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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY,
(INCORPORATED.)

VOL. XV.

CHICAGO, ILLINOIS, OCTOBER 15, 1896.

No. 4.

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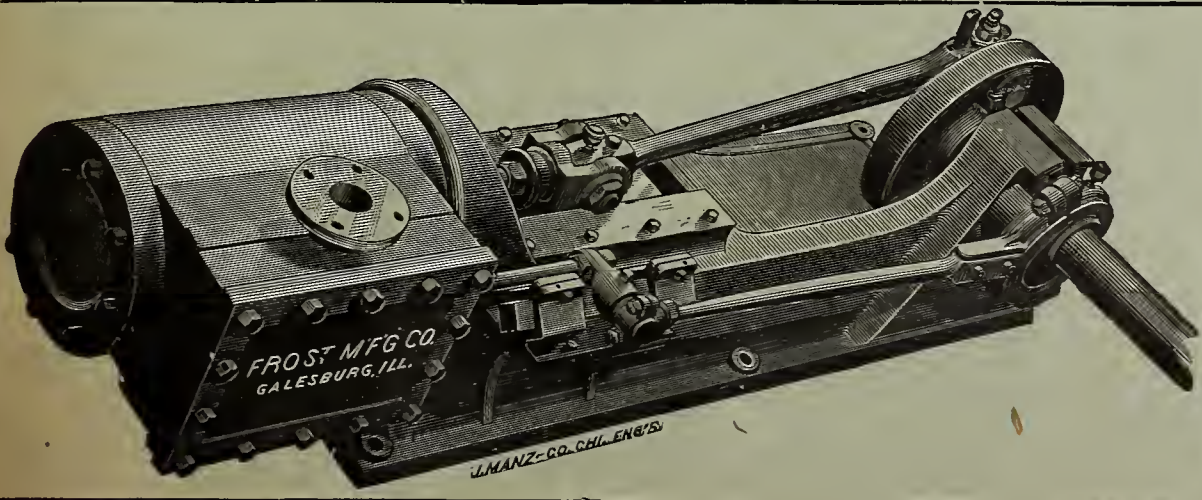
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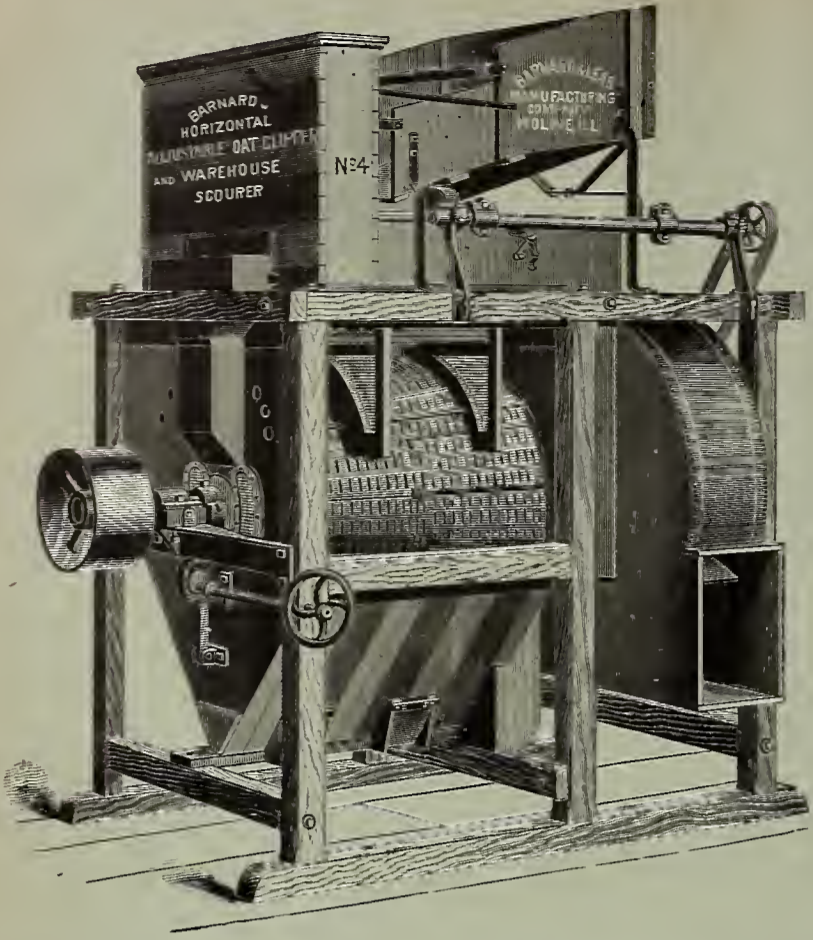
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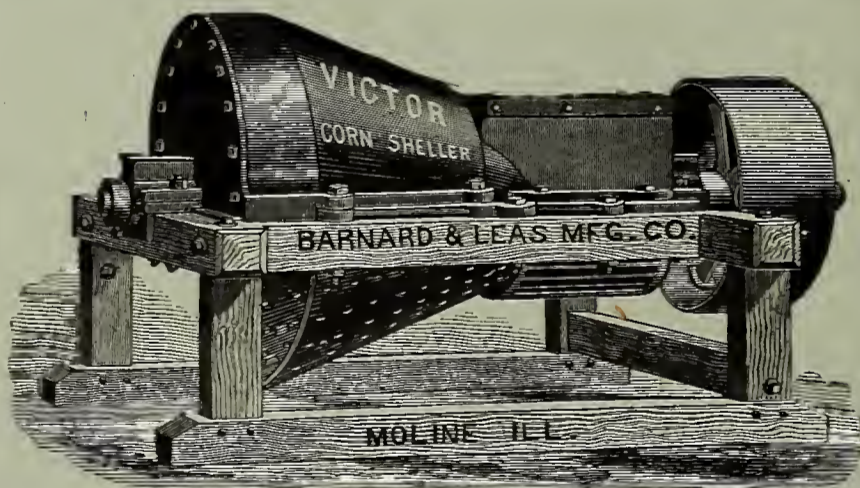
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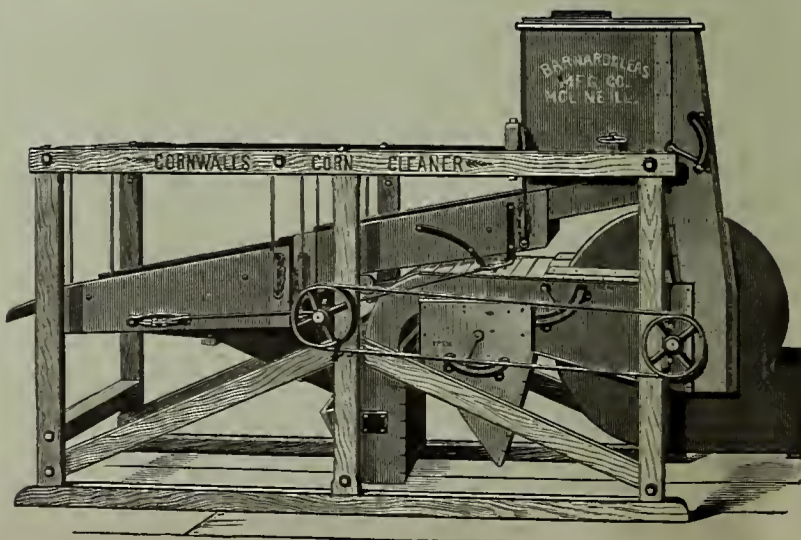
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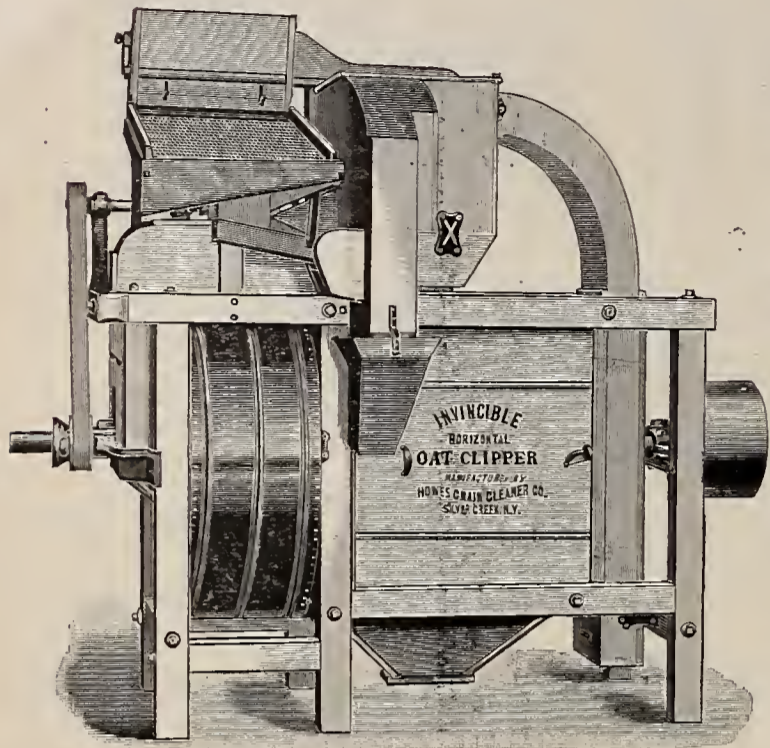


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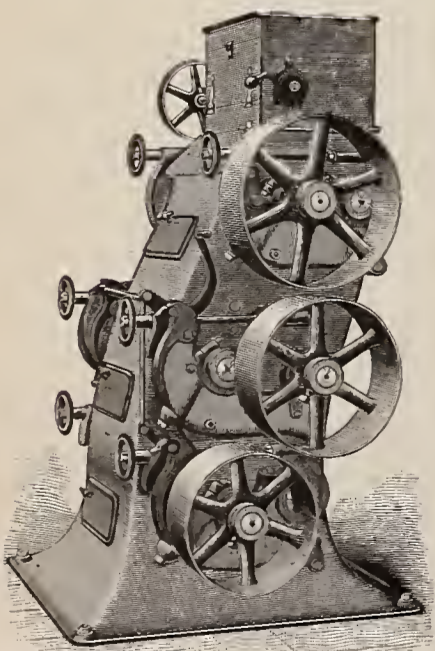
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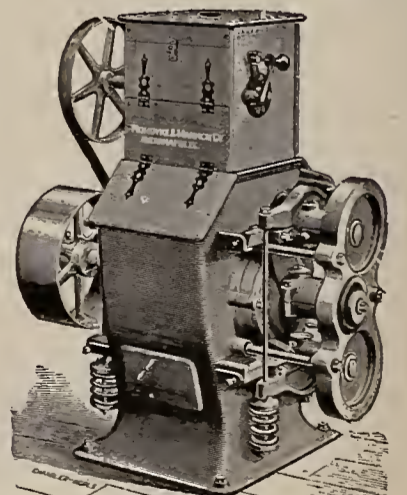


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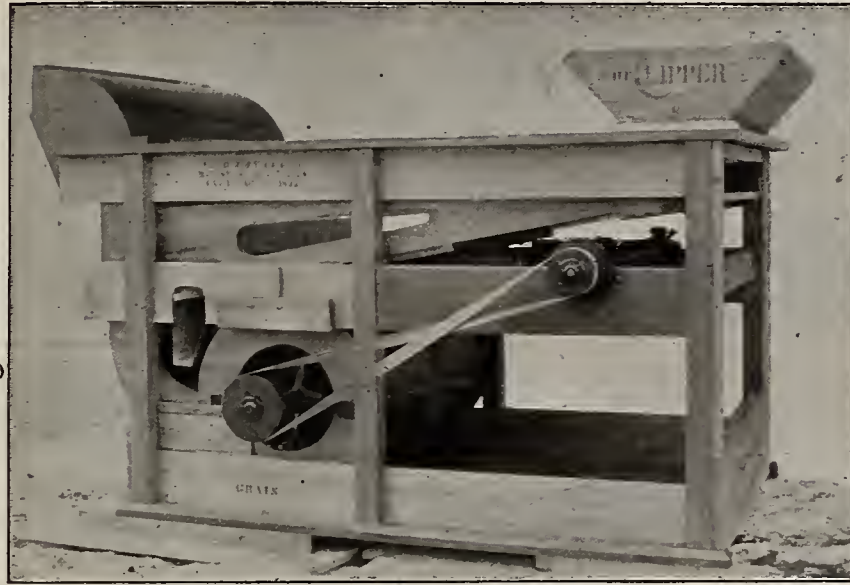
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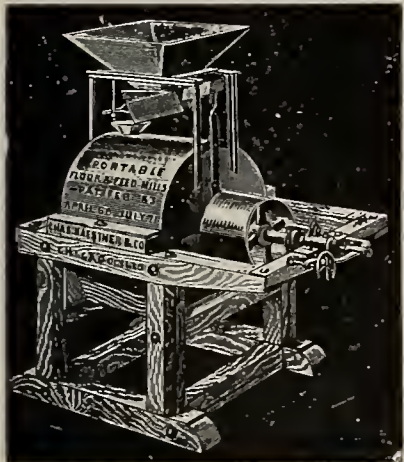
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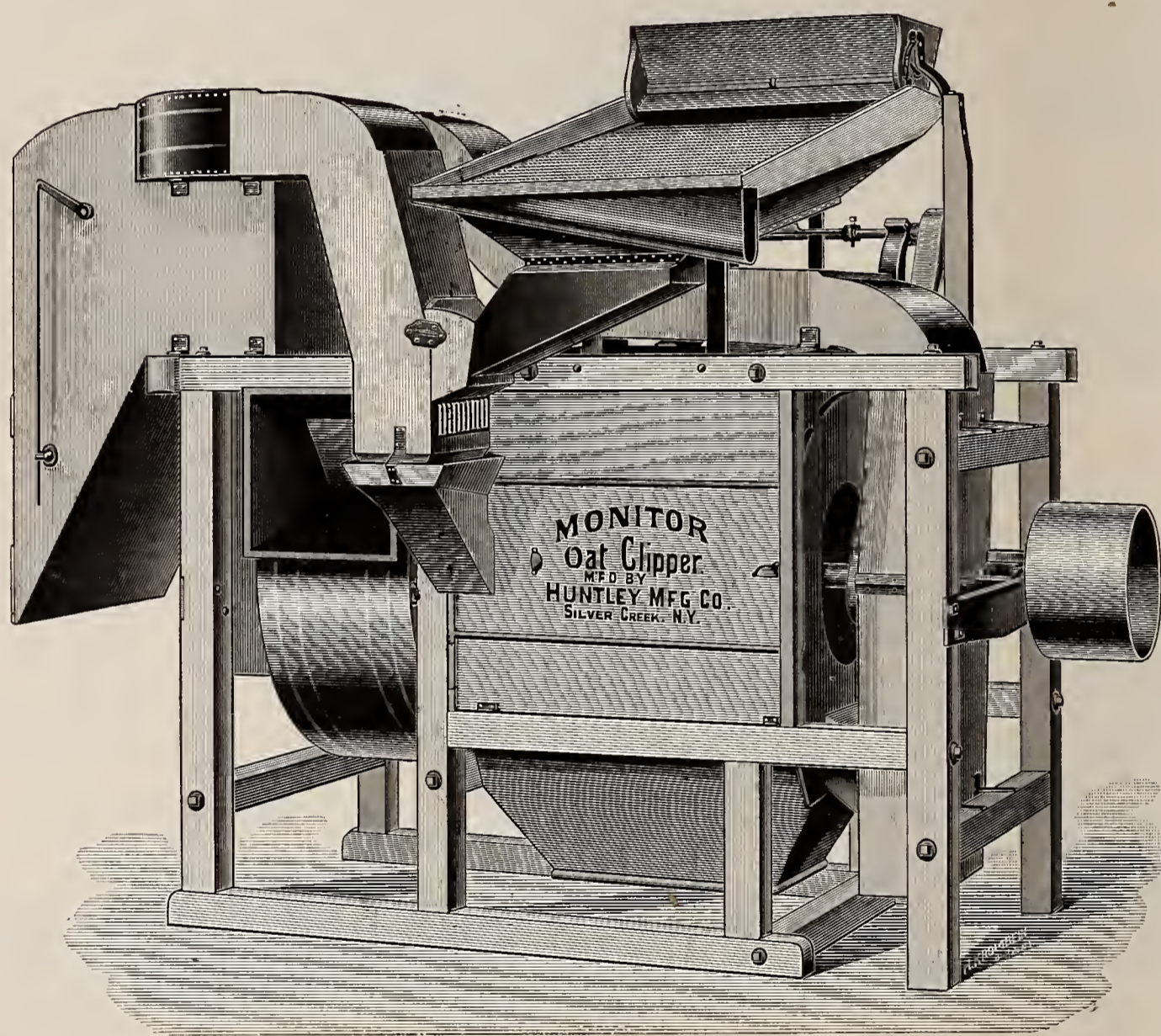
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Silver Creek, N. Y.



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NEW TRANSFER ELEVATOR AT BUFFALO, N. Y.

Buffalo has long been one of the principal points of transshipment for grain, but until recent years most of the grain transhipped was received by water. With the growth of the rail receipts the need of a regular grain transfer elevator became apparent, and two have been erected during the two last years. From the opening of navigation to September 1 this year Buffalo received 83,620,931 bushels of grain, 48,427,773 for the same period of 1895, and 53,914,155 for same period of 1894. The receipts by rail in 1895 were 17,500 carloads of grain, much of which was transferred to cars of Eastern lines for delivery at destination. Rail carriers do not like to let their grain cars go off of their own tracks as they frequently find it difficult to get them back when they want them. To prevent this trouble they erect modern grain transfer elevators at junction and terminal points, and do away with the necessity of transferring the car to the connecting carrier.

One of the latest transfer elevators erected is that of the Husted Milling and Elevator Co., which is illustrated herewith. It is in the Elk Street yards of the N. Y. C. & St. L. R. R., at Buffalo, N. Y. It is 56x105½ feet, and 115 feet above the ground. Its bins are 40 feet deep. The building is supported on a pile foundation capped by two courses of oak grillage, and on top of this are dimension stone piers upon which the superstructure rests.

The house contains three receiving elevators, with buckets 7x8x18 inches, and three elevators from the mills with buckets 5x5x8 inches. The bin story is surmounted by a cupola five stories in height, supported from the stone foundations by posts through the bins, making it independent of the planking, and preventing its being affected by the settling of the

planking. The first two stories of this cupola are occupied by spouting from the scales and mill elevators to the bins. The third story contains three hopper scales of 500 bushels' capacity, fitted with automatic check beams. In the fourth story are located three garnerers of 800 bushels' capacity each. The top or fifth story contains the elevator heads and the machinery for driving same. The building

power non-condensing engine of the high speed type, a battery of two boilers with provision made for adding a third at any time; also a heater, boiler feed pump, covered piping and all fittings which go to make a complete and first-class steam plant. The stack is built of brick, eleven feet square on the base and 115 feet high. From a point 26 feet above the ground to the top, the stack is round. The elevator

was built by the Macdonald Engineering Co., 1454 Monadnock building, Chicago, Ill.

REGULATION OF RATES.

