries, Warehouses and contents. The primary object being to give protection against loss by fire at a minimum cost consistent with absolute security. The system adopted has been to inspect all risks before acceptance, and fix the rate to be exacted equitably in accordance with the hazard assumed. The very small ratio of Fire Losses referred to by the President is attributable to a marked degree of care, order and cleanliness, the most important factors to obviate fires, and which must prevail in all risks assumed by this Company. The President in moving the adoption of the report, February, 1891, said: "I have, however, much pleasure in drawing your attention to the fact that the commission income alone, as you will see by referring to the Revenue Account, exceeded the total claims for fire losses, a record, I believe, unprecedented in the history of any other fire insurance company either here or in the mother country. The insurers with this Company, since it was established in 1885, have already saved on the current year's rates, upwards of forty-five thousand dollars. As no canvassers are employed, dealing directly with the assured, those desiring to avail themselves of the advantages offered by this Company will please address: MILLERS AND MANUFACTURERS INSURANCE CO. Queen City Chambers, Church Street TORONTO INSURANCE—FIRE AND MARINE. MILLS, manufacturers and merchandise a specialty. Telephone at my expense. R. CUNNINGHAM, Guelph.

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JUTE AND COTTON BAGS AND SACKS Of every Quality and Size required

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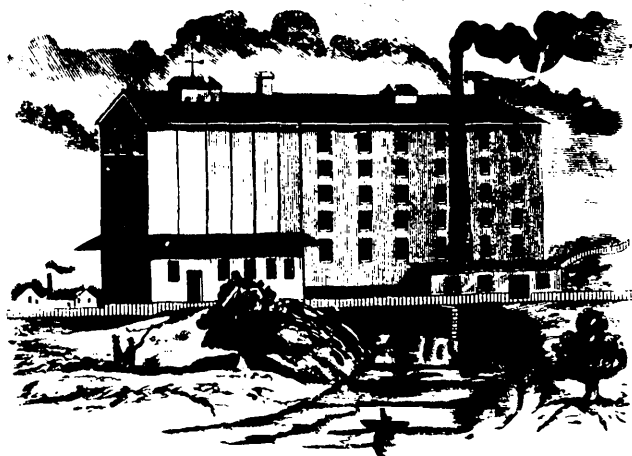
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It eradicates scale, and when the boiler is once clean a very small quantity keeps it clean and free from all incrustation. One fourth the dose will prevent a new boiler from scaling so long as it is used regularly.

Contains no caustic Soda, and is the only matter yet known that will not injure metals in any way, and emits a clear, pure steam.

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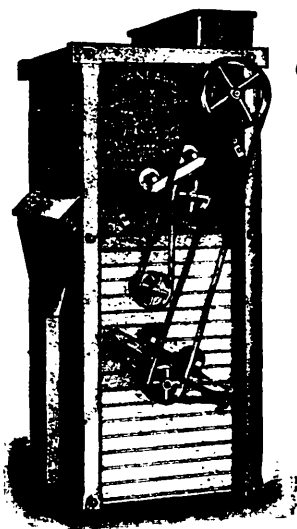
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Is at home in any work you can put it to. Away ahead of anything on the continent for

CLOSE FINISH : AND : HIGH GRADE

Pays its cost in a few days. It has

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"There is more money for the Miller in the Cosmopolitan than in the Purifier. We like it well."

HEWSON BROS.
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This Bolt embraces scientific principles; runs light; no friction on the cloth; bolts fast; makes highest grade; cleanest finish; minimum low grade. It's a dryer and cooler; flour won't sour.

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Brands :

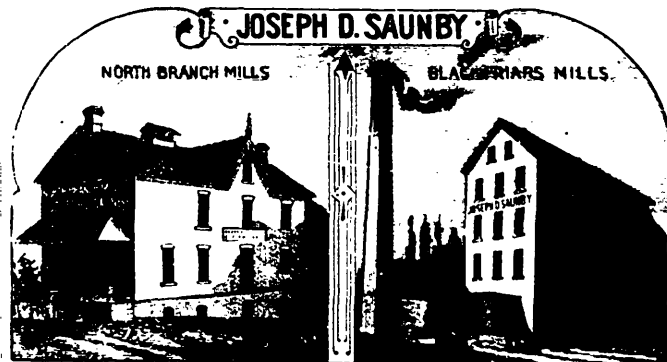
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In whole or car lots mixed

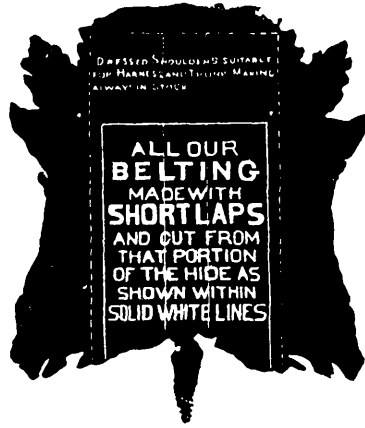


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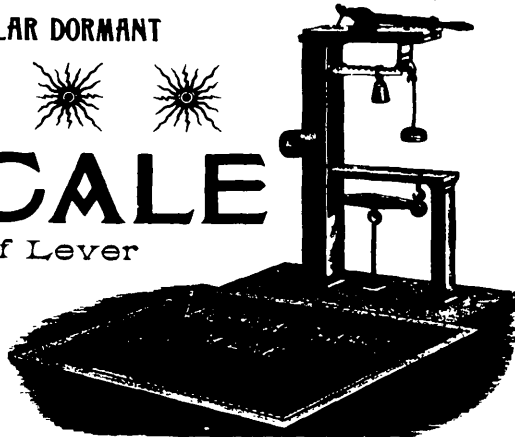



SCALE

With Cut-off Lever

With . or . Without
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Improvement secured by Letters Patent, issued 28th
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 Pillar Dormant, but is equal to both in strength and
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The removal of so much strain and pressure prevents the parts
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☀ IN extending to you our best wishes for a prosperous New Year, we have pleasure in announcing that in addition to our old-established line of Modern Flour Mill Machinery we have just completed arrangements to introduce to the Canadian trade a full line of

THE EDWARD P. ALLIS COMPANY'S
LATEST IMPROVED ROLLER PROCESS FLOUR MILL MACHINERY

And are therefore in a position to programme and build any size mill on either the

SMITH OR ALLIS SYSTEMS

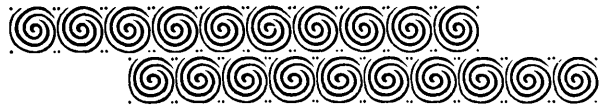


If you contemplate improving your outfit, either by the introduction of special machines or the overhauling of your mill generally, we have no hesitation in saying that we can give you better satisfaction than any other mill-furnishing house in the Dominion.

Let us know your wishes and the same will receive our most particular attention.

The **North American Mill Building Company of Canada**
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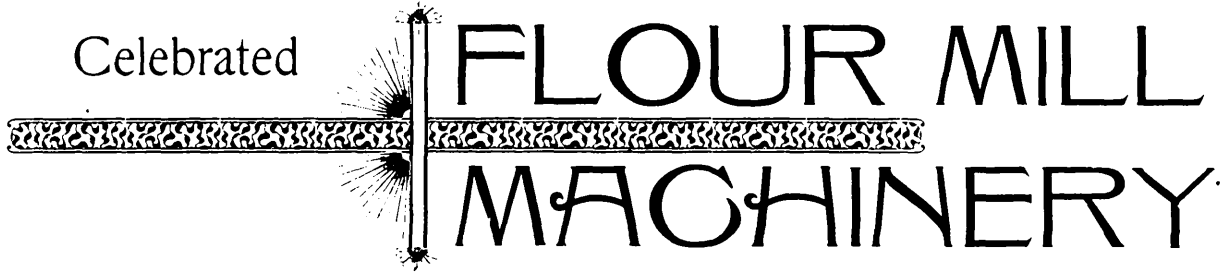
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FLOUR MILL
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No need to buy poor machinery when you
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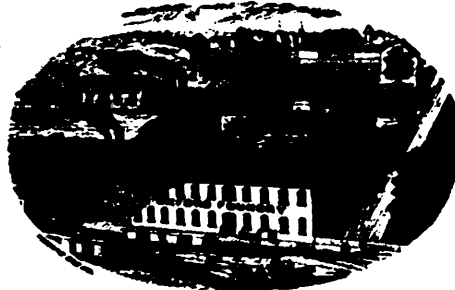
R. WHITELAW.