Another illustration of the futility of endeavoring to regulate rates by means of voluntary association where such association is dependent only upon the pleasure of its members, says the Railway Review, is afforded by the withdrawal during the current week of two members of the Western Freight Association from that organization. Mention is now made simply to emphasize the oft repeated assertion that if rates are to be maintained upon a paying basis, the pooling principle must be re-established. There is enough influence possessed by the railroads of the United States, if only united in such purpose, to effect a revision of the Interstate Commerce Law in this respect in the near future. It is true that the coming session of Congress is a short one, but it



NEW TRANSFER ELEVATOR AT BUFFALO, N. Y.

is covered with No. 26 galvanized corrugated iron, and all roofs are covered with galvanized crimped roofing. There is one loading spout provided on the track through the house, and three loaders, shown in the cut, coming down the outside of the building between the two tracks adjacent to the elevator; these are fitted with swivel ends so that they may be used to load cars upon either track.

The power for this house is located in a brick house at one end of the main building, 36 feet by 51½ feet. The power equipment consists of a 350-horse

power non-condensing engine of the high speed type, a battery of two boilers with provision made for adding a third at any time; also a heater, boiler feed pump, covered piping and all fittings which go to make a complete and first-class steam plant. The stack is built of brick, eleven feet square on the base and 115 feet high. From a point 26 feet above the ground to the top, the stack is round. The elevator

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of either of the three parties mentioned, the bill could be improved in some particulars, but as a compromise, and particularly as securing two or three of the most necessary reforms, it is doubtful if any better bill could be prepared.

So far as the railroads themselves are concerned they need to understand that whatever may be the facts in the case, the maintenance for long continued periods of abnormally low rates furnishes to the minds of those who hereafter are to prescribe their rates abundant evidence of their reasonableness, and all the facts, figures and arguments that may be presented to overthrow such conviction will be altogether futile. No time should be wasted in further discussion of this question, but all parties should at once unite and use their combined influence toward the early introduction of the bill and its rapid progress through Congress.

CIVIL SERVICE RULES FOR CHICAGO INSPECTORS.

The committee appointed by the Directors of the Chicago Board of Trade to consider the advisability of placing the employes of the State Grain Inspection Department under civil service rules has made the following report, which has been indorsed by the directors and referred to a committee for legislative action:

"To the President and Directors of the Board of Trade of the City of Chicago: Your committee appointed to draft resolutions expressive of the sentiment of this association so far as may be practical upon the proposition to place the Illinois State Grain Inspection and Registration Department under civil service rules, and to report such resolutions to the Board of Directors with such recommendation as the committee may deem wise, beg leave to submit the following preamble and resolution:

"The proper and uniform inspection of grain at Chicago is of vital importance, not only to those engaged in the grain trade from the prairies to the marts beyond the seas, but to all classes of resident merchants whose interests are directly affected by the attraction to or diversion of grain from this market.

"It is an outgrowth of the grain trade of this city and a prime factor in its development. It was inaugurated by the Chicago Board of Trade, and was for years under its immediate control and supervision. So much had it become a matter of public concern that in 1871 the state, by law, assumed control and has since retained it. Having assumed such control, it should enact such laws and adopt such methods as will insure to its patrons the best results.

"It is essentially a business matter, and upon its correctness and integrity not only are individual interests dependent, but as well the prosperity of a great grain producing country.

"Its control was taken from the Board of Trade because years of experience made it plain that its management should have no interests directly or indirectly in the grain trade. The assumption by the state, theoretically correct, is, however, practically a failure. In the effort to avoid one trouble we have fallen into another of a more grievous character, that is, its subjection to the baneful influence of party politics.

"The grain inspector, to be suitably equipped for the intelligent discharge of his duties, must not only have the sense of sight, smell, touch and taste acutely perfect, but to these must be united a clear head and sound judgment, such as are only found in a temperate, healthy, well ordered body, trained by years of observation, study and experience. Such competent and efficient service can be secured only by retaining from year to year in the state grain inspection department such persons as may prove by apprenticeship and test their ability and fitness for the discharge of the important duties connected with its work.

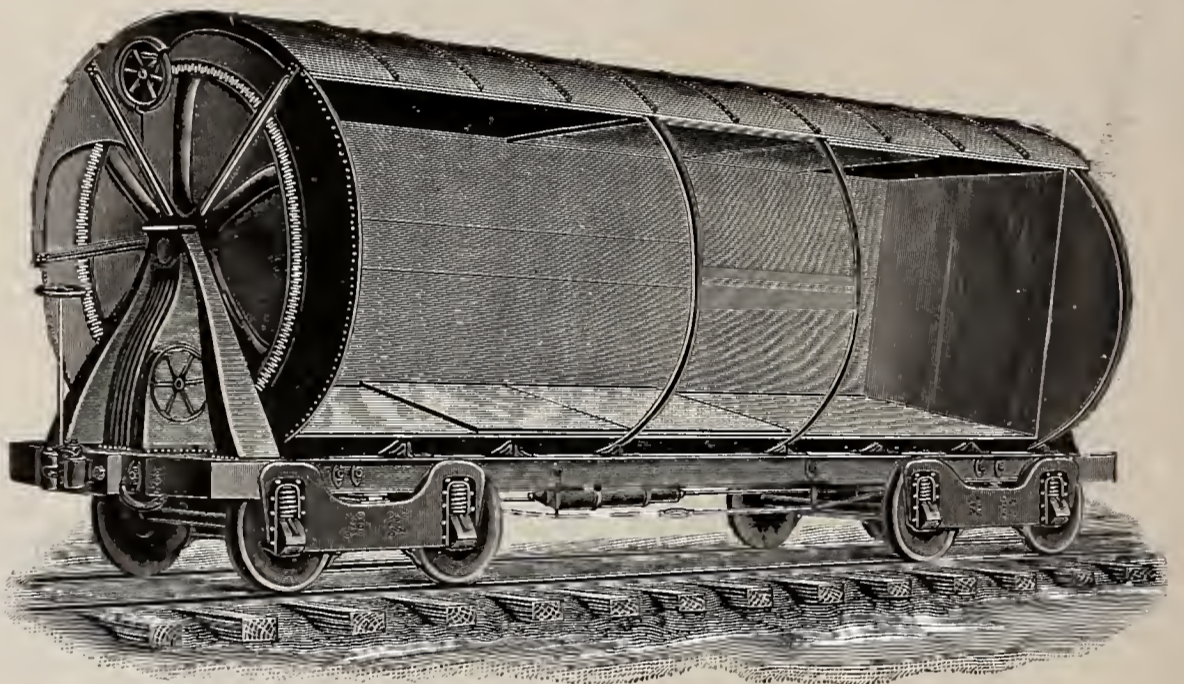
"Permanency of employment (while worthy) is the chief incentive for good and desirable men to learn the business, and the reward of merit by promotion, the chief spur to ambition for attainment of the most accurate knowledge and service in this special calling.

These cardinal and essential principles, briefly mentioned, have been intentionally or unintentionally subordinated to political necessity at the expense of the public.

"An examination of the list of Chief Grain Inspectors appointed by the governors since the enactment of the warehouse law is proof positive that such appointments are, as a rule, made not because of fitness of the appointees based on knowledge of the business, but presumably as a reward for political fidelity or under organized pressure. Such a system promotes bad politics and poor service, and one should be adopted that will insure safety from political dictation, from the dissatisfaction engendered by bitter business competition and the careless indorsement by members of this Board and others of the application of personal friends to positions for which they may be unfit.

"It matters little what may be the effort of any administration to do right; it is impossible to properly conduct this department of public work, requiring expert knowledge, confined as it is in its choice of servants, largely, if not entirely to one political party.

"With the law as it now is, we may look in vain for improvement in the grain inspection department. What is the remedy? Plainly, the application of civil service rules in every appointment from



A COMBINATION STEEL FREIGHT CAR.

chief to helper. No one should be dismissed or retained for political reasons, but continuance in service should depend solely upon honest, competent, and faithful service; therefore, be it

"Resolved, That a bill be formulated by the Board of Trade for the purpose of placing the State Grain Inspection Department under civil service rules, to be presented at the next session of the Legislature."

DECLINE IN CHARLESTON'S FEED TRADE.

Charleston dealers in food for live stock have not yet suffered from the heavy blow that has already fallen upon their line of business in one after another city of the country, until Charleston is left almost entirely alone in its exemption. We allude, of course, to the substitution of cable and electric cars for horse cars, which has decreased the demand for horse feed throughout the country by many million dollars. But the bicycle has taken possession of our city, and the disuse of horses on that account is a matter of no small moment. For that and other reasons the decrease of sales in this line has been about 10 per cent.—News, Charleston, S. C.

A farmer recently consigned five cars of wheat to Chicago, with instructions to his agent there to have it inspected, but not unload it until he advised the consignor the best price obtainable for the property. The price bid was not satisfactory, so the owner wired: "Send that wheat back. I would sooner have it than gold at the price bid."—Kansas City Packer.

A COMBINATION STEEL FREIGHT CAR.

The name of this new freight car will prompt every grain shipper to remark that there are enough steals in connection with freight cars now without designing new combinations. However, a close examination of this car will show that it is designed to prevent, not facilitate, shortages in grain shipments. No doubt large grain shippers will recognize the advantages of the car and secure a lot of them for their private use.

It can be used as a box, rack, gondola or dump car, and is especially adapted to carry grain, coal, ore, lumber and bulk freight, also general merchandise.

The open top permits the car to be loaded more rapidly with grain than if passed through the doors of an ordinary box car. The same conditions would also apply to package freight when loaded from an upper floor or from an elevation equal to the top of the car, and the stowing of the cargo could be done to better advantage.

Facilities for unloading quickly and at trifling expense are a prime feature in its favor. A car loaded with grain or coal can be placed at the bin and dumped in a few minutes, and is ready for reloading. At way stations, during scarcity of cars, train-

men could dump the coarser kinds of freight at the stations or private yards on right-of-way and take empty cars to stations needing them, thus keeping the equipment fully employed. Terminals and large stations are often blockaded on account of the length of time consumed in unloading cars, and the earning power of the equipment is reduced by the detention.

Thieves would find it somewhat difficult to steal grain or coal from these cars. Grain shippers would not suffer such heavy losses due to leakage, and roads equipped with such cars would be more likely to give a clean bill of lading, and guarantee delivery of every pound received. The ever diminishing profit of the grain shipper makes it imperative that something be done to minimize the loss of grain in transit, and at terminal elevators. The loss by leakage, and dockage for future shrinkage by the terminal elevator man, which the present bill of lading permits to be loaded onto the shipper, would fall on the party at fault if these cars were in use. Their use would prove of great benefit to the coal trade as well as the grain trade, for coal would be protected from storms as well as thieves.

Grain, seed, bran and coal, or any granular material in bulk could be quickly transferred to another car by switching the loaded car onto an elevated track beside the empty on a lower track. The illustration given herewith shows the car with the box on its side, the load having been dumped. The car is the invention of T. S. Easterbrook, freight agent of the Clover Leaf Route at East St. Louis, Ill.

Shall the scalpers take the business or will the regular dealers organize for mutual protection?

SILK WEAVERS IN MEXICAN GRANARIES.

BY PROF. W. G. JOHNSON, COLLEGE PARK, MD.

The readers of the "American Elevator and Grain Trade" will remember my article on the peculiar silk fabric made by insect larvæ, which appeared in this journal for April 15, 1896. It was stated that the peculiar fabric was taken from a granary in Mexico, and was made by some undetermined insect larvæ. I presumed that it was the product of the Indian meal moth, *Plodia interpunctella*. Up to the present time I have not succeeded in getting specimens of the insects responsible for the work. Dr. Francis Eschauzier of San Luis Potosi, Mexico, who first sent the fabric to Dr. Wm. Trelease of St. Louis, Mo., has taken a very active interest in the subject, and is endeavoring to find the insect, and other pieces of tapestry.

At my request Dr. Eschauzier made a photograph of one of the Mexican granaries, in which the tapestries were found. It is a very curious structure, as will be seen from the accompanying illustration. He says it is not a typical granary of that region, and hopes to procure a better one some time soon. According to Dr. Eschauzier the silk fabric is found in three different places in these granaries. Attached to the roof, attached to the walls against which the corn is resting, and over the corn itself. This last is the thickest tapestry of the three, and the corn underneath is found reduced to powder to a depth of half a foot at times. I hope Mexican readers will keep an eye open for specimens of this fabric, and capture, if possible, the insect responsible for it. It will give me great pleasure to answer any query from this region, as I am very anxious to obtain the tapestry weaver.

DUTY AS A MEMBER OF THE ASSOCIATION.

[From a paper read by W. H. Chambers of Hepburn, Iowa, at the meeting of the Grain Dealers' Association of Southwest Iowa and Northwest Missouri.]

Mr. President, and Gentlemen of the Association: I have been asked by our Secretary, Mr. Stebbins, to talk to you on the subject of "Our Duty as a Member of this Association." As I look over those who are gathered here, it is with a good deal of trepidation that I offer to counsel you as to your duty in this work. It is to me of much more importance than any other subject which we have been called upon to consider. In a matter of this kind we must take into consideration the best and proper methods of handling the grain business of this large scope of country, so that it shall be for the best interests of the shipper and the receiver as well. If you will bear with me for a short time I will attempt to offer some suggestions that appear to me to be of importance in connection with my subject.

As a basis for my remarks it would probably be well to consider what were the conditions that supplied the incentive for this movement; finding the cause, I think, will bring before us some of the most important duties to be followed. Taking the conditions that existed prior to March, 1896, into consideration. We find that the trade was in about as bad a condition as it was possible for it to be. The grain business from 1892 to 1895 had been very poor. There was not much grain to handle, and the strong home demand for what there was almost set a price on all that was offered for sale. That made competition strong for the local dealer. As a result the trade had become separated and disorganized in a business sense. The almost complete failure of crops in 1894 in the country completed the desolation. A great many shut up their houses, others did a little retail business, and loaned out to farmers the little money they had. They are rustling to get some of it back yet, so that they would have been better off had they shut up and done no business.

In 1895 we raised a crop of corn. It was a crop, and no mistake. The conditions that raised that corn crop raised another crop, for which most of us were not looking—a crop of buyers. And what an assortment of men they were; to enumerate them

would require the enumeration of all kinds of businesses and humanity. Every regular dealer who had the grit and enough credit to live through the previous year prepared to do his duty. I will venture to say that if all the air castles built at that time could have been completed, the wonderful White City would not have been a comparison to them. The first blow the castles received was when the crop was ready to move; the regular dealer found there were a great number of people who had taken compassion on him and felt it their duty to relieve him of some of the hard work he had ahead of him. And they did it. But in their generosity they failed to see when the point had been reached where he was able to do the work himself; and in the end succeeded in ruining all the prospects that he may have had for a year's successful business. With a number of buyers the expenses were the high end of each day's business.

About this time, when it seemed that the matter of conducting a successful business was a thing not to be dreamed of, there originated in the minds of some of the old grain men the idea of organizing this Association, to exclude from the trade all of the disturbing element, if such a thing could be done. As a result a call was issued to about twenty-five dealers to meet at Creston to talk the matter

the Association—that is give it their moral, financial and active support? For a time it seemed as though they would not; but this was a mistake, as was afterward proved. All who had attended the Red Oak meeting began to work with their neighbor dealers who had not identified themselves with us, and all reported at about the same time their success, furnishing us with a list of those who were willing to enter the work. This list was so large that it changed the outlook from a rather dark one to a very bright one. To get all together again, and infuse into the new members the idea of the plan on which we expected to be able to work, a meeting was called at Council Bluffs, June 16. We all remember with pleasure the way in which our members responded.

At that meeting the manner of the execution of the plans that had been decided upon for carrying out the purpose of the Association was for the first time taken into consideration. Then for the second time it devolved upon the individual members to identify themselves fully with the work in order to make it successful.

In agreeing as a body not to have any transactions with any individual, firm or receiving house who would transact business with our common enemy—the scalper and irregular dealer—we must, to make



A MEXICAN GRANARY.

over. There were nine responses to that call. The matter was considered in all its phases, and the conclusion of those present was that the trouble could be rectified if all would form into one hand and fight this disturbing element.

The manner in which this should be done was not taken into consideration at this meeting, but the one topic on which we all took issue was whether we could get the trade to come together and make the common ill of all the fighting ground. To test this a meeting was called for Red Oak, March 19, 1896. From the talk of all who were there it became evident that we had been right in our first conclusions, and that regular dealers would be willing to come together and work for the mutual benefit of all. This embodies the very basis of the life of this Association, and will prolong or shorten its existence, and make its work effective or deficient in proportion to the amount of willing support received from its members. Let this support become lax, and the good we have accomplished will begin to fail. Let it continue and increase wherever it is possible for it to do so, and the power for good will increase proportionately.

After the matter had assumed this phase the manner in which the trouble could be handled came up for consideration. We did not at that time have all the dealers in the territory in the Association, and it was useless for us to attempt to exert any influence until we were thoroughly organized. This brought on the first test of the strength of the Association; would those who had already identified themselves with the movement do one of the first duties required of a member in the active work of

that effective, live up to it absolutely. Up to the present time we have had no cause for such action against receivers. I do not think that we will be called upon to do so, as they are as a class gentlemen and shrewd business men; and so far they have felt that our action against scalpers has, to a great extent, relieved them of the responsibility of dividing the trade themselves between legitimate and illegitimate dealers. As a general rule they lose money in dealing with scalpers and irregular dealers.

Here a question arises which, as far as I know, has never been mentioned before, but which we will find to be essential to our success. Receivers have largely taken as recommended anyone who belonged to the Association or was recognized by it. This being the case, we ought in the first place to request receivers not to do business with anyone but ourselves. As a return for that favor we should bind ourselves as strongly to follow in our transactions with them the rules which govern a legitimate business. If we should fail in this in any one case it will be readily seen where we as a body will lose. For the failure on the part of any one of us to carry out any obligations that we may make will cause the rest of us to be judged as liable to do the same way, and the receivers will be disposed to lose faith in us. They will say that they prefer to select their own customers rather than let us do it for them. Thus we will not receive from them the moral support which we now have, and instead of cooperating with us they will fight us.

This subject was brought to my attention through a letter I got from a receiver making complaint

that in the first deal he had made with one of our members the member failed to deliver the grain sold, and in that manner brought a loss upon him. I do not know the reason for the failure on the part of the member as I have not been able to talk with him. There must have been two sides to it. I will here offer a suggestion that to my mind is necessary for our future well being: that is, that this Association create a board to act as a board of reference in all cases of this kind. Wherever a member has a grievance against a receiving house, he can lay it before them, and the same in case any house has a grievance against a member, the board can investigate its merits and decide on the case. This decision acting as a settlement between the parties, either party failing to accept such decision the Association should withdraw its benefits. Or the Governing Committee might be empowered to do this. I consider this as vital to the welfare of our Association as all other things put together. If we fail in carrying out the plan our influence is lessened, and it will not take many of such instances as the one spoken of to destroy all that we have gained up to the present time.

Another matter to which I wish to call attention (a practice which has been almost entirely done away with in our territory) is the practice of bucking against one another. There is still the disposition among some to keep the "other fellow" from handling grain. It seems that the object is to handle the grain regardless of its cost. This is about as bad a practice as any we have had to contend with. Nearly all of us have tried it only to find at the end of the year that we had been working to increase our expense account.

It is better to handle two bushels on a 2-cent margin than four bushels on a 1-cent margin. The net profit is more on the two bushels than on the four, and the competitor has also been able to make as much out of the other two bushels as we have; only the same amount of grain has left the country, and the farmer will cry at our funeral as long and loud as he would have done under other conditions.

We should not get envious because we hear that a neighbor dealer over at the other town has bought a bunch of grain on the line, and go after him. That grain has got to go to one or the other place, and he is entitled to half of it. The farmer has caught on to our weakness, and by going from one place to another he is generally able to work us up to such a point that there is nothing in the deal for either of us. The same amount of grain goes out of the country, and nothing is made on it, while if let alone it would have separated itself on the same price and both buyers would have been satisfied.

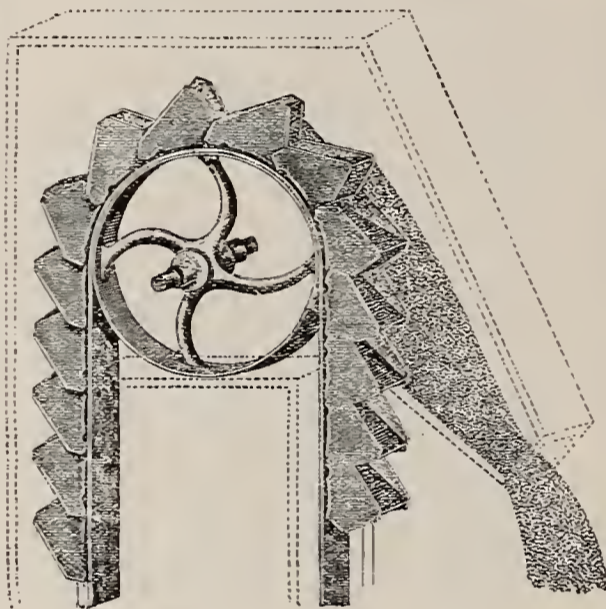
We should not suppose that because we are members of this Association we have the right and franchise to jump on our neighbors and buy at their stations, shovel into cars and be a scalper in all senses of the word, and that we will be protected by the Association. When we do that we become true scalpers, are working against the best interests of the Association, and will have to receive the same treatment as any scalper would. Let us consider how we would feel if the "other fellow" would come over to our station and commence to buy. But some will say they do not care; if he is a better man than they are let him come. We all know what that means—bringing up against the expense account.

We have a few stations in this territory where an elevator is located, and where are other buyers who are regularly engaged in the business, but who have no buildings at this place, though they have at others, or are located at other places, and who are legitimate buyers and entitled to the protection of the Association, but the stations are not such that will allow either buyer to make any money. I have in mind a place of this kind. It is a fact that at neither one have the grain men made anything for three or four years, simply because there is not enough for two buyers. The one who has been worsted in the matter is the party who has owned the elevator. Neither wants to withdraw, and consequently such a condition will exist as long as they continue. I will make the suggestion, and I think that you will bear me out in it, that where this condi-

tion exists the party who owns the elevator or buildings should be the one allowed to remain, and the other one quit; or let the one who has no plant buy out the elevator. I mention this not in an arbitrary sense, but as a suggestion, and one which I believe will be of benefit to both parties concerned and to the business of the surrounding territory.

Now and then members have told me that such a person is doing something that is not right, and that they cannot see where the Association is doing any good. I have asked them whether they have referred the matter to the Secretary. Generally they have not, the fact being that the Secretary did not know anything of the circumstances. In all cases where things are not as they should be, if the offending party is a member of the Association, go to him personally, and see what can be done, then if we have no success, call the attention of the Secretary to the facts, giving him all the information we have in regard to the matter, and I am sure that he will take the matter up and work for its settlement. If we are a party to the trouble let us do everything we can to make an equitable settlement. Where matters exist in regard to an outsider we should secure all the information that we can in regard to whom they are shipping and their manner of doing business, and forward it to the Secretary.

In the matter of margins lies the secret of a balance on the right side of the ledger at the end



A BRITISH ELEVATOR BUCKET.

of the year. Margins can be too big or too small, and there is a medium that is about right. That medium is hard to determine. The chances are that the prices of cereals will be exceedingly low this season, but an offset to this is the fact that there will be a great deal of grain to handle. At the meeting at Red Oak the question was asked as to what would be a fair margin upon which to handle grain. At that time the general opinion seemed to be that 1½ cents was the lowest we ought to get. So everybody went home with that idea in mind, determined to secure as much as that if possible. I am glad to say that nearly all of them succeeded in getting and maintaining that rate. In my locality the simple fact that we would try to get it raised the amount of our margin from ¾ to 1 cent and from 1½ to 2 cents. There was no agreement upon this matter except that we were to try to help ourselves, and in doing so we succeeded in benefiting the trade. So we see that we should at all times try to secure a fair recompense for our labor. In doing so we will be benefiting the cause of the Association as well as of ourselves.

To our members in the Southeastern part of our territory and to those in that section who contemplate joining with us, I would say that the Association is not yet strong enough there to do as much good as it does in the Northwest. This is owing to different conditions. In the Northwest we are bounded by the river and the "Q" railroad in such a way that we are isolated from the other trade. But in the Southwest there are several different roads which split up the trade. But members should use all efforts to bring in outsiders. We want a solid membership in all the territory bounded by the "Q" between St. Joseph, Chariton and Council

Bluffs. Northwestern members should give all of their support to the new territory. Members should get acquainted with each other. Acquaintance begets good will, and with the good will of all members toward each other the success of the Association is assured.

Some receiving houses in St. Louis and Kansas City have identified themselves with us and have shown a willingness to help along the Association. It behooves us to return the favor. We invite all receivers in our territory to become members of the Association, when we will be in a much better position to extend to them the benefit which will result from such a connection.

I have tried to suggest the duties of the members of this Association. Briefly they are as follows: They should give the Association their moral, financial and active support. Whenever an opportunity offers for the settlement of some difficulty they should use all their influence to bring it about speedily and pleasantly. No one should become discouraged and leave the Association; that would be setting a bad example and remedy nothing. Members should attend every meeting of the Association. They should use every effort to place the Association on such a plane that it will be recognized by the grain trade of the country. In all this lies the complete success of the Association.

A BRITISH ELEVATOR BUCKET.

A new elevator bucket has recently been placed on the English market by G. F. Zimmer of London, which is said to have large capacity for its size.

Elevator cups of the ordinary type are attached to the belt at a considerable distance apart, to prevent the grain spilling down the down leg of the elevator. It therefore follows that elevators of great capacity must have trunks of correspondingly large size, necessitating increased outlay of capital, and extra demands on the floor space. It is claimed that by the use of the Perfection Bucket, illustrated herewith, a very material increase of capacity may be attained without any enlargement of the elevator trunk. It is stated that the capacity of elevators has been increased five and even six fold by the mere substitution of these buckets for cups of the old pattern.

The construction of these buckets is such that the back of the preceding cup forms a shoot for the discharge of the following cup. By the close position of the buckets, not only is it claimed that the capacity is increased, but that it also becomes possible to run the elevator faster, while the material is delivered in a more uniform stream, and there is less liability to choking, with the consequent advantage that when the elevator is stopped, there is no necessity for shutting off the feed. As an instance of the increase in capacity attainable by the use of these buckets, The Miller cites the case of an elevator fitted with Perfection cups 4 inches in width, and driven by a pulley 30 inches in diameter at a speed of 50 revolutions to the minute, which delivered 40 tons of grain per hour, the buckets only being about three-quarters full; while an elevator of the same size, but fitted with ordinary buckets, only delivered at the rate of five to six tons per hour.

Receiving houses on the Board of Trade are at last having their inuing. Veterans in the cash trade say they do not remember the sample tables loaded down as they were yesterday morning. There was every sort of grain and in abundance, from wheat to barley. The inspection sheet showed 2,461 cars, probably as heavy a day as any ever known, except at times when corners have been under way. As already explained, the poor quality of the grain, particularly the wheat and the oats, is proving a windfall to the receiving houses. It brings the grain here on consignment. Furthermore, the advancing markets are also probably increasing consignments, country dealers being more likely to ship to commission men when a bull market is under way than to accept bids in the country. There is some dissatisfaction still, but there does not begin to be as much as there was a few months ago.—Chicago Times-Herald, October 6.

THE NEW ORLEANS & WESTERN RAILROAD ELEVATOR AT PORT CHALMETTE.

The New Orleans & Western Ry. has at its terminals at Port Chalmette, La., a few miles below New Orleans, one of the most modern elevators. The recent effective work done by this house in assisting to raise the grain blockade of the New Orleans market has drawn attention to it from all grain shippers. As the accompanying cut will show, the elevator is equipped not only for handling grain by rail, but also for shipping it by ocean tonnage. In the construction of the house, all modern methods and devices for the economical handling of cereals were utilized by the designers and builders, James Stewart & Co. of St. Louis, Mo.

The house has a capacity of 500,000 bushels. It is 64x148 feet, and has a total height from the base of rail to the apex of 130 feet. The bins are 60 feet deep. The tracks are arranged so as to allow the

the time. This is an important factor in the shipment of grain by water to New Orleans for export, and does away completely with the floating elevators.

The entire house is covered with corrugated iron, and has a complete system of waterworks for fire protection. There is also fire pump, heaters, steam pumps, etc. The engine house is of brick, composition roof, and the power for driving the elevator is furnished by an improved automatic cut-off engine of 200 horse power, the band wheel having six 1½-inch grooves on face for the rope drive. The boilers are of horizontal flange steel type, two in number, 60 inches in diameter, 14 feet long, and are so arranged that one boiler, when necessary, can supply sufficient power to handle the entire house.

There was assembled in their respective parts in the construction of this house and conveyor over 3,000,000 feet of timber, and the house was constructed in its entirety between August 1 and Nov. 15, 1895. It was designed so that in the event

SHORTAGES; CAUSES AND REMEDIES.

[From a paper by H. Barrett read before the Dominion Millers' Association.]

This is a question that has probably caused the millers who buy car wheat more vexation, in a small way, than any other. For what is more annoying than to pay for something you do not get, and feel that you are done up, as it were? To this question, as to every other, there are two sides. That is, the grain dealer's or shipper's side, and the miller's side, and, in order to be fair and to give both parties justice, we must look at it from both standpoints.

I think it would be well to discuss it under two heads. First, the errors which may arise in shipping; secondly, errors which may arise in weighing in the wheat at the mill. As scales come into use in both these cases, they naturally should demand our first attention, and it is just here, no doubt, that



THE NEW ORLEANS & WESTERN RAILROAD ELEVATOR AT PORT CHALMETTE, LA.

loaded cars to stop by gravity, and when empty to run clear of the house without power.

The foundation of the house consists of 1,800 40-foot piles, on the top of which was placed yellow pine grillage four by twelve, with two sections running at right angles to each other, making a continuous basket work of grillage and drift bolted into the piling. On top of this the brick piers are placed, each having a sandstone cap. At this point begin the shipping floor timbers and general lumber construction.

The house has seventy-nine bins for storage, two shipping bins, and three elevator legs, with an unloading capacity of 90 cars per day. There are three 1,000-bushel hopper scales. The drives throughout the entire house and the conveyor are of rope. The house has a complete system of electric lights and gongs, fire escapes, speaking tubes and all modern improvements. All elevator belts are of four-ply 22-inch rubber. The conveyor, which runs at right angles to the house for the distance of 500 feet, and then parallel with the wharf 130 feet, has a 30-inch four-ply belt. It has delivered as high as 14,000 bushels per hour, which is the record for such a conveyor in the South.

At the point of the intersection of the conveyor chutes is located the only marine leg in the Southern territory and on gulf coast. This leg has an elevating capacity of 7,500 bushels per hour, and is so constructed as to unload from barges or steamers, no matter what the stage of the water may be at

of business warranting its enlargement additional storage room can be added to one end of the building by simply increasing its bin capacity, and without affecting the general construction of the house. Judging from the immense amount of business handled by the New Orleans & Western Railroad, the indications are that the improvements contemplated will be carried out before long.

A SQUINTEYED VIEW OF THE BEARS.

What's a grain bear anyway? He is only a wind-bag, trying to eke out a living by selling what he has not got, in the hope of profiting by the losses of his toiling brother who buys the grain in supplying the actual requirements of legitimate trade. A grain bear expends no capital or labor in the movement of the grain to market, or into the hands of consumers, but sells property that does not exist, on margins of from ten dollars up to one or two hundred dollars. Then, he loafs around the bucket shops and exchanges, earnestly beseeching God or the devil (it matters not to him which) to drop prices on, and ruin the men who invest their capital in catering for the consumptive wants of the people, in order that he may secure profits by settlements on differences. The short sales of these bear wind-bags, however, often depress values, and enable them to make money at the expense of legitimate traders.—Montreal Trade Bulletin.

the small shortages, running from one to three or four bushels, so frequently arise. Both the miller and the dealer are very apt to think that, if they have a scale made by a first-class maker of good repute, it is infallible, especially if it is tested once in two or three years, or even yearly, and reported to be practically correct by the inspector. The scale, however, is a very delicate instrument, and there is a variety of causes which may easily make it inaccurate in weighing.

To refer, first, to the large stationary platform scale, which is generally used by millers, with a large receiving hopper: I have known the fact of a door being open with a strong wind blowing in the basement against the platform or bearings of the scale to make a difference of many pounds in weighing each draft, while with the door closed the scale was perfectly accurate. Then again, some hard substance getting down between the platform and surrounding walls may not affect the scale when only a light weight of 100 or 200 pounds is weighed on it, which is the usual way for millers or grain men to test their scales, but when a heavy weight of 40 or 50 bushels is put on the scales, the platform rests on this obstruction, and causes a loss to the shipper or receiver, as the case may be. The most frequent error arises in keeping tally. If each draft is marked down by a stroke in a book, and one is omitted, or the man keeping tally thinks he has omitted one, and to be on the safe side marks down an extra one, the result is either a shortage or a sur-

plus, but in either case the shipper is wrong. This system, however, of marking is much preferable to one in vogue in many stations where they have a tally board with pegs in two rows, one for fives or tens, as the case may be, and the others for hundreds of bushels. Just as the marker draws out the peg, someone speaks to him, and, turning around to reply, he forgets which row he has taken it out of, and in putting it in tries to be sure that he is on the right side. The result not infrequently is shortage of five or ten bushels. Cars shipped from country towns are just as frequently found short when weighed in the public elevator in Toronto or Montreal as they are short at mills, yet the shipper will be positive that the full weight and the exact weight was put in the car.

The question of shortage between public elevators at railroad points, such as Point Edward, Owen Sound, Midland, etc., is a much more difficult one to deal with, as there they generally weigh a carload in one, or, at the most, two drafts, leaving the chances for shortage much less, but still that there are inaccuracies in their weighing at these points on some occasions, at least, is true without the slightest doubt. This has been shown clearly during the past year by the fact that grain shipped from one railroad elevator has shown decided shortage when unloaded at other railroad elevators at various points, and also when unloaded at private elevators. I have seen reports of claims for shortage of 40 bushels on a 15,000-bushel lot, and 50 bushels on same quantity, where the majority of the cars were short from 30 pounds to four or five bushels, and one over seven bushels, but in this case it was claimed that there was leakage around the king bolt. Some of the cars weighed out exactly even, which, I think, goes to show very conclusively that if the full quantity of wheat is put in the car it can be taken out, or within a few pounds. But what it proves still more clearly is that the weighing at the elevators is not accurate, and, if these shortages had been discovered at a mill, as similar ones have been very frequently, the loss would have fallen on the miller, and his claim of redress have been treated with contempt.

The grain man takes a stand, which is a reasonable one, that he knows nothing about the quantity of wheat in the car. He instructs the railroad to unload the car, and it deducts from his warehouse receipt or bill of lading a certain number of bushels, and gives him a receipt or shipping bill for the same. This he hands to the miller, and, if he does not get the quantity of wheat out of the car which the railroad claims to put in, according to the grain man's view the matter lies entirely between the miller and the railroad as to which is right, as, if the miller has not the wheat, the railroad must have it, as it charged him with it when shipping it. Before starting to unload the car the miller should examine it carefully, both inside and out, to discover if there are any signs of leakage, either around the boards in the doorway or underneath on the trucks of the car, and if there be a serious leakage, it will generally show itself by depression in the car where the leak has taken place. When anything is discovered, the miller should at once call the attention of the station master to it, and have an explanation made that the car arrived in bad condition, and in this case he can fairly ask the grain man to collect the shortage from the railroad company, if he bought the grain delivered at the station, as the railroad acted as his agent in loading a leaky car.

The only explanation, outside of the one that I have suggested, in reference to the fact of scales not being exactly correct is that the weigher at the elevator is too careless in his weighing, not giving the beam time to settle after the wheat has been shut off running into the hopper, thus weighing the full force of the falling grain. It may also be that they are careless in cleaning out the spout carrying the grain to the car, or, perhaps, may not see that the hopper is entirely empty, and in this way a few bushels of the grain are retained. If it were in the spout, however, it would go in the next car, which would cause it to overrun. As this is an extremely rare case, we must suppose that the shortages arise in one of the other ways. The only

remedy that I can suggest is that, where there have been continued complaints of shortage at one of the elevators, such as Midland and Owen Sound, the railroad authorities be requested to carefully overhaul all their territory, and put a new weigher in charge, and, if the millers report to the secretary of the Association the shortage and overplus they have from cars from these points, a record could be kept, and in a short time the difficulty would likely be located.

In turning to the millers' side of the case, we find that they are also occasionally to blame for carelessness, in one way and another, and what I have



FIG. 1.



FIG. 2.

said regarding scales applies to them, as well as to the grain shippers. It is customary with some millers, in taking grain in from the farmers, to allow five pounds on each draft, to cover dirt or shrinkage, and when they apply this to weighing wheat out of the cars, the natural result is that a shortage is found. In weighing cars, however, millers who give every pound have found shortages occasionally, which may be accounted for by stating one or two instances which have come under my own observation. A part of a draft has been left

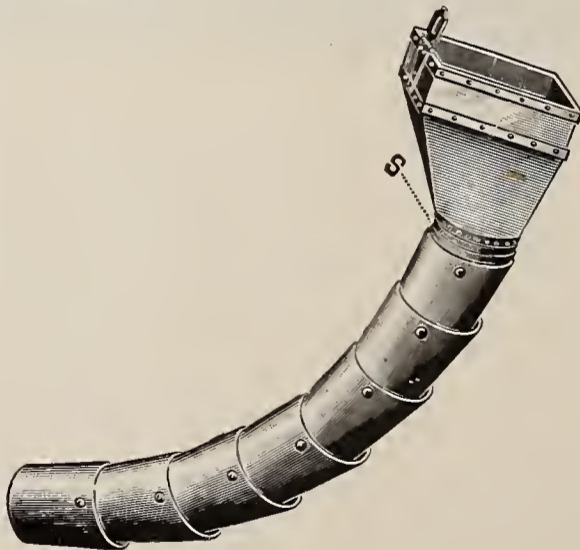


FIG. 3.

in a hopper without being weighed, intending it to complete the draft from the next load, and someone comes along wishing to use the hopper, and lets the wheat run into the pit without the weight being put down. The party having charge of the wheat not noticing it, an unaccountable shortage is found in the total weight.

Then, again, even when the draft has been weighed, it is occasionally forgotten. This is more easily discovered, as millers generally make each draft given about the same amount, and a shortage on that amount indicates where the trouble is, and leads to an investigation, with satisfactory results. Shortages have also arisen owing to millers not taking wheat from the car, leaving the car unpro-

TECTED; and, while there is not very much probability of any being stolen, still this has been known to happen, and, in event of the claim for shortage arising, unless a good proof was given, to the satisfaction of the judge, that there was no possibility of any wheat being stolen out of the car except what the miller took out himself, he would undoubtedly give a decision against the miller. I learned that, in the case reported in the bulletin by the secretary of the Association some time ago, the judge would not consider the claim for shortage for even a moment, as he said that, unless the wheat was weighed at the car, he would not go into the matter. You all, no doubt, have heard of the claim made by Manitoba grain men, that the Ontario millers steal the wheat, and that, for this reason, they will not sell wheat shipped by North Bay, except at elevator weights. This certainly is a libel on the millers as a whole, though it is possible that there may have been one or two individual cases where a practice of this kind has been followed. But, on the other hand, the weights have undoubtedly been much better by North Bay since they have been weighing cars at the elevator at Fort William before allowing them to come forward, and it is very rarely that a claim arises where this has been done, and when it does it probably can be easily explained under one of the above heads.