AMUNSTON, ONT., April 17th, 1891.

DEAR SIR, We have much pleasure in stating that the mill you built for us is giving entire satisfaction in every particular, both mill, engine and boiler. We are making an excellent quality of flour and cleaning up very close. With the addition of only one reel, we are turning out 125 bbls. per day, although contract only called for a mill of 100 bbls. As regards work-manship, we have been frequently complimented by visiting millers with having as complete a mill as could be made.

Yours truly,

JNO. MARTYN & CO.



R. WHITELAW.

WINGHAM, ONT., April 19th, 1891.

DEAR SIR, For systematic arrangement, durability of machinery, economy of power, quality of flour, finish and clean up, the mill you built for us is equal to anything in Ontario.

Wishing you success, we remain yours, etc.,

HUTTON & CARR.

R. WHITELAW.

McGONN, MAN., Oct. 26th, 1890.

THESE have been running steadily since starting, and more so it and the engine and boiler are the best I know of, and I think you deserve great credit for the manner in which the work was done. It shows the difference between skilled labor and haphazard work to perfection. Everything is going like a charm.

Yours truly, GEO. ROGERS.

R. WHITELAW :: WOODSTOCK, ONT.

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SPECIAL STEAM PUMPS

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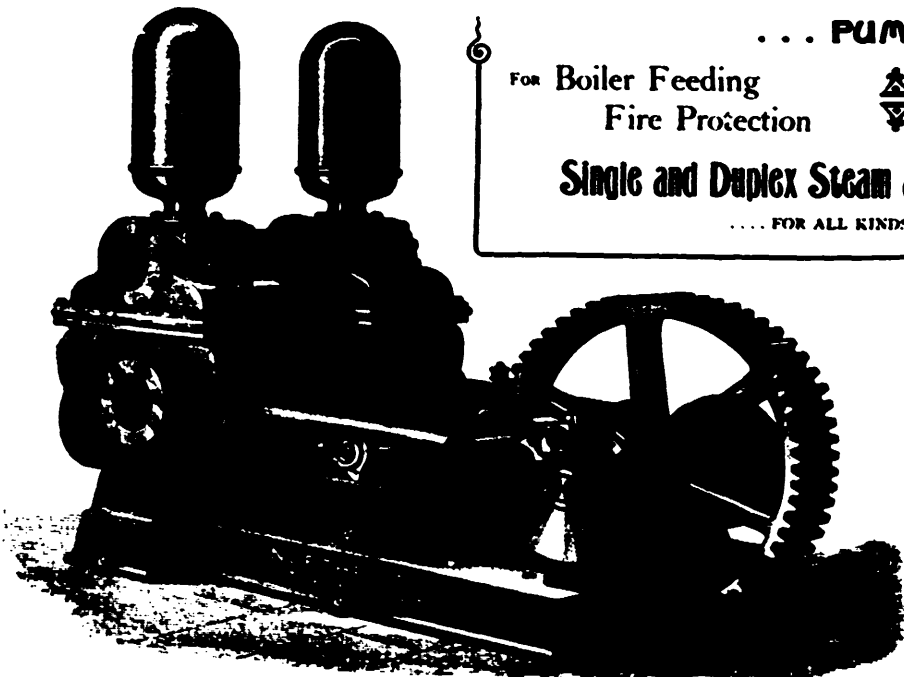
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Single and Duplex Steam and Water Power Pumps

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These Pumps are of the latest and best design, the result of long and valuable experience in the Canadian Pump Trade.

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