That there are grain men who apparently make a practice to ship short, I think the experience of the millers will prove, and the only workable suggestion that I can make is, for every miller to report to the secretary every case of shortage. By the secretary keeping a book and recording the facts as to who shipped the cars complained of and every particular, in a short time we would have a valuable record. The miller could write the secretary, asking if such a dealer were on his lists as shipping short wheat, and if he were, to act accordingly.

CAR LOADING SPOUTS.

The continued decline in the elevator man's profits naturally prompts him to keep a vigilant lookout for opportunities to increase the facilities of his house for handling grain economically. Some shippers are still following the old expensive method of spouting grain into cars with a shovel, but the country elevator men use a spout and trim with a shovel. It is true that many country elevator men use any old spout that is convenient, and seldom give any thought to the remarkable cheapness of the improved loading spouts. They spout into the door and then attempt to trim it with a scoop.

At the price of the cheapest labor obtainable anywhere the trimming with a scoop is far more expensive than any of the loading spouts on the market. In fact a good loading spout would pay for itself by wages saved in a very short time. A good loading spout greatly facilitates the rapid loading of cars, and loads the car so evenly that it is not necessary to use a scoop, which proves a great relief to the lungs of the man who has fought his way through dense dust to distribute the grain about the car.

There are two kinds of spouts used for loading grain—the flexible loading spout, of which five different styles are illustrated herewith, and the bifurcated spout, of which two styles are shown. Both are constructed on the same principle and are designed to divert the falling grain to the end of the car being loaded. The flexible spout is made of short sections of tapering pipe, joined so that it can be moved about and the grain spouted in different directions, but it can only spout grain in one direction at a time, while the bifurcated spout distributes it in opposite directions at the same time. The bifurcated spout is generally larger, made of heavier material, and has greater loading capacity. Most of the supply houses handle both kinds of spouts.

The flexible spouts differ in many of the details, some of which are discernible in the illustrations given herewith. No doubt there is a variation in the material used as all manufacturers have not the same idea about the strength of material required, or the wearing quality of different material. Some are designed to be permanently attached to the

spout, which protrudes from the side of the elevator, while others are constructed so that they can be temporarily attached and easily removed to another spout. The sections of the different spouts vary in length and the turn joints differ materially—two things which have much to do with the flexibility of the spout. It is natural that spouts made up of shorter sections and easier joints should be more flexible. Doubtless every one is flexible enough for the purpose for which it is designed, however much

The flexible spout is held in position on the hopper by a chain.

The flexible spout shown in Fig. 2 is manufactured by the E. H. Pease Mfg. Co. It is made of heavy sheet steel in four sizes from 4 to 10 inches in diameter. It is claimed that this spout will load a car evenly without shoveling where there is a fall to the shipping spout. A fall of even eight feet is said to give excellent results. Each section adds 8½ inches to the length of the spout. Special hop-

turned to any angle. The wood spout at top is made to suit purchaser. The makers claim it will save more hard work than any other thing used in an elevator.

The flexible spout shown in Fig. 4 is made by the Weller Mfg. Co. in three sizes, but special sizes are supplied. It is made of heavy sheet iron, and to fit the wooden spout desired. It is very flexible, and will turn to any angle.

The flexible spout shown in Fig. 5 is said to be very easily handled. It has a turn joint at the bottom of the first section, and will turn to any angle. It is made of heavy sheet steel in three sizes, and is designed especially for use where there is little fall.

There are two distinct types of bifurcated spouts—the round and the square. Each style has its friends and champions. That shown in Fig. 6 is made by the Webster Mfg. Co. It is made of heavy iron and lined with steel in the parts where there is much wear. It is easily handled and is said to load a car in two or three minutes. If the grain has a perpendicular fall of 35 to 40 feet the best results will be obtained. The spout can be easily changed from one spout to another, and by means of the rope and pulleys with each machine it can be handled when loading cars by one man. The ingenious manner of hanging the loader makes it especially desirable for oats or light grain, as the nozzles will go into proper position, with door of car built up to height required for these grains, the nozzles having a rotating motion and can be raised or lowered to suit the drop or the kind of grain to be loaded. The nozzle is then secured by means of thumb-screws. Many elevators are using this spout.

The bifurcated spout with square nozzles shown in Fig. 7 is made by H. Sandmeyer & Co. It is so constructed that it can be hinged to the wooden spout protruding from the house, and is ever ready to be swung into the car. A prop will hold the spout in position, and when the prop is removed the spout will swing out of the car and fall into the position shown in the cut. It is manufactured of No. 16 iron and lined throughout with No. 14 iron, making it very durable. The linings can easily be removed and new lining put in so it will be as good as new. With a fall of 30 feet it is said 30,000 pounds of oats can be put into a car in five minutes. Both ends of the car are loaded evenly with the spout, and there is no necessity of going into it to trim the grain.

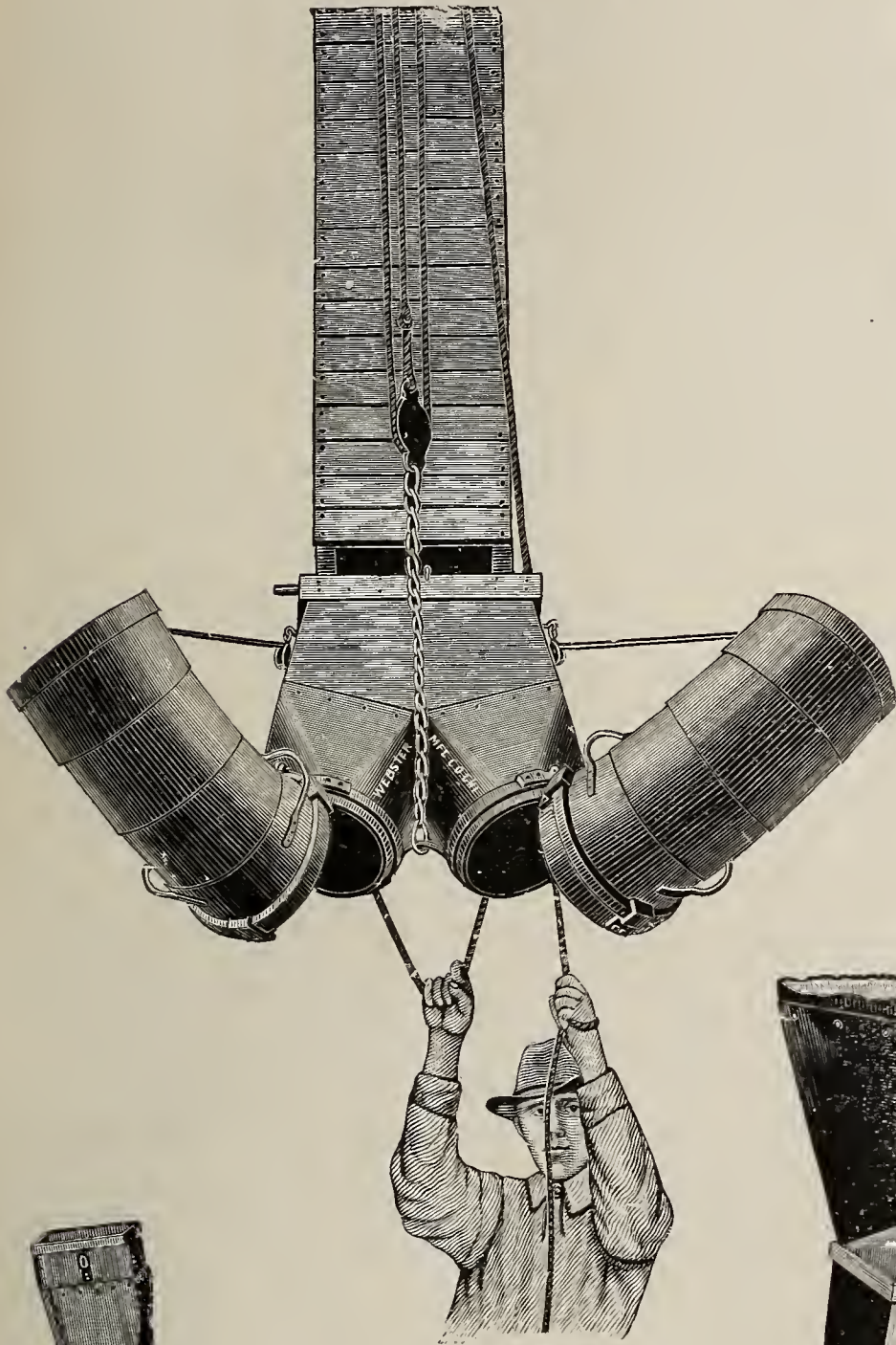


FIG. 6.

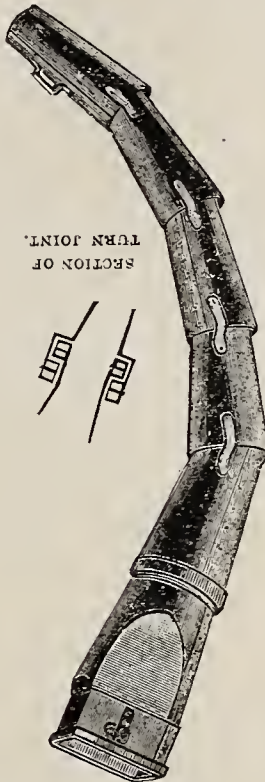


FIG. 5.



FIG. 4.



FIG. 7.

depends upon the fall of the grain and the size of the car.

The flexible spout shown in Fig. 1 is made by H. W. Caldwell & Son Co. It is made in three sizes, the diameter of the spout ranging from 6 to 10 inches. It is said that where this spout is used no shoveling is necessary, and it will distribute the grain well with little fall from the bin. The wooden spout can easily be blocked out or altered to fit standard size of hopper, which is designed to be fastened permanently on the end of the spout from the house.

pers of any size desired can be made for this spout, but the regular hoppers are made square to fit over wooden spouts, the under side of the hopper being made in line with the spout. The joints are said to give very easy action. The handles on bottom section of spout are found of considerable assistance in directing the grain.

The flexible grain spout shown in Fig. 3 is made by C. D. Holbrook & Co. It is made of sheet steel in 6, 8 and 10 inches in diameter. This spout is swivel jointed at S, and it is claimed it can be

CLEAN YOUR GRAIN AND SEEDS.

Owing to the greatly unsettled weather in the West during the past two months, considerable damage has been sustained to the small grain crops, more particularly wheat and oats. Farmers appear to be flooding the larger markets with liberal quantities of the poorer grades, which are almost unsalable—in fact, sellers are compelled to accept just such offers as buyers choose to make. For the better qualities, there is some competition, and sellers can be a little independent.

Buyers in the interior should be a little conservative in their purchases, as the grading is exceedingly poor, owing to the unevenness of the crops. Possibly, a fair proportion of the poor receipts could have been somewhat improved by a little extra care in cleaning—enough to pay for the extra trouble, and would be a great convenience to the seller. With the large offerings of all kinds of grain and seeds buyers are independent in their views, and only the best grades meet with favor, and command prices near their value.—Chicago Bulletin.

In the hope of circumventing the coal trust many farmers in the northern part of Iowa are agitating the expediency of using corn for fuel during the coming winter. The choice is between coal at something like \$10 a ton and corn at 10 or 12 cents a bushel.

The Terminal Storage Company of Superior, Wis., has commenced action against the Great Northern Elevator Company for damages to the amount of \$30,000. The suit grew out of the refusal of the Great Northern Elevator Company to receive for storage a car of barley under the new Wisconsin inspection.

THROUGH FIELDS OF CORN.

In solemn hush of dewy morn.
What glory crowns the fields of corn!
A joy and gladness in the land
The lithe, green ranks of beauty stand:
Broad-acred vales from hill to hill
The lifted plumes and tassels fill.
While birds sing in the cool, sweet morn.
Through fields of corn.

Like palms that shade a hidden spring
The reeded columns sway and sing:
The breathing censers swing away.
The leafy cymbals clash and play.
And when the breezy voices call.
The sea-grown billows rise and fall.
And music swells and joy is born
Through fields of corn.

—Prof. Benj. F. Leggett.

COMMUNICATED

[We invite correspondence from everyone in anyway interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

BELIEVE IN ORGANIZING.

Editor American Elevator and Grain Trade:—We believe in organization. It will give us strength and protection.

COTTERMAN-WILSON GRAIN CO.

Lyndon, Kan.

TRADE NEEDS PROTECTION.

Editor American Elevator and Grain Trade:—We are track buyers, but are in favor of a Grain Dealers' National Association, believing the trade needs all the protection it can get.

GREENVILLE GRAIN CO.,

Greenville, Ohio. E. A. Grubbs, Manager.

MOVE IN RIGHT DIRECTION.

Editor American Elevator and Grain Trade:—A national association of grain dealers is what we want, and is certainly a move in the right direction. May success crown your efforts.

Yours truly, H. REAM & SON.
Lostant, Ill.

IN SYMPATHY WITH MOVEMENT.

Editor American Elevator and Grain Trade:—I have been in the grain business since 1873, and I am in sympathy with the movement to organize a Grain Dealers' National Association.

Respectfully, J. B. WARD.
Gardner, Kan.

ALL SHOULD JOIN.

Editor American Elevator and Grain Trade:—I herewith send my name for your list of regular dealers favoring a national association. I think all commission firms should belong to it.

J. H. KINNEAR.
Powhattan, Kan.

MUCH IN FAVOR OF ORGANIZATION.

Editor American Elevator and Grain Trade:—I am very much in favor of a Grain Dealers' National Association, and of mutual insurance. I inclose \$1 for the "American Elevator and Grain Trade."

Yours truly, J. E. STOTT.
Primghar, Iowa.

SOURCE OF BENEFIT.

Editor American Elevator and Grain Trade:—I would be very much pleased to see a Grain Dealers' National Association organized. I think it would be a source of great benefit to all concerned. Let the good work go on.

H. C. JEFFERS.
Talmage, Neb.

REGULAR GRAIN MEN ONLY.

Editor American Elevator and Grain Trade:—I have no particular choice as to time and place of meeting for organizing the Grain Dealers' National Association, but prefer Chicago as being centrally located. I think it a good idea to hold the meeting at as early a date as convenient after the election. November 9 would suit me as well as any other day. I would not be in favor of admitting to membership anyone but practical grain men, men who make the buying of grain their principal business, and who own or operate elevators at country points. How-

ever, I might modify this opinion later on, when I give the project more consideration.

Respectfully yours, P. F. MURRAY.
Bloomfield, Neb.

A GREAT HELP.

Editor American Elevator and Grain Trade:—We have noticed the interest taken by the grain men in favor of a Grain Dealers' National Association. Such an organization would, no doubt, be a great help to all interested in the trade, and we are heartily in favor of it.

Yours truly, TUCKER & MOSIMAN.
Morton, Ill.

STEP IN RIGHT DIRECTION.

Editor American Elevator and Grain Trade:—I believe the movement for the organization of a Grain Dealers' National Association is a step in the right direction. I herewith send my name for your list, and hope an association will be organized which will be a mutual benefit to all.

Very truly, THOMAS NEILL.
Vassar, Kan.

HEARTILY ENDORSES THE MOVEMENT.

Editor American Elevator and Grain Trade:—I heartily endorse the movement for a Grain Dealers' National Association. It should meet the approval of every man in the grain trade. There are many commission firms who offer farmers the same bids as they do regular grain men.

Yours truly, E. J. SMILEY.
Dunavant, Kan.

IN CHARGE OF NEW ELEVATOR.

Editor American Elevator and Grain Trade:—The Monarch Elevator Co., whose elevator at this place was destroyed by fire some time ago, has rebuilt its house and put me in charge again. The elevator has a capacity of 30,000 bushels, and has all the latest improvements. A gasoline engine supplies the power.

E. F. BOLTE.
Mapleton, N. D.

FAVORS QUICK ACTION.

Editor American Elevator and Grain Trade:—We are in favor of a national association of grain dealers, with good, strong men at the head of it, who will look after our interests. It is strange that this has not been done before. We hope soon to see in the "American Elevator and Grain Trade" a call for a convention.

Yours truly, KINSELLA GRAIN CO.
Colon, Neb.

URGENT NEED OF ASSOCIATION: SCALPERS.

Editor American Elevator and Grain Trade:—In my judgment there is urgent need of a Grain Dealers' National Association such as you propose. The regular dealer with money invested is too often at the mercy of the scalper who can only with difficulty raise the price of a car of cheap grain. I wish the organization every success.

Yours very truly, GEO. SCOULAR.
Superior, Neb.

CRYING DEMAND FOR CLEAN BILLS OF LADING.

Editor American Elevator and Grain Trade:—We add our name to the list of those favoring a Grain Dealers' National Association. There is a crying demand for clean bills of lading. Think of turning over a car of grain and settling for the freight on the weight the railroad may offer, and having no recourse in that circumstance.

F. M. CAMPBELL.
Randolph, Iowa.

ADMIT ONLY THOSE WHO OWN PLANTS.

Editor American Elevator and Grain Trade:—I favor November 9 as a very opportune time to call the meeting for the organization of the Grain Dealers' National Association. I would suggest Council Bluffs or Omaha as the place of meeting, or possibly Des Moines or Burlington would be more centrally located. The place most convenient for the largest number to meet would be the best place. As for membership in the Association I favor admitting only those who own and operate elevators or have, say, not less than \$3,500 to \$5,000 invested in plants. I suggest that the aim be not for a large and general

membership, but for such a membership as would best further the interests of the local associations. Membership should consist of a large majority of members from all grain associations.

Respectfully, G. M. GWYNN.
Essex, Iowa.

ONLY THOSE WHO HAVE FACILITIES.

Editor American Elevator and Grain Trade:—We would prefer the meeting of the Grain Dealers' National Association to be held at Council Bluffs, Iowa, November 9. Only those who have facilities and conduct a regular and steady business of buying and selling grain should be admitted to membership.

Yours truly, SIDNEY ELEVATOR CO.
Sidney, Iowa.

SUFFERING FROM CAR SHORTAGE.

Editor American Elevator and Grain Trade:—I suggest Des Moines as the place, and November 15 as the date for the organization of the Grain Dealers' National Association. I will try to be there. We are very busy now, the railways do not furnish one-quarter enough cars, and we are suffering in consequence.

Truly yours, F. D. BABCOCK.
Ida Grove, Iowa.

WOULD BE BENEFICIAL: TRACK BIDS TO FARMERS.

Editor American Elevator and Grain Trade:—I think a Grain Dealers' National Association would be very beneficial in several ways. We have several commission firms that send out track bids for grain to any farmer who may ask for them, the commission firm claiming they have a car of grain to ship. This is unjust to shippers.

Yours very truly, A. M. HUNGERFORD.
Mahaska, Kan.

THOSE WHO HAVE GRAIN HANDLING PLANTS ONLY.

Editor American Elevator and Grain Trade:—I am heartily in favor of a Grain Dealers' National Association, and would suggest Decatur, Ill., as the place, and November 11 as the time to hold a convention. I think only those who have a plant for the handling of grain and are continuously in the business should be admitted to membership.

Yours truly, J. A. MONTGOMERY.
Macon, Ill.

HARD ROW TO HOE: GREAT NEED OF ASSOCIATION.

Editor American Elevator and Grain Trade:—I heartily endorse the forming of a Grain Dealers' National Association. We have no association for our protection in Central Ohio, and have a hard row to hoe with the scalpers and railroads. There surely is great need of such an association. I have an elevator on the Toledo & Ohio Central siding.

Yours, J. A. KILE.
Kileville, Ohio.

ONLY DEALERS HAVING ELEVATORS.

Editor American Elevator and Grain Trade:—Chicago would be my choice for the meeting place to organize a Grain Dealers' National Association, and sometime in November my choice as to date. I would suggest that none but established grain dealers be asked to join; that is, grain dealers having elevators and regularly engaged in the grain trade.

Yours very truly, GEO. SCOULAR.
Superior, Neb.

FAVOR DELEGATE SYSTEM OF REPRESENTATION.

Editor American Elevator and Grain Trade:—We are heartily in favor of a Grain Dealers' National Association, to be composed of members of the different state associations, to the end that a closer knowledge of the demands, rights and opportunities of the different sections of the country may be annually or semi-annually presented and understood. Amalgamated under one head any demand for remedial or protective legislation could be more speedily procured. It occurs to us that a strict observance of the national system in procuring delegates would insure the necessary interest in all parts of the country, and place the organization at the outstart upon a sound basis. November 9 is entirely satisfactory

to us as the day for holding such convention, and Chicago by all means the place for the meeting.

Yours very truly,
SUFFERN, HUNT & CO.

Decatur, Ill.

ADMIT ELEVATOR OPERATORS ONLY.

Editor American Elevator and Grain Trade:—My choice for place to hold the meeting to organize the Grain Dealers' National Association would be Chicago, if held this month, if after the election day I would suggest Omaha, Neb. No one should be admitted to membership other than those who own elevators or operate one under lease for a term of years.

Yours,
S. J. BROWN.
Liberty, Neb.

WILL JOIN THE NATIONAL ASSOCIATION.

Editor American Elevator and Grain Trade:—The action of the Grain Shippers' Association of Northwest Iowa was favorable to a move toward the organization of a Grain Dealers' National Association. I do not believe that a national association can be successfully organized and kept up by individual membership. But if it is properly organized our Association will become a member.

Very truly yours,
F. D. BABCOCK,
Ida Grove, Iowa, Secretary.

ADMIT ELEVATOR OWNERS AND TRACK BUYERS.

Editor American Elevator and Grain Trade:—I favor Kansas City, Mo., as the place to hold the meeting of regular grain dealers to organize the national association, and would prefer an early date after the election. As to who should be admitted to membership, I would say admit elevator owners and track buyers where they have been buying on their own responsibility not less than one year.

Yours truly,
N. B. HENEKS.
Arrington, Kan.

SHOULD BE IN BUSINESS ONE YEAR OR MORE.

Editor American Elevator and Grain Trade:—We would favor December 1 as the most appropriate day for holding a meeting for forming a Grain Dealers' National Association. We would then have more time to set the matter before the dealers. Only those who have been regularly engaged in buying and selling grain for the past 12 months or more should be admitted to membership.

Very truly,
T. M. JAMES.
Burdeu, Kan.

HEARTILY IN SYMPATHY.

Editor American Elevator and Grain Trade:—While we have not yet been in the grain business a year at this place we own and operate a 25,000-bushel elevator in buying and selling all kinds of grain, and expect to continue so for an indefinite period. We are heartily in sympathy with the movement for an association, and it would give us pleasure to add our names to your list of those favoring it.

Respectfully yours,
D. K. UNSICKER GRAIN CO.
Fremont, Iowa.

DEALERS MUST ACT.

Editor American Elevator and Grain Trade:—We would name Omaha, Neb., November 12, as the place and time for meeting and organizing a national association. The grain dealers must do something to save the business from going to the dogs, and as the start is made we must try to finish it. If all commission firms organize with us and agree not to bid to track buyers and all stand together we will succeed.

Yours very truly,
ED. WENZEL & SON.
Eagle, Neb.

WILL BUY GRAIN.

Editor American Elevator and Grain Trade:—I am buying wheat at this place, and will arrange to buy corn. I am looking after a portable dump. I have issued a poster announcing the opening of my business, which reads as follows:

"To farmers! There will be a wheat buyer this year at the old Planet Mill office, who will pay you full prices for your wheat, to be shipped to Kehler Bros., St. Louis. Give us a trial. Satisfaction will be guaranteed. We expect to be in the market for

all grades of wheat. The Farmers' Sack Supply Company of St. Louis, Mo., will have a supply of sacks to rent for wheat and oats at the old Planet Mill office. Call and see the sacks and leave orders."

R. S. NELSON, Agent.

Litchfield, Ill.

REGULAR DEALERS ONLY SHOULD BE ADMITTED.

Editor American Elevator and Grain Trade:—We think the best time for a meeting to form a Grain Dealers' National Association would be on or after November 9. Probably the most central location would be Chicago. We think only regular country elevator owners or parties operating country elevators, or having facilities for handling grain should be admitted to membership. Wishing you much success, we remain,

Yours very truly,
E. R. ULRICH & SON.
Springfield, Ill.

ORGANIZATION IS NECESSARY: INSURANCE.

Editor American Elevator and Grain Trade:—We desire to become members of the proposed Grain Dealers' National Association. We think that an organization of grain men is necessary. We have three elevators in Kansas, and do not carry any fire insurance on them because of the heavy charges. An organization might get this business and be of great value, and many other matters relating to the grain trade could be improved upon.

Yours truly,
B. F. WILKERSON.
Solomou City, Kan.

FAVORS DECATUR.

Editor American Elevator and Grain Trade:—I have no particular choice of day or place for a meeting for organizing the Grain Dealers' National Association. Of course Decatur would suit us Central Illinois men the best, and we should think most dealers would find its location central and very convenient. The time ought to be at an early date, before new corn begins to move. November 9 is on a Monday, and if anyone had far to go he would have to start on a Sunday.

Yours truly,
W. B. NEWBEGIN.
Blue Mound, Ill.

WOULD LIMIT TO LEGITIMATE GRAIN MEN.

Editor American Elevator and Grain Trade:—We know of no better place for holding a convention for the organization of a Grain Dealers' National Association than Chicago, and we see no reason why November 9 would not be the proper date. If possible, however, it might be a good idea to extend it to the 15th, to allow the people to recover from the excitement of the election. We think membership in the association should be limited to legitimate grain men.

Yours truly,
DENT GRAIN CO.
Sioux City, Iowa.

WOULD BENEFIT IN MANY WAYS.

Editor American Elevator and Grain Trade:—We approve of the establishment of a Grain Dealers' National Association, believing it would be a great lever and benefit to us in many ways.

On October 6 we had the misfortune to lose, by fire, our warehouse at Raub, Ind., together with 40,000 bushels of corn and oats. The fire started at 12:20 p. m., and was undoubtedly caused by friction. The property was about covered by insurance. We will commence to rebuild at once.

Yours,
McCRAV & MORRISON.
Kentland, Ind.

ADMIT DEALERS WHO BUY ALL THE TIME.

Editor American Elevator and Grain Trade:—Only regular grain dealers should be admitted to membership in the Grain Dealers' National Association, such as those who have facilities for handling grain and making a market for the farmer the year round. The meeting ought to be held in a city as near the center as possible so as to get as many out as will come to the first meeting. The number present is what makes a meeting interesting. Therefore the meeting should not be called clear to one side of the territory.

I have communicated with the members of the Grain Shippers' Association of Northwest Iowa re-

garding the national association. I believe we have 154 members, and those I have heard from think the meeting should be held at Des Moines, Iowa, on November 15. We do not want the meeting held too far away, and I think we can get the biggest crowds at Des Moines.

Yours truly,
E. J. EDMONDS.
Marcus, Iowa.

MEMBERSHIP.

Editor American Elevator and Grain Trade:—I am in sympathy with the movement for a Grain Dealers' National Association, and trust it will succeed. I am a member of the National Hay Association. I should say that only regularly established merchants who are reputable members of the Exchanges in their localities, or regular dealers at stations, who have elevators or proper facilities for carrying on a business of that kind should be eligible to membership.

H. E. KINNEY.

Indianapolis, Ind.

ADMIT NO RECEIVERS.

Editor American Elevator and Grain Trade:—The meeting to organize a Grain Dealers' National Association should be held in a centrally located city. Only those who have been in business continuously for one year or more, and are regular dealers, should be admitted to membership. Only two should be received as members from any one point or line of road. Any firm receiving shipments on commission and doing a receiving business should not be admitted.

Respectfully,
H. A. CARLETON.
Cawker City, Kan.

ADMIT ONLY ELEVATOR MEN.

Editor American Elevator and Grain Trade:—We are heartily in favor of the movement for the formation of a Grain Dealers' National Association. We believe an association would greatly benefit the trade at both ends of the line. We think the line should be sharply drawn in regard to members, and no one but elevator men should be admitted. In our opinion Kansas City, Mo., would be the most central location for a meeting, and any date after election. We inclose \$1 for the "American Elevator and Grain Trade."

Yours truly,
SMITH & PIERCE.
Effingham, Kan.

SCALPERS: RAILROADS.

Editor American Elevator and Grain Trade:—I cannot see that much is to be gained or lost by forming a Grain Dealers' National Association over what we already have in our regular dealers' association here. I am in favor of everything that will be of benefit to regular dealers, and cut out demoralizers of our business. Our association has yet to see the first irregular dealer that we could not fix so he was ready to leave the grain business alone.

But what we want and must have is some protection from railroads over scalpers. We are entitled to it. A man who has money at stake should be given some advantage over a farmer who has none. If we can get such protection by going into a national association I will be among the first to do all in my power for it. But this, as far as I can see, is the only gain we would make by it.

Yours,
J. AURACHER.
Shenandoah, Iowa.

DEALERS OF EACH STATE SHOULD ORGANIZE.

Editor American Elevator and Grain Trade:—As to the date of holding the first meeting of the Grain Dealers' National Association, it is doubtful if one of us could attend unless it would be held near by. As to membership in the association, we should say that following the custom of other similar associations the membership should be restricted to members in good standing in local associations or officers of the same.

We have no doubt as to the need and advisability of each state having one or more associations for the benefit of its members and the protection of their interests. When this has come about, as seems to be doing slowly, then a national association would naturally follow. However, in the near if enough interest can be worked up to for

national association, and if it is kept up, it will undoubtedly be of benefit in a larger field, and for larger interests than a local association could reach. The National Board of Trade is an illustration.

Yours truly,

McFARLIN GRAIN CO.

Des Moines, Iowa.

ADMIT ALL REPUTABLE GRAIN MEN.

Editor American Elevator and Grain Trade:—I think all reputable grain men should be admitted to membership in the proposed Grain Dealers' National Association. I favor holding the convention at Chicago November 9.

W. W. GILBERT.

Danforth, Ill.

HEARTILY IN FAVOR OF ORGANIZATION.

Editor American Elevator and Grain Trade:—I am heartily in favor of holding a convention to form a Grain Dealers' National Association, and am pleased to see you advocate it. I am a subscriber to the "American Elevator and Grain Trade," and find it very interesting and instructive.

Respectfully, J. M. BRAFFORD.

Successor to Fritch & Brafford.

Frankfort, Ind.

ADMIT ONLY REGULAR SHIPPERS.

Editor American Elevator and Grain Trade:—I have no choice as to the place for holding the convention for the formation of a Grain Dealers' National Association, as I would not be able to attend. The meeting should be held in a centrally located city some time after the election. I don't think that anyone should be admitted to membership unless he is a regular shipper, has been in the business one year, and owns his house or elevator, or is renting one of not less than 5,000 bushels' capacity.

Yours,

W. B. BOOHER.

Danbury, Iowa.

FAVORS ASSOCIATIONS: INSPECTION.

Editor American Elevator and Grain Trade:—I am thoroughly in favor of an association, both national and local, for the protection of the country shippers against dishonest commission men and others who have the handling, such as the inspection and weighing, of our stuff at destination. I had a car of corn inspected forty days from day of shipment at St. Joseph, Mo., only 30 miles from originating point. It graded No Grade, and was docked 13½ cents per bushel. This does not seem right. There should be some means of redress. Good luck to the project.

Respectfully yours, N. B. HEATT.

Willis, Kau.

ENDORSES THE MOVEMENT: MEMBERSHIP.

Editor American Elevator and Grain Trade:—We endorse the movement for a Grain Dealers' National Association. There are some distinctions that will have to be made as to members. Your definition of a regular dealer as one who has bought and sold grain for one year continuously at one station would cover the case of some of the most persistent scalpers we have. I would suggest that where there is a local association its membership be the limit of membership in the national association. This would be a much better test of those who were entitled to membership than your definition in general.

Yours,

W. H. CHAMBERS.

Hepburn, Iowa.

BAR THE SCOOP-SHOVEL BRIGADE.

Editor American Elevator and Grain Trade:—I think November 25 would be a better time to hold the meeting for the organization of the Grain Dealers' National Association, as the excitement of the election would have died out by that time. Perhaps Burlington, Iowa, would be as central a point to hold the meeting as any. As to who should be admitted, I think elevator owners or renters should be the only ones admitted. If the scoop shovel brigade are admitted, they would have the same advantages as elevator owners, and with no money invested, no taxes, and no insurance to pay. It has always been my opinion that the railroad companies should favor elevator owners in some way. In my town track loaders have the advantage of elevators; they get cars before the elevator does. As I understand it the association will be for the benefit of legitimate

grain dealers. I claim elevator owners or renters are the only legitimate buyers, where there are several buyers and one or two elevators.

Respectfully yours, K. DOCKSTADER.

Lenox, Iowa.

ADMIT NO SCALPERS OR TRACK BUYERS.

Editor American Elevator and Grain Trade:—I have no preference as to the time and place for a meeting of grain men to form a national association, but I think the sooner the organization is perfected the better. I think the membership should be composed of men actively engaged in the grain business. Scalpers and track buyers should not be admitted. Large corporations should not be allowed to join, as they are so closely allied with the railways along which they operate. Of course I am merely giving my views. I worked for a large grain company for several years, and think their interests and the railways' are identical.

Yours very truly, C. P. BARLOW.

Tekamah, Neb.

"THE FARMER'S FRIEND."

Editor American Elevator and Grain Trade:—I have learned from your journal that the grain dealers of the country will organize a national association, which is truly cheerful news. I sincerely hope they will soon get to work and advertise the "Farmers' Friend," who delights in making false charges against regular country dealers and city commis-



sion men in order to divert business to his own net.

His bold manner of advertising reminds me of the \$3 shoe man, and the patent medicine men who claim everything, and generally publish a portrait with their advertisement to prove they possess "an honest face."

A recent number of the Commercial Journal of Chicago contained the portrait of the Farmers' Friend, together with a sketch which I inclose. It is as follows:

"This gentleman is the senior member of the firm of H. H. Carr & Co., the Farmer Commission House, 94 Board of Trade, Chicago.

"Henry H. Carr, formerly known as 'the farmer's friend,' was born in La Salle County, Illinois, in 1844, where his grandfather, John T. Carr, was an extensive farmer, hauling his grain in the early '40s to Chicago, a distance of nearly 100 miles, a great undertaking, considering that in those days nearly all of Illinois was unsettled, with no roads excepting a bare wagon track across the prairies, no turnpikes, no bridges, the streams had to be forded, and innumerable sloughs and bogs helped to discourage the pioneer farmer when marketing his grain. Wheat in those days was worth about 40 cents a bushel in Chicago, and then only in trade at the stores. It usually took from a week to 10 days to make the round trip, a striking contrast to the present facilities enjoyed by the average farmer of to-day, with a railroad station but a few miles at the farthest from his door. Mr. Carr's early life taught him the wants and requirements of the overworked farmer; his later business experiences enabled him to see wherein it was possible for the farmer to better his condition through marketing his grain in an intelligent, business-like way. H. H. Carr & Co. is the first and only commission house on the Chicago Board of Trade to come out boldly and advocate the plan of direct shipment by the farmer of his grain to the Chicago market, thereby

securing fair inspection, good weights, giving only the legal number of pounds for a bushel, and saving the middleman's profit. Mr. Carr has been on the Board of Trade since Jan. 1, 1870, and the firm is one of the best known in the commission business, having correspondents in most of the principal cities of the Union. Their standing is second to none. They enjoy a well-deserved reputation for honorable, upright, fair dealing, and have a host of friends among their fellow members of the Board of Trade. Mr. Carr is also a member of the Grand Army of the Republic, the Patrons of Husbandry, a number of fraternal societies, and prominent social clubs. He is well and favorably known in city and country."

I suppose the article in the Journal was written by this self-styled "Farmers' Friend" and paid for at so much a line. I inclose another clipping taken from the News of Zumbrot, Minn., dated October 2, which he did not pay for, at least it is not worth paying for. It is as follows:

"A local agent is working in this vicinity for H. H. Carr & Co., grain dealers of Chicago, who are trying to cover the field in Minnesota encouraging the individual shipment of grain. This method is at the best a risky one, and while in some cases it may result successfully, on the whole it is not to be depended on, and when the market price of grain is continually kept at the top notch, as in Zumbrot, there is certainly no occasion for individual shipment, for it is certainly far better to take a good price and be sure of it than to take the risk of an uncertain and constantly varying market."

I will never ship any grain to a commission man who poses as a "Farmers' Friend" for the purpose of driving the regular grain buyers at country stations out of business. It makes no difference whether he attempts to undermine me in my territory or not. I am against the practice, and everyone who follows it. The only reason I can think of for his not having fished for suckers in every county is that he has not had time to get around to all of them yet. I take it that this kind of business to be successful must be pushed according to a well devised plan and returns must be made in each county so they will prove active business getters. I think that in time this "Farmers' Friend" will be without business; when the novelty has worn off the farmers will do business in the old way, which is by far the safest and surest. While I have no fears of losing my business I propose to do everything but stand idly by and see it taken from me by others. I have always made it a point to get well acquainted with the farmers, and I think it pays.

Very truly,

F. G. ODEN.

MUTUAL INSURANCE FOR ELEVATOR MEN.

Editor American Elevator and Grain Trade:—Our insurance organization is bound to be a winner. I recently issued a circular regarding the matter in order to get a full expression from each of our members. Every reply received has been favorable, and it now only lacks time to take up the matter and perfect the organization. In the circular I say that believing we are being extortionately overcharged by the Insurance Compact, for the insurance on our elevators, warehouses, granaries and cribs, and the grain and seeds stored therein, our Executive Committee has concluded that the time is now come when we should make an honest effort to organize a Grain Dealers' Coöperative Fire Insurance Association.

It is estimated that in Western Iowa there are at least 500 elevators, warehouses, etc., on which insurance is carried to the average amount of \$2,000 each, and the insurance on stocks of grain is estimated to be fully as much more, making the total amount of risks insured \$2,000,000. The rate of insurance now charged varies somewhat, from about .025 to .05 per cent, per annum, making an average of at least .035 per cent., which makes the total for premiums to the Compact \$70,000 per annum.

I make the following estimate for our own association: Two hundred elevators, etc., at \$2,000 each, \$400,000; 200 stocks of grain, etc., at \$2,000, \$400,000; total risks, \$800,000. At the average rate of .035 per cent on \$800,000 is \$28,000 that we are contributing to the Compact.

Now let us see what we may do. Under section

1160 of the statutes of Iowa we are allowed to organize a mutual or cooperative association, to insure only our own property. We should be able to organize something nearly as follows: With 125 members at, say, \$5 each, \$625; 125 policy fees, at \$1 each, \$125; 125 surveys at \$2 each, \$250; \$600,000 of risks, at .005 per cent., \$3,000, which makes a total to begin with of \$4,000.

But, of course, we cannot expect to run a year without some losses. So we will estimate in advance losses to the amount of \$6,000, which would have to be provided for by assessment. This amount would require an assessment of .01 per cent. on the \$600,000 of risks insured. This basis would give us our insurance for one year at .015 per cent., beside the membership fees, etc., a trifle less than one-half of the Compact rates. After the first year there would be no membership fee for at least five years.

If assurances are received that we can commence business with risks amounting to \$200,000, and that there will be more later, the organization will be effected at once. The Southwest Iowa Association and the Central Iowa Association have given assurance of cooperation with us in this movement. But whether they do so or not, our Association is large enough to maintain the insurance organization alone. The details of policies, incorporation, constitution, by-laws, etc., cannot be entered into now. But if the organization is completed all the details will be carefully drafted, so as to protect both the association or company organized and the members, or policy-holders, for only members can be policy-holders. The Mill Owners' Mutual Fire Insurance Co. of Iowa has saved to its policy-holders for the past 21 years 50 per cent., or one-half of Compact rates. The Iowa Town Mutual, or Cooperative, has been organized four years, and has never had to make an assessment. Their membership fee is \$1, policy and survey \$1, and contingent .002 per cent. on first-class risks. My suggestion is for membership fee \$5 and contingent at .005 per cent. We cannot possibly have a large membership, only two or three in a town, and as the Compact consider our risks twice and a half as hazardous as residence property, I have suggested the contingent as twice and a half the Town Mutual, viz., .005 per cent.

Sincerely yours, F. D. BABCOCK.

Secretary Grain Shippers' Association of Northwest Iowa.

Ida Grove, Iowa.

ADDITIONAL SUGGESTIONS FOR CONSTITUTION AND BY-LAWS.

Editor American Elevator and Grain Trade:—We are on the right track. We have been vainly hoping for a Grain Dealers' National Association for a long time, and now we are in a fair way to realize our hopes if we stick together and with the one object in view of organizing. The question is, are the grain dealers in earnest? Do they mean business? Will they stand by this movement and give it all their assistance? It is to our interest to do so, for this effort lost the chance will be lost for a long time.

My own opinion is that if the grain trade is strong enough to support a national association it will carry out the plans now forming; if it is not strong enough, and if legitimate dealers do not take enough interest in their business to organize for their own protection, the scheme will fail. This thing sprung up rather suddenly, to be sure, and perhaps a good many of us are somewhat bewildered by the fast pace we are taking. But it does not go any too fast for our interests. We needed a national association years ago. Let us be equal to our present opportunity; perhaps it will not come again for some time.

In the September issue of the "American Elevator and Grain Trade" I suggested a portion of a constitution for our proposed association. I here submit the remainder. I offer this merely as a convenience for those of us who meet to organize. It will serve as a basis to work from:

ARTICLE IV.

Sec. 1. It shall be the duty of the President to preside at all meetings of the Association, and at all meetings of the Board of Directors, and to sign all orders drawn on the Treasurer by the Secretary.

Sec. 2. In the absence of the President, the First Vice-President shall preside at all meetings of the Association.

and in the absence of both the Second Vice-President shall preside.

Sec. 3. It shall be the duty of the Secretary to record and preserve all minutes of meetings of the Association, conduct correspondence and issue notices of meetings to each member. He shall make a report at each annual meeting, and keep members posted on what is being done between meetings.

Sec. 4. It shall be the duty of the Treasurer to collect all fees and dues, have charge of all moneys of the Association, and pay out money only upon orders signed by the President and Secretary. He shall report the state of the finances at each regular meeting of the Association.

ARTICLE V.

Sec. 1. The membership fee of the Association shall be \$10, which shall accompany each application for membership.

Sec. 2. The annual dues shall be \$5, more or less, according as the Association shall decide at the annual meeting, payable on the first of each year.

ARTICLE VI.

Sec. 1. This constitution may be amended at any annual meeting of the Association, upon a vote of two-thirds of the members present.

BY-LAWS.

ARTICLE I.

Sec. 1. There shall be annual meetings of this Association, subject to the call of the Board of Directors.

Sec. 2. A quorum shall consist of 50 members.

Sec. 3. The Board of Directors shall meet quarterly, at such time and place as they may decide upon.

ARTICLE II.

Sec. 1. Officers shall be elected, by ballot, at each annual meeting, and hold their offices until their successors are duly elected.

ARTICLE III.

Sec. 1. The traveling and hotel expenses of all officers and members of the Board of Directors at regular and special meetings shall be paid by the Association.

Sec. 2. The Secretary shall receive a salary of \$1,000 per year.

Sec. 3. The Secretary and Treasurer shall give bonds in the sum of _____.

ARTICLE IV.

Sec. 1. Application for membership shall be made to the Secretary and turned over to the committee on membership. Each applicant must be recommended by two members in good standing, and the applicant shall become a member upon receiving the unanimous vote of the committee and subscribing to the Constitution and By-laws. If the applicant is not elected a member, his membership fee shall be returned to him.

ARTICLE V.

Sec. 1. The Board of Directors shall act as an executive committee.

Sec. 2. There shall be a standing Committee of Arbitration, consisting of five members, and a Committee on Membership, consisting of three members, appointed by the President at each annual meeting.

Sec. 3. The Secretary or complaining member shall refer to the Arbitration Committee all matters needing adjustment, such as discrimination in freight rates, shortages, dishonest returns, or other grievance between any member and railroad, consignee, or other.

Sec. 4. The Arbitration Committee shall make a thorough investigation of all complaints, attempt to secure settlement of same and report every case to the Association.

ARTICLE VI.

Sec. 1. The name of any member of this Association who has not paid his annual dues shall, after due notice, be stricken from the roll of membership.

Sec. 2. It shall be the duty of members to aid in protecting the interests of every member of the Association.

Sec. 3. Members of this Association shall not buy grain at any stations where they are not regularly doing business and where there is a regular buyer who is a member, without the consent of such buyer.

Sec. 4. So far as lies in their power, members of this Association shall not transact business with irregular dealers, nor with parties against whom unfairness is proved, nor with receivers who patronize irregular dealers and those who solicit grain from farmers or irregular dealers.

Sec. 5. It shall be the duty of every member of this Association who learns of any commission firm or receiver soliciting or receiving shipments from farmers or irregular dealers to report the name of said commission firm or receiver, together with the facts in the case, to the Secretary, who shall record the same in a book kept for that purpose, and he shall immediately notify each member of this Association.

ARTICLE VII.

Sec. 1. These by-laws may be amended by a majority vote of those present at a regular meeting.

J. T. MERRILL.

William Henkel of Marengo, Iowa, has brought suit against the Chicago, Rock Island & Pacific Railroad Company for \$92,000 in the District Court, at Iowa City. He claims that he is entitled by contract to rebates on thousands of carloads of stock and grain shipped by him from Victor and Marengo, Iowa, during the years from 1862 to 1884.

The Valley Railroad is clashing with the Southern Pacific in carrying wheat to Stockton and San Francisco, Cal., and wherever the roads come into competition rates have come down. Thirteen new grain warehouses have been built along the new Valley road, and from the farthest point, Patterson, 109 miles south of Stockton, the rate of \$2.05 per ton has been made to Stockton, 50 cents being added for shipment to San Francisco.

QUERIES: AND: REPLIES

[Questions and answers are inserted under this head free of charge, and all are invited to avail themselves of this column.]

No. 4. Remedy for Slipping Belts.

If Mr. Brown will give some facts about his slipping belt I may be able to help him out of his difficulty. The slipping may be due to too great a load for the belt, the face of the pulley may have become polished or the belt has become hard. The driven pulley may be too small for the speed and load. Please give diameter, face and speed of driver and driven pulleys, distance apart and load carried. Also state width and condition of belt. A hard, dry belt cannot be expected to adhere to the polished face of a pulley when any load is on it. The belt can be made very pliable, and its adhesion greatly increased by cleaning and oiling it.—M. S. FOCHT.

No. 5. Settlement for Wheat Stored.

I would be greatly obliged for information on the following: A farmer took his wheat to a local buyer last March and accepted a receipt reading as follows: "Received from Mr. — 2,000 bushels of wheat to be stored free of all costs until 1st of July, 1896; the wheat to be settled for at the market price on any day when called for between the present date and 1st of July, 1896." The price kept dropping, and the farmer did not come to settle until long after July 1, 1896. Can the miller force the farmer to accept the market price of July 1, 1896?—BIG BEAR, Ontario. [Aus.—The statement "free of all costs until 1st of July, 1896," would be accepted by the courts as meaning that storage was to be paid for after July 1, and the bailee should collect it. As the contract to pay the market price expired July 1, without the farmer having called for his pay, the bailee is in no way bound by it. The receipt explicitly provides that the wheat shall be "settled for at the market price on any day when called for," between the day of receipt and July 1. It provides for no settlement after July 1, and has no bearing on the price if called for after that date. The price must be settled by subsequent agreement between the buyer and the farmer. The buyer can make a settlement on the basis of the prices ruling July 1 by agreeing to the farmer's price and then charging him storage to the amount of the difference between the price asked by the farmer and the price ruling July 1.]

DOTS AND DASHES

The grain trade must organize.

Send us the grain trade news of your district.

The practice of paying the price of a new house to a stock company to insure an old one is not good economy and should be stopped.

The grain trade of Central Illinois is reported to be booming. The streets of the towns are crowded with farmers' teams bringing in corn, and difficulty is experienced in obtaining cars.

It is said that Indianapolis, Ind., is becoming a great market for corn, now requiring 60 to 70 cars per day. The grain merchants are handling large quantities, and the cereal and hominy mills and starch works require the best grades.

One of the best of that good fraternity, the Quakers, has become, apparently, a little foggy concerning the definition of the signals N. E. G. used in our inspection of grain. He thinks it stands for "No Earthly Good," and sometimes the Quaker is half right. At this end of the deal the initials mean "No Established Grade."—Toledo Market Report.

The proportion of No. 2 Northern and lower grades in Duluth's receipts is increasing, due, undoubtedly, to the larger receipts from North Dakota, where quite a quantity of the late wheat was frosted. The inspectors will positively not carry a kernel of frosted wheat in No. 1 Northern grade, and shippers should be careful in loading cars to keep out any suspicion of frost. The percentage of No Grade is quite large also, due probably to damage from rain before thrashing.—Commercial Record, Duluth.



M. A. Grace is erecting a brewery at Gloversville, N. Y.

Peter Barman will erect a brick brewery at Kingston, N. Y.

An addition will be built to the Dallas brewery at Dallas, Texas.

The Mutual Brewing Co. of Detroit, Mich., has been dissolved.

Henry Schmidt has succeeded The Tracy Brewing Co. of Tracy, Cal.

The Gulf Brewing Co. will erect an addition to its plant at Utica, N. Y.

Schultz & Ricke have succeeded A. E. Nolte, brewer of Pendleton, Ore.

J. A. Lengel, brewer of Wilmington, Del., will erect an addition to his plant.

John Kazmaier has succeeded Charles Rabenschlag, brewer of Altoona, Pa.

The brewery which is being erected at Olay, Cal., will be completed by December.

Schlotfeld Bros., brewers of Roslyn, Wash., have succeeded Kuhl, Durrwachter & Co.

Fred Koch's brewery at Dunkirk, N. Y., which was recently burned, will be rebuilt.

It is said that a large brewery will be erected at Lexington, Ky., by Cincinnati parties.

The American Brewing Co. is erecting large additions to its plant at Rochester, N. Y.

J. Kiewel, brewer of Little Falls, Minn., has purchased machinery for a new malt house.

S. Hieronimus is making alterations in his brewery at Nevada City, Cal., to brew lager beer.

Henry Zett has purchased and is now operating C. P. Corlett's brewery at Washington, Pa.

It is reported that John and Louis Heimnich are about to erect a brewery at Aberdeen, Ore.

The Louis Leidiger Brewing Co. of Merrill, Wis., is remodeling and improving its brewing plant.

Philip Ebling of The Ph. & Wm. Ebling Brewing Co., New York City, died September 26, aged 36.

The Consumers' Brewing Co.'s new plant at St. Louis, Mo., is completed and ready for operation.

The Park Brewing Co. has purchased the brewery and business of Hergott Bros., brewers of Stratford, Ont.

The malt house at Arch street and Broadway, Albany, N. Y., is being converted into a woolen mill.

The work on the improvements to The Adam Scheidt Brewing Co.'s plant at Norristown, Pa., is completed.

W. C. Edwards has been appointed receiver for The Electric City Malting & Brewing Co. at Niagara Falls, N. Y.

M. Casey, brewer of Gilroy, Cal., has remodeled his brewery, put in new machinery and increased the capacity.

The Obermann Brewing and Bottling Co. has been incorporated at Milwaukee, Wis., with a capital stock of \$25,000.

The Des Moines Malting Co. of Des Moines, Iowa, has made improvements to its plant preparatory to renewing malting.

Malting barley of the new crop began to arrive at Montreal, Canada, during the latter half of September. The samples tested as high as 85 to 99 per cent. in germination, but were somewhat stained. Good

malting barley was offered at 41 cents on track, the lowest price in the history of the Montreal barley trade.

The Barnard & Leas Mfg. Co. of Moline, Ill., recently sold a No. 3 Malt Cleaner to The J. Weil Malting Co. of Chicago.

The firm of Fisher & Durham, brewers of Williamsville, N. Y., has been dissolved, Wm. J. Fisher continuing the business.

The Chattanooga Brewing Co. of Chattanooga, Tenn., intends to erect additions to its plant and will put in new machinery.

Kolb Bros., brewers of Bay City, Mich., are erecting additions to their plant at that place, which will greatly increase the capacity.

A. M. Murphy has been appointed administrator of the estate of Rudolph Gorkow, brewer of Spokane, Wash., who died recently.

The Wm. J. Lemp Brewing Co. of St. Louis, Mo., has put a Kaestner Malt Mill of 800 bushels' capacity per hour in its new brewery.

The Germania Brewing Co. has been incorporated at Charleston, S. C., with a capital stock of \$100,000, and will operate the Charleston Brewery.

Thomas White and Robert Jarvis have formed a partnership at East Grand Forks, Minn., and have leased Nicholas Hoffman's brewing plant.

Chas. Kaestner & Co. will supply a malt mill, screening reel, elevators and other machinery for The Phoenix Brewing Co.'s new plant at Chicago.

The Leisy Brewing Co. of Peoria, Ill., is erecting a brewery at Kansas City, Mo., which will cost \$40,000. It will be ready for operation by November 15.

Frank Fuernstahl has succeeded F. Fuernstahl & Co. of Redwood City, Cal., the firm which was recently organized to operate Michael Kriess' brewery.

T. C. Landigan and R. Ringgenberg have formed a partnership at Oakland, Cal., and engaged in the brewing business, having purchased Isaac Bush's brewery.

Emil and Leo Schimpff of Scranton, Pa., have purchased Maria B. Guckenberger's brewery at Honesdale, and are operating it under the firm name of Schimpff Bros.

The Maritime Brewing and Malting Co. has completed the new brewing plant at Dartmouth, N. S., which takes the place of the one destroyed by fire some time ago.

Erust Bros., who were making arrangements to erect a brewing plant at Chicago, have purchased an interest in The Independent Brewing Co. and abandoned their former project.

John Heinrich, of The Bay View Brewing Co., Seattle, Wash., one of the oldest brewers in the West, died recently. He was 73 years of age, and had been in the brewing business since 1852.

The Midland Maizea Milling Co.'s old plant at Milwaukee, Wis., which was destroyed by fire some time ago, has been replaced with a new brick building. It will be used by E. P. Mueller in drying brewers' grains.

According to the last report of the Bureau of Statistics barley malt to the amount of 652 bushels, valued at \$739, was imported in August, against 500 bushels, valued at \$380, imported in August, 1895; and during the eight months ending August, 5,307 bushels, valued at \$4,554, were imported, against 4,897 bushels, valued at \$4,426, imported during the

same time ending August, 1895. Of imported barley malt none was exported in August, 1896 or 1895, while two bushels, valued at \$3, were exported during the eight months ending August, against 259 bushels, valued at \$225, exported in the same time ending August, 1895.

The Kentucky Malt & Grain Co. has been organized at Louisville, Ky., with a capital stock of \$50,000, and will operate the plant of The Kentucky Malting Co. Among the incorporators are Frank Senn and Philip Ackermann, of the Senn & Ackermann Brewing Company, and J. F. Kellner and Frank Fehr, of the Frank Fehr Brewing Company.

THE CHICAGO BARLEY TRADE.

The Chicago trade is getting onto all the niceties of the barley business. Milwaukee, which used to be a leader, is now playing second fiddle. The handling of this grain is almost a science, one reason why the maltsters and brewers are so loath to change, once they have found dealers satisfactory. A little old barley in a lot of new or a little new in a lot of old can spoil the whole malt, it being certain that the one will not germinate at the same time as the other. A little wheat in a lot of barley can ruin a whole brew, as it will not sprout at the same time as the barley. This is one reason why O'Neill has built an elevator for the sole purpose of handling nothing but barley. A few oats in a lot of barley do not create so much havoc. They float on the top and can be skimmed off. These are some of the chief considerations. Then there is the matter of color, also a difficulty. The entering of Armour into the trade and the starting of a new concern by an expert who used to be with O'Neill has broadened out the barley market here, and really given the Chicago exchange a new department.

CHAFF

Send us the grain trade news of your district.

Several excellent papers will be read at the meeting of the regular grain dealers in Chicago November 9. Read the program.

The Master in Chancery in the Federal Court has reported against the bucket shops in the suit to restrain the postoffice authorities from withholding their mail.

The Grand Trunk Railroad has announced that it has completed arrangements with the Detroit Elevating Company by which grain going to New England will be transhipped from lake boats to its rail line at Detroit.

The first car of new corn arrived at Chicago September 19. It was from Central Illinois, inspected no grade, owing to dampness, and sold at 14 cents free on board. The first arrivals last year were on October 1, from Northern Illinois, and graded No. 3 and No. 4.

The Champaign (Ill.) Gazette says a grain dealer at Mansfield makes a proposition to contract for grain as follows: He is to pay 2 cents a bushel in excess of the market price on election day if McKinley is elected, and is not to take the grain at all if Bryan is elected. He advertises to take 200,000 bushels on this basis.

The Northwest Iowa Grain Dealers' Association has commenced a new suit at Sioux City against the Milwaukee road on the old charge of having demanded extortionate rates on grain shipments from Northwestern Iowa points to Chicago. Charles B. Leaser and John H. Downing, the nominal plaintiffs, ask \$12,724.25 damages.

Owing to the short crops, a great many farmers find themselves this fall with only one or two cars of wheat to ship, and owing to the spotted condition of the crop at harvest time, they have wheat of two or more grades, and, of course, a car of wheat here is graded according to the poorest quality in the car. Shippers should make every endeavor to have cars run as nearly even as possible.—Commercial Record, Duluth. Farmers can get much more for such grain by selling it to the local dealer.

THE GRAIN DEALERS' NATIONAL ASSOCIATION.

That the grain trade has long needed a national association of grain dealers, is generally admitted by those connected with the trade, and now that the Illinois Grain Dealers' Association, and the Grain Shippers' Association of Northwest Iowa have declared in favor of a national association and appointed committees to take up the work, we solicit the opinions of our readers on this subject and trust that every regular grain dealer will cut out and sign the following blank and mail to the "American Elevator and Grain Trade," 184 Dearborn Street, Chicago:

The undersigned being regularly engaged in the buying and selling of grain, does hereby declare in favor of the organization of a Grain Dealers' National Association, the membership in which shall rest in firms who have engaged in the buying and selling of grain at any station continuously for one year or more, and are still so engaged.

The object of this association shall be the advancement and protection of the common interests of those regularly engaged in the grain business.

Signed,.....

Up to the time of going to press we have received copies of the forgoing declaration signed by the following regular grain dealers:

- C. C. Aldrich, McLean, Ill.
- F. C. Ames, Rutland, Ill.
- T. D. Bartlett, Emery, Ill.
- Edwin Beggs, Ashland, Ill.
- Geo. A. Brown, Brighton, Ill.
- Dumont & Co., Decatur, Ill.
- V. C. Elmore, Ashland, Ill.
- W. W. Gilbert, Danforth, Ill.
- E. S. Greenleaf, Jacksonville, Ill.
- D. C. Hall, Paxton, Ill.
- V. Hawthorn, La Place, Ill.
- E. B. Hazen, Philo, Ill.
- W. B. Newbegin, Blue Mound, Ill.
- Wm. Maxwell & Son, New Berlin, Ill.
- McFadden & Co., Hanover, Ill.
- J. A. Montgomery, Macon, Ill.
- H. S. Nichols & Son, Sadorus, Ill.
- Pratt Baxter Grain Co., Taylorville, Ill.
- Mt. Pulaski Grain Co., Mt. Pulaski, Ill.
- Thos. Ryan, Burtonview, Ill.
- A. W. Skinner, Hudson, Ill.
- R. A. Sturgeon, Fisher, Ill.
- Suffern, Hunt & Co., Decatur, Ill.
- The Sidell Grain & Elevator Co., Sidell, Ill., operating at Sidell, Maizetown, Archie, Broadlands and Hastings, Ill.
- Tohill Bros., Casner, Ill.
- Tucker & Mosiman, Morton, Ill.
- V. P. Turner (Turner-Hudnut Co.), Pekin, Ill.
- Ullerton & Herron, Ullerton, Ill.
- E. R. Ulrich Jr., Springfield, Ill.
- F. D. Voris, Neoga, Ill.
- Z. K. Wood & Co., Latham, Ill.
- Wood & Kautz, Mt. Pulaski, Ill.
- H. E. Kinney, Indianapolis, Ind.
- H. Ream & Son, Lstant, Ill.
- J. M. Brafford, Frankfort, Ind.
- McCray & Morrison, Kentland, Ind.
- M. H. Dunn, Star City, Ind.
- George Bauer, Sims, Ind.
- Edward Lee, Mellott, Ind.
- Kinsey Bros., Claypool, Ind.
- J. C. Gordon, Argos, Ind.
- O. P. Merrick, Pine Village, Ind.
- Johnson & Highman Co., Mt. Vernon, Ind.
- G. D. Ettinger, Bourbon, Ind.
- Alexander & Cosner, Buck Creek, Ind.
- Aaron Gardner, Cottage Grove, Ind.
- Blankenbaker & Co., Brook, Ind.
- James Ross & Co., Chalmers, Ind.
- E. A. Abbott & Son, Charter Oak, Iowa.
- E. L. Ballou, Larrabee, Iowa.
- F. G. Butler, Schaller, Iowa.
- F. M. Campbell, Randolph, Iowa.
- W. H. Chambers, Hepburn, Iowa.
- Clark Bros. & Co., Manson, Iowa.

- J. Cook & Son, Blencoe, Iowa.
- Lee & Cooper, Sac City, Iowa.
- Jay G. Dutton, Perry, Iowa.
- R. J. Edmonds, Hawthorne, Iowa.
- E. J. Edmonds, Marcus, Iowa.
- R. A. Frazier, Nevada, Iowa.
- A. W. Gilbert, Sioux City, Iowa.
- G. M. Gwynn, Essex, Iowa.
- Harris Elevator Co., Sibley, Iowa.
- A. R. Hayner, Bedford, Iowa.
- Heaton Bros., Pierson, Iowa.
- Hendee & Wall, Sloan, Iowa.
- Geo. O. Holbrook, Onawa, Iowa.
- J. E. Stott, Pringhar, Iowa.
- K. Dockstader, Lenox, Iowa.
- W. B. Booher, Danbury, Iowa.
- Dent Grain Co., Sioux City, Iowa.
- Lyman Johnson (Northern Iowa Grain Co.), Sioux Rapids, Iowa.
- Junod & Culbertson, Carroll, Iowa.
- H. D. Lane & Co., Oskaloosa, Iowa.
- C. S. Lawbaugh, Madrid, Iowa.
- Long & Van Rossman, Struble, Iowa.
- C. G. McNeil, Mgr. Dent Grain Co., Sioux City, Iowa.
- McFarlin Grain Co., Des Moines, Iowa.
- R. R. Palmer, Creston, Iowa.
- E. M. Parsons, Carroll, Iowa.
- S. H. Parsons, Carnarvon, Iowa.
- E. Reichart, Cumberland, Iowa.
- C. D. Sanborn, Cushing, Iowa.
- W. L. Sanborn, Merville, Iowa.
- E. A. Scholz, Corning, Iowa.
- Siduey Elevator Co., Sidney, Iowa.
- E. H. Smith & Co., Salix, Iowa.
- Wm. Southall & Sons, Pierson, Iowa.
- Terwilliger & Dwight, Rock Valley, Iowa.
- D. K. Unsicker Grain Co., Fremont, Iowa.
- Vanschoiack & Rickey, Griswold, Iowa.
- E. D. Vorhes, Cushing, Iowa.
- Wolf & Hinz, Granville, Iowa.
- W. S. Broughton, Broughton, Kan.
- S. R. Bagwell, Rossville, Kan.
- R. H. Bishop, Mankato, Kan.
- E. Blanpied & Sons, Burrton, Kan.
- Brunswig Elevator Co., Summerfield, Kan.
- H. A. Carleton, Cawker City, Kan.
- L. Cortelyou, Muscotah, Kan.
- Cotterman-Wilson Grain Co., Lyndon, Kan.
- Frank C. Diggs, Noble, Kan.
- John A. Dix, Huron, Kan.
- Robert Fleiming, Mound City, Kan.
- Smith & Pierce, Effingham, Kan.
- S. P. French, Fredonia, Kan.
- John Hartley, Minneapolis, Kan.
- Hawkins & Swan, Ashton, Kan.
- N. B. Heneks, Arrington, Kan.
- N. B. Heatt, Willis, Kan.
- A. M. Hungerford, Mahaska, Kan.
- Jackson & Taylor, Corning, Kan.
- T. M. James, Burden, Kan.
- J. Jenson, Leona, Kan.
- C. A. Johnson, Hartford, Kan.
- John F. Jones, Grinnell, Kan.
- A. F. Jones, Pratt, Kan.
- J. H. Karns, La Bette, Kan.
- P. B. Kimpler, Ellinwood, Kan.
- J. H. Kinneer, Powhattan, Kan.
- Alex. Knott, Belle Plaine, Kan.
- La Crosse Lumber and Grain Co., La Crosse, Kan.
- Leeth Bros., Netawaha, Kan.
- A. J. Lesh, Eldorado, Kan.
- M. W. Lewis, Grainfield, Kan.
- R. E. Mason, Corning, Kan.
- C. S. McClellan, Bluff City, Kan.
- M. McGraw & Co., Newton, Kan.
- P. H. McHale, St. Marys, Kan.
- M. P. Miller, Russell, Kan.
- Miller & Berns, Hanover, Kan.
- W. M. Mitchner, Rossville, Kan.
- C. T. Monteith, Selden, Kan.
- O. F. Neal, Mont Ida, Kan.
- Thos. Neill, Vassar, Kan.
- Nicheod Bros., Marietta, Kan.
- B. F. Nickerson & Co., Solomon, Kan.
- Axel Palmer, Cleburne, Kan.
- John Roach, Severance, Kan.
- M. H. Roller, Circleville, Kan.
- Rust & Crum, Logan, Kan.
- E. J. Smiley, Dunavant, Kan.
- Smith, Prince & Co., Jamestown, Kan.
- Smith & Craig, Randall, Kan.
- Snyder & Son, Oak Valley, Kan.
- C. H. Sowle, Mt. Hope, Kan.
- C. P. Swank, Vilas, Kan.
- J. W. Thomas, Home, Kan.
- J. B. Ward, Gardner, Kan.
- T. L. Williams, Cherokee, Kan.
- W. Z. Wilson, Crisfield, Kan.
- J. B. Wuester, Home, Kan.
- E. M. Yoder, Yoder, Kan.
- M. L. Marshall, Asherville, Kan.
- Stewart Bros., Skowhegan, Maine.
- Dorman & Sanford, Belchertown, Mass.
- Sheldon & Beebe, Mendon, Mich.
- Sholes & Downer, North Branch, Mich.
- O. M. Atherton, Gaines, Mich.
- Bay City Grain Co., Bay City, Mich.

- F. C. Baluss & Co., Blissfield, Mich.
- L. Friendsdorf & Son, Hudson, Mich.
- Geo. R. Hurd & Son, Monroe, Mich.
- Fairfield, Heath & Co., Lenox, Mich.
- J. H. St. John & Co., Utica, Mich.
- St. Paul & Kansas City Grain Co., Minneapolis, Minn.
- S. A. Smith, Austin, Minn.
- H. E. Wyum, Hills, Minn.
- W. A. Feurt, Maryville, Mo.
- H. A. Koster, Platte City, Mo.
- C. S. Maxwell, Clyde, Mo.
- C. M. Sutherlin, Arrow Rock, Mo.
- J. M. Rutherford, Asbury, Mo.
- Frank H. Smith, Fairfax, Mo.
- M. Reed & Son, Drexel, Mo.
- J. W. Bailey & Co., Brock, Neb.
- J. L. Baker, Beemer, Neb.
- C. P. Barlow, Tekama, Neb.
- S. J. Brown, Liberty, Neb.
- James Cannon, Sutton, Neb.
- Wm. Coon, Elmwood, Neb.
- J. N. Decker, Eustis, Neb.
- S. D. Eells, Elmwood, Neb.
- Evans & Hare, South Bend, Neb.
- J. A. Gilbert, Waco, Neb.
- C. E. Gunnell & Bro., Big Springs, Neb.
- P. S. Heacock, Falls City, Neb.
- B. B. Hopper, Waterloo, Neb.
- Hubbell Bros., Bradshaw, Neb.
- J. W. James & Bro., Benedict, Neb.
- H. C. Jeffers, Talmage, Neb.
- Johnson & Russell, Lorton, Neb.
- R. K. Johnson & Co., Valparaiso, Neb.
- Kinsella Grain Co., Colon, Neb.
- M. M. McSwiney, Dawson, Neb.
- John J. Murphy, Rogers, Neb.
- P. F. Murray, Bloomfield, Neb.
- Nelson & Jacobs, Staplehurst, Neb.
- H. J. Rolfs & Co., Gretna, Neb.
- T. W. Smith, McCool Junction, Neb.
- *Smith & Conklin, Minden, Neb.
- W. A. Tarbell, Marquette, Neb.
- The Wilson Grain Co., Grand Island, Neb.
- Tilden Elevator Co., Tilden, Neb.
- W. M. Van Buren & Son, Spickley, Neb.
- Ed. Wenzel & Son, Eagle, Neb.
- H. G. Wilson, Stoddard, Neb.
- E. A. Maust & Son, Falls City, Neb.
- H. E. Clark & Co., Stella, Neb.
- W. H. Austin, Franklin, Neb.
- Geo. Scoular, Superior, Neb., elevators, etc., at Webber, Kan., Lovewell, Kan., and Abdal, Neb.
- John M. Diels, Scribner, Neb.
- G. C. Doehling, Burns, Neb.
- Nelson & Ketels, Bee, Neb.
- J. M. Marsh, Hebron, Neb.
- Wm. Bruce, Bertrand, Neb.
- J. H. Harris, Bathgate, N. D.
- J. A. Kile, Kileville, Ohio.
- Campbell & Pierce, Lewisburg, Ohio.
- T. A. Parry, Lucas, Ohio.
- H. Kneisley, Carroll, Ohio.
- J. W. Long, Florida, Ohio.
- Edward W. De Verna, Dunbridge, Ohio.
- Justin Brewer, Ada, Ohio.
- Horn & Co., Richwood, Ohio.
- D. Gwin Coyner, Sydon, Ohio.
- J. L. Barnes & Son, Milledgeville, Ohio.
- Greenville Grain Co., Greenville, Ohio.
- L. D. Lewis, Hennessey, O. T.
- H. McCarty, Brownsville, Wis.
- A. Matthews & Co., Montfort, Wis.
- Greve & Iversen, New Holstein, Wis.
- J. B. Audley, Hartland, Wis.

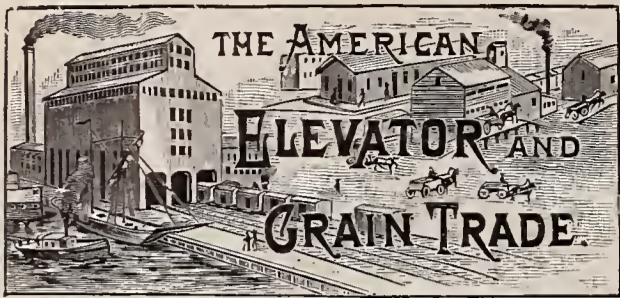
*Favor National Association if elevator men and warehousemen only are admitted.

Regular grain dealers at Chicago, November 9.

Freight agents of the Western roads held a conference in Chicago October 7 to arrange the details for restoring all rates on November 1, in accordance with the presidents' agreement. The latter officers also held a meeting to further consider their new agreement, and to make arrangements for putting it in effect.

In the suit of Irwin, Green & Co., Chicago brokers, who handled the funds of the Fidelity Bank at the time it was wrecked by E. L. Harper, some time ago, and who sought to recover from the Harper estate \$400,000 for margins not covered, Judge Wilson at Cincinnati, September 23, found against the plaintiffs on account of the statute of limitations.

When you talk about there being a better state than Iowa, says an exchange, every Iowa corn stalk shakes its ears, the barley lifts its beard to the gentle zephyrs, the oats are shocked, the hogs laugh and grunt ho! hum! Cabbages shake their heads, the onions rise up in their strength and pull open the flood gates of the defamers lachrymal glands, and each potato puts on his knowing look and winks his other eye.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., OCTOBER 15, 1896.

GRAIN DEALERS WILL MEET TO ORGANIZE.

Regular grain dealers will meet at the new Saratoga European Hotel, 159 Dearborn street, Chicago, at 9 a. m. Monday, November 9, to organize a Grain Dealers' National Association. The good program published in this number is being prepared and this of itself should insure a large attendance. Notice of rates and other particulars regarding the meeting will be sent to all regular dealers who declare in favor of the organization on or before November 3. Dealers should respond promptly and make an earnest effort to induce all the regular dealers of neighboring towns to attend.

SHALL THE COMMISSION MAN BE ADMITTED?

The question, Shall the grain commission merchant be admitted to membership in the Grain Dealers' National Association? has been asked and as yet remains unanswered. It is a point the country dealers, who are supporting the Association, should give considerable study to before passing upon it.

It is not often that the interests of these two classes of regular grain dealers conflict. Some of the interests of each are common to both and each class is interdependent upon the other. The commission men and track buyers would no doubt contribute their share of money and time to the success of the Association, but if they gained control by influence or numbers it would be natural for them to use the Association to promote the exclusive interests of their own class. They might not ignore the interests of the regular country dealer through intent,

but rather owing to the fact that they are not in touch with the vital needs of the country shipper.

Some of the commission men seem to want membership as a means to get a hearing from trade they cannot reach at present, and it would prove of value to them in this line, for a membership would be a virtual indorsement by the Association. Conviction of uncommercial conduct would be followed by expulsion—a thing each would avoid.

The best solution of the problem yet suggested is that the regular commission men and track buyers who do not do business with scalpers and other transient shippers shall be admitted to honorary membership upon the payment of the regular initiation fee. Many commission men are anxious to join; and if the country dealers can see their way clear to admit them without in any way sacrificing their own interests or jeopardizing the success of the Association, they should promptly extend the hand of welcome to them.

ELEVATORS IN THE ARGENTINE.

A concession has been asked by private parties of the Argentine Government, for the building of elevators in the port of Buenos Ayres. Whether this has been granted we have not yet learned, but the discussion of the matter, which we find in the Review of the River Plate, throws light upon the present method of handling export grain in the Southern republic. Perhaps we ought to say lack of method; for in one of the speeches in the Senate, it was characterized as "semi-savage, rudimentary, infinitely inferior to that of any other nation on earth."

Notwithstanding the fact that at a recent exhibition of cereals in Antwerp, one of the Argentine wheats was pronounced the best in the world, the markets of the world do not respond to the verdict, because, Senator Pellegrini says, of this rudimentary method of handling grain. Wheat is exported exactly as it leaves the thrasher. Wheat buyers purchase wheat in different localities and provinces and make up a shipment of all the wheat thus brought together. Argentine wheat cannot be sold by sample, because a cargo is never homogeneous, but made up of grain in all degrees of uncleanness, and of all grades of quality. Very naturally, although the Senator did not say so, the price is pitched at about what the worst cargoes are worth. The only safe way to buy a pig in a poke is to offer the price of the poorest sort of a pig. The wheat trade, under such circumstances, is bound to resemble boys trading knives "unsight and unseen;" boys never trade good knives that way and older people don't trade good money that way either.

It seems that there was some opposition to the granting of the concession to private parties, because some of the Senators thought the government should build the elevators and take charge of the grading and cleaning of grain. A large shipping firm in Buenos Ayres is said to be behind the project. It is not to the interest of Americans that elevator and terminal facilities should be increased in the Argentine, but there is certainly one compensating advantage in it, which is that the whole Argentine surplus will not be thrown on the market as low grade wheat. The sole purpose of building elevators and cleaning houses in Buenos Ayres is to get

a better price for the wheat in the markets of the world. To that extent competition will be modified and in our view be an advantage all around.

BUCKET SHOPS AND THE POST-OFFICE.

Some time ago, under instructions from Washington, the Postmaster at Chicago declined to forward the mail of a bucket shop firm and returned it marked fraudulent. The firm in question applied to Federal Judge Grosscup for an injunction, claiming that the Postmaster was acting beyond his authority in declining to forward their mail matter, and that the act of Congress on which he relied applied only to lotteries and gift enterprises. The matter was referred to a Master in Chancery, who has rendered his decision sustaining the Postmaster.

The language of the law applies not only to lotteries and gift enterprises, but to "all other fraudulent schemes." The Master in Chancery holds that the right to use the mails is subject to such regulations as may be imposed by proper authority. As Congress has vested discretionary power in the hands of an executive officer, the courts cannot interfere by injunction or mandamus with the Postmaster-General's interpretation of such indefinite words as "all other fraudulent schemes." Further, the Master holds that no substantial wrong is done, as the property is returned and the sender is free to employ other agencies in the transmission of his matter. The postoffice simply declines to have the mails used for such matter as its interpretation of the law leads it to class as fraudulent. This effectually disposes of one link in the bogus commission business. Uncle Sam declines to act as messenger, when he knows it, between the horde of bucket shop men, green goods men and their victims.

FREE STORAGE FOR GRAIN AT TERMINALS.

The Great Northern Railroad, which has large grain elevators at Superior and is building another one at Minneapolis, is credited with the intention of furnishing free storage for grain at terminals. This intent has prompted the newspapers to print an unlimited amount of silly, wishy-washy stuff that shows they have forgotten the little they once knew about the grain trade, simply because a large railroad company shows a disposition to furnish free warehouse facilities for grain in the Northwest, as it does for other freight, and as its charter requires that it shall do for all kinds of freight, is not just reason for saying the elevator men of Chicago are panic-stricken.

The elevator men at Chicago are still doing business in the good old way. They rent houses of the railroad companies and sometimes pay for the use of them, too; then they charge the shipper storage, although they mix his grain with stuff supposed to be of the same grade and dock him for ten years' future shrinkage. If he wants to ship it out they deliver any old skin grade grain that will pass the sleepy inspector.

If the roads having terminals in Chicago were to announce that they would furnish free storage for grain received over their lines, the elevator men would then have just cause for be-

coming frightened. The rail carriers cannot expect to escape the requirements of their charters forever, and it seems certain that the day is drawing near when they will be required to furnish warehouses for all kinds of freight.

THE GRAIN CAR FAMINE.

Low freight rates and advancing prices are responsible for a remarkable movement of grain to Chicago and other primary markets. For a week the roads entering Milwaukee have been struggling to prevent a blockade, the receipts at Minneapolis have been enormous, and large at Superior and Duluth. The receipts at Chicago amounted to nearly 34,000 cars during September, and the receipts for this month have averaged over 2,000 cars a day. The movement next month will be less, as the freight rates will be advanced November 1, unless, of course, a farther advance in prices offsets the advance in freight rates.

In the meantime, regular grain shippers in all parts of the surplus grain growing states who have paid demurrage many times in the past are unable to get cars to ship their grain to market or to collect demurrage for the unreasonable delay of their grain at point of shipment. The loss suffered by the regular dealers, who are thus forced to suspend business for a time, is heavy. Many will lose from inability to fulfill contracts, others by decline in prices and still others by interest paid on borrowed money.

Some elevator men have complained recently that they were unable to get cars, although their houses were full and the transient shippers were being accommodated. The carriers seem to be certain that the grain in the elevators must be shipped some time, but are not certain about hauling the grain brought in wagons, so do not heed rules or ordinary sense of justice in distributing cars among shippers. A few law suits or complaints to the Interstate Commerce Commission might go far toward bringing relief to a trade already overburdened with many abuses. The rail carriers will not respect the rights of the country elevator men until they are forced to it.

AMERICAN WHEAT FOR INDIA.

An extraordinary and somewhat anomalous condition of affairs exists in the wheat trade. India has not ceased exporting wheat, and yet cargoes of American wheat have been purchased in San Francisco for shipment to Calcutta and Bombay. Were the tonnage available, there is no doubt that by this time a dozen cargoes of wheat would be on the way to India. Riots have occurred at Delhi, Agra and other points, caused by the high price of wheat, for the native dealers seem to put the price up to a figure that seems exorbitant to purchasers after years of plenty and cheapness. The importation of wheat from California is expected to lower prices, or at least prevent them from going higher.

It was known months ago that the Indian crop was short, but nobody seems to have appreciated the real gravity of the situation. The cry of "wolf" has been heard so often of late years about the coming high price of wheat that no one gave credence to the stories of the Indian shortage. That country seems to be without

any invisible reserve which, in this or other countries, would come forward with any phenomenal advance. March is the harvest month in India, so that four or five months must yet elapse before new wheat can come into market. In the great Northwest province, the principal wheat producing province of India, the shortage is so great that seed wheat must be imported for the next crop.

That Australia and India should both import wheat from our Pacific Coast inside a twelvemonth is indeed extraordinary, but hardly less so than that riots should occur over the high price of a cereal which has been on the downgrade for years. Possibly this is an augury that the recent advance in wheat has a more substantial foundation in the exhaustion of the world's reserves than has been the case in recent times, when prices have advanced, only to recede under the first pressure of supplies.

ELEVATOR HAZARDS.

Grain elevators suffer as a class in the rate schedules of insurance companies, largely because of the shortcomings of individual houses in the class. Almost any insurance man will tell you that grain elevators are not profitable business for the companies, and possibly he is correct. The old insurance axiom was to make the rate adequate to the risk, however great the latter might be. The selection and classification of risks and the suggestion of plans to eliminate as much as possible the hazard of fire were held to be of no special concern to the insurance company. It was the business of the insurance company to discover what percentage of cotton mills, flour mills or any other class of buildings burned and make the rate accordingly, with some additions for increased hazard on account of construction or location.

This method of making the rate by finding an average is safe enough for the companies; it affords them an excellent basis for doing business, but it is certainly unfair to a large number of risks in the class, whatever it may be, for it makes the good risks carry the burden of the bad risks. The mutual companies, making a specialty of mill and factory risks, were quick to perceive this. They declined to take some risks at all, where the hazard was too great. Others were insured only on condition of making such changes as would lessen the danger in some directions. Certain means of fire protection were made a condition of the insurance. In a word, by rejecting the worst hazards and improving even the best, they were enabled at once to insure special hazards at less than the rates of the stock companies based on the average hazard of the whole class, while the mutual companies paid losses only on the average hazard of the best risks of the same class.

Elevator rates of insurance bear unjustly and unequally upon many good risks, because the stock companies have not been stimulated to discriminating sufficiently against bad risks and in favor of good risks, by the competition of mutual companies. Consequently the good risks still suffer for the sins of the poor ones. Not long since an officer of a mutual company, which selects its risks, was asked to make a rate on an elevator in Southern Illinois. He looked it over. Cobwebs of the vintage of 1882 and subsequent years festooned the ceilings and hung

like Southern moss from the trees of a Louisiana swamp. Corn silk and dirt abounded everywhere, and the corn sheller was in the building. The railway was handy and everything betokened years of unconscious preparation, by neglect, for the inevitable spark from railway or corn sheller. And the agent calmly said his rate would be 110 per cent. He was perfectly certain that elevator would burn, and he wanted the face of the policy and something more.

Now, the good elevators that are free from many objectionable features have to help carry the 110 per cent. elevators in the matter of insurance rates, to a very large extent. An elevator can be made about the worst risk in the category by simply leaving it alone and taking no measures for its protection. Just neglect it, let it get dirty, pay no attention to the machinery, allow all sorts of accumulations of dirt, chaff, corn silk, cobs and everything else, and some day a malevolent or reckless tramp, a careless workman, an engine spark, a neglected journal box or spontaneous combustion will do the rest.

There are actual fire hazards in the best elevators which cannot be altogether eliminated and can only be minimized. An insurance rate must be adequate to cover these hazards. When that is done a line should be drawn on elevators that invite fire by neglect or preventive measures. An insurance company that exercised discrimination of this kind would not only save money to the safer class of elevators, but would be a pronounced educative influence in raising the standard of elevator risks, just as the mill mutuals have done with flour and other mills. And the matter of giving effect to a movement of this kind should receive the careful consideration of the trade.

The Grain Dealers' Association of Northwest Iowa has commenced another suit to recover part of the extortionate charges mulcted from one of its members by the grain carriers of that district. The carriers may soon learn to give consideration to the demands of fairness in establishing freight rates. The old practice of fixing rates in non-competitive territory without any regard for rates existing to same points from more distant territory must be stopped, and will be if the grain shippers of the country will join hands against discrimination. Shippers, if well organized, could easily secure the return of every overcharge.

The Chicago Grain Receivers' and Shippers' Association has called the attention of members of the Board of Trade to the rule requiring purchasers of grain to furnish public or disinterested certificates of weight. The shortages in receipts were again becoming exasperatingly large and shippers were very properly making complaints, hence this action. If the weighmen were changed about oftener and a stricter watch kept on their work they would be more careful about their work. Civil service rules, state control and inspection of scales and men has brought about a complete reform in Minnesota, and might bring much relief in Illinois. With state weighmen every elevator would have to give public weights, no flimsy excuse would be accepted.

EDITORIAL

MENTION

Go to Chicago November 9.

The grain trade can be relieved of many great as well as petty abuses by a strong national association.

A large number of grain dealers of Nebraska met at Omaha October 10 to organize a strong state association.

Peruse the program for the meeting of grain dealers at Chicago November 9. Then make arrangements to attend.

The grading of barley at all markets should be improved or abolished. At present the inspection is of no value to anyone but the inspectors.

The regular country elevator men cannot, with good grace, sell their grain to transient track bidders and then ask the regular track bidders to refrain from sending bids to farmers, scalpers and irregular country buyers.

With India and Australia buying our wheat and Mexico our corn, it would seem that the farmers who propose to use corn for fuel this winter were a little hasty. At the present rate of export our supply of good wheat cannot last long.

We have received from Flaxseed Inspector S. H. Stevens, of Chicago, samples of No. 1 Northwestern, No. 1 and Rejected flaxseed of the new crop. The new classification of the best seed seems to be meeting with satisfaction from the trade.

The organization of a Grain Dealers' National Association is now assured and regular dealers who have complaints to make should prepare to make them. A written statement, giving all the details, would place the matter in tangible form for the Association to work upon.

The State Grain Commission of Washington has adopted new grades for the ensuing year. The grades will weigh as follows: No. 1 Club, 58 pounds; No. 2 Club, 56 pounds; No. 3 Club, 54 pounds; No. 1 Bluestem, 58 pounds; No. 2 Bluestem, 56 pounds; No. 3 Bluestem, 54 pounds.

Every regular grain dealer who believes those in the business have some rights the carriers, inspectors, insurance companies, terminal elevator men and scalpers should respect must make it a point to attend the meeting in Chicago November 9. Good papers of interest to the trade will be read, a constitution adopted and officers elected for the ensuing year.

A farmer of Clark County, Missouri, tried to exchange 100 bushels of oats for one bushel of clover seed recently, but the dealers of that section are too well posted on the value of the precious stuff. It might prove of profit to a few of the farmers to give more attention to clover seed and less to oats, but of course if the

production of clover seed is as greatly in excess of the demand as the supply of oats, the price will fall to an unprofitable figure.

The members of the Dominion Millers' Association report all the particulars regarding each short weight car received to the Secretary, who keeps a record of it. When a number of shortages can be traced to the same source or to the same shipper, the fact is reported to members. Grain shippers could make like reports to the secretary of their Association with profitable results.

Every public elevator man of South Dakota who stores grain of different owners for a compensation must give a bond to the state and take out a license, the license fee being \$1 for each house operated. Evidently the state is determined to do everything in its power to discourage the proper development of the grain trade in that state. If it proposes to charge for the right to transact business within its borders it should forbid buying and shipping grain by any but regular grain dealers.

The Superior Board of Trade has discontinued its grain inspection and weighing departments and henceforth will use Minnesota inspection and weights, as heretofore. However, the city on the Wisconsin side will be given credit for all receipts and shipments, and the millers will keep a representative on the Superior Board of Trade to buy grain offered for sale. This is good news to the trade at large, for it relieves it of the necessity of dealing with two departments where one is all that is needed.

Elevator men of Ohio and Indiana are buying considerable soft wheat and storing it in piles on the working floor. It is too wet to place in a bin or very deep piles. It is generally bought under protest, but some are paying 30 cents a bushel for it. This is more than it is worth, even to the elevator man, who is prepared to grind it into feed. If it is dried it will lose considerable in weight, and if it is not dried it is likely to spoil. It might be sold to distillers at a fair profit; otherwise it is of value only as feed.

The metric system of weights and measures is the only system now recognized by the Mexican Government. The natural system and the one best suited to the business of the world is rapidly growing in favor, and eventually must be adopted by the United States and Canada. In England the system has recently added the Board of Trade to the list of its supporters and a new bill is now being prepared under the direction of this powerful organization, for submission to Parliament at the opening of the next session.

The Detroit seed firm of Ferry & Co. is determined to test the right of Congress to pass such an act as that which went through at the last session for the gratuitous distribution of seeds. To this end it has applied for an injunction to restrain the Secretary of Agriculture, his assistants and all other persons connected with the department, from executing the law directing the free seed distribution. Ferry & Co. claim that such distribution will damage them \$20,000, and take from them the sale of 5,000,000 packages of seed. It will be remem-

bered that Secretary Morton declined to send out seeds, as his predecessors had done, and Congress passed the bill making it his duty to make a free seed distribution. Mr. Morton would doubtless like to be enjoined from doing something which he regards as a piece of unnecessary extravagance.

If New York State would enact a law describing a public elevator as one which handled the grain of different owners for pay, and then require all public elevators to handle grain for all comers, without discrimination and at the legal rates established, more of the export grain would go out via New York. No disinterested elevator man will deny that seven-eighths of a cent per bushel for transferring grain is extortion. The elevator men of Buffalo and New York City should reduce the fee for transferring grain to a reasonable figure.

The Minnesota Railroad and Warehouse Commission gave a hearing to those who wished to suggest changes in the rules governing the inspection of grain in that state, but made no change. The only suggestion made was by a track shipper, who asked for the repeal of the rule requiring inspectors to make the grade of every car that of the poorest found in the car, if the load bore any evidence of having been plugged or doctored. When the commission refused to grant his request he raved and abused it, but all in vain.

The committee appointed by the Chicago Board of Trade to investigate the advisability of the employes of the Chicago Grain Inspection Department being placed under civil service rules has made a report in favor of such a change, which is given in this number. No doubt an earnest attempt will be made at the next session of the Legislature to have the grain inspection laws amended to provide for such reform. The grain trade will gladly greet any change which will bring a stop to the employment of men whose political affiliations are considered and not their knowledge of or ability to grade grain.

According to the last report of the Bureau of Statistics, breadstuffs exported during September were valued at \$17,054,222, against an amount valued at \$11,130,547 exported in September, 1895; and the exports during the nine months ending September were valued at \$115,424,088, against \$85,325,340, and during the three months ending September at \$44,119,636, against \$29,296,089 during the corresponding period of the previous season. During September 9,649,253 bushels of wheat were exported, against 2,006,877 bushels in September, 1895; and during the three months ending September 22,404,353 bushels were exported, against 13,522,165 bushels in the three months ending September, 1895. Corn exported amounted to 12,930,291 bushels, against 5,569,424 bushels in September, and 29,565,529, against 14,320,001 bushels in the three months ending September. Other grains exported during the three months ending September, compared with the same three months of 1895, were: Rye, 1,786,012, against 198 bushels; oats, 9,933,154, against 1,143,737 bushels; barley, 4,748,515, against 1,270,641 bushels. In the same three months

were exported 4,283,270, against 3,392,971 barrels of flour, 8,109,023, against 9,633,379 pounds of oatmeal, 69,672, against 62,234 barrels of corn meal during the three months ending September, 1895.

The Illinois Supreme Court has denied Murry Nelson's petition for a rehearing of his case against the Chicago Board of Trade. Mr. Nelson was suspended from the Board of Trade two years ago for alleged uncommercial conduct in repudiating an agreement made by an officer of the National Elevator & Dock Co., when the truce was made between the Board and the elevator interests. Mr. Nelson took the case into court, denying the right of the Board to discipline him. The case was decided six months ago in favor of the Board, and he at once petitioned for a rehearing, which is now denied by the Supreme Court.

The percentum of weight grain will lose by shrinkage or the natural evaporation of moisture varies greatly with different grains and seasons. Grain grown in a very wet season must be expected to contain a greater per cent. of water than the same grain grown in a dry season. Then, too, some grain gets soaked in the fields after being harvested. In either case the percentum of shrinkage possible will be greater than usual. The amount of shrinkage which will actually occur depends much on the ventilation, temperature and condition of the air in the place where the grain is stored. If it be dry, hot and well ventilated, the grain will lose most of its moisture; if the place is damp and not ventilated the grain will not lose it, but on the contrary is likely to become musty and may heat and spoil. The percentum of moisture contained is easily determined by placing a sacked sample of the grain which has been carefully weighed, in a small steam-heated room for a couple of weeks and then reweighing it.

Grain Dealers' Associations.

THE GRAIN, HAY AND FEED RECEIVERS' ASSOCIATION OF CINCINNATI.

President, Chas. S. Maguire; secretary, Peter Van Leunen; treasurer, James A. Loudon.

SOUTHERN NEBRASKA GRAIN MEN'S PROTECTIVE ASSOCIATION.

President, George Adams, Weeping Water; secretary, William Coon, Elmwood.

THE GRAIN RECEIVERS' AND SHIPPERS' ASSOCIATION OF CHICAGO.

President, John Hill Jr.; vice-president, S. H. Greeley; secretary, W. N. Eckhardt; treasurer, Wm. Nash.

ILLINOIS GRAIN DEALERS' ASSOCIATION.

President, John Crocker, Maroa; vice-president, E. R. Ulrich, Jr., Springfield; treasurer, F. M. Pratt, Decatur; secretary, B. S. Tyler, Decatur.

OHIO GRAIN DEALERS' ASSOCIATION.

President, J. W. McCord, Columbus; vice-president, J. B. Van Wagener, London; treasurer, G. T. Chamberlain, Columbus; secretary, Huntington Fitch, Columbus.

GRAIN SHIPPERS' ASSOCIATION OF NORTHWESTERN IOWA.

President, E. J. Edmonds, Marcus; vice-president, E. M. Parsons, Carroll; secretary and treasurer, F. D. Babcock, Ida Grove; assistant secretary, F. G. Butler, Schaller.

GRAIN DEALERS' ASSOCIATION OF SOUTHWESTERN IOWA AND NORTHWESTERN MISSOURI.

President, R. R. Palmer, Creston, Iowa; vice-president, E. H. Vanscholack, Griswold, Iowa; treasurer, J. B. Samuels, Riverton, Iowa; secretary, G. A. Stibbens, Coburg, Iowa.

Trade Notes

It takes a man of shallow brains,
And ignorance surprising,
To argue that there are no gains
From careful advertising.

The regular grain dealers of the country will meet at Chicago November 9. See program.

The Johnson & Field Co., manufacturers of fanning mills at Racine, Wis., assigned recently.

From figures recently published at Munich it appears that some 15,644 gas engines, aggregating 52,694 horse power, are now at work in Central Europe.

A. S. Garman & Sons of Akron, Ohio, report sales during September of 32 two-quart and 21 one-quart grain testers, all of which proved satisfactory to the purchasers.

The gas engine shop of the Keystone Iron Works, G. W. Lamos, proprietor, Fort Madison, Iowa, was burned August 18. Mr. Lamos has repaired damages and is in full running order again.

The E. H. Pease Mfg. Co. of Racine, Wis., writes us regarding its flexible loading spout that it has attained great popularity among users and furnishers, to both of whom it sells large numbers.

Philip Smith, manufacturer of warehouse and elevator machinery of Sidney, Ohio, has issued an illustrated catalogue of his dumps, ear corn elevator and sheller feeder, corn shellers, revolving screens, elevator heads, boots, spouting, etc.

The York Chemical Works of York, Pa., has established a good trade among grain elevator men of the East, who derive good profits from handling its goods. Its poultry food has met with a good demand wherever it has been introduced.

We have received a copy of the first edition of the Hand Book of the National Association of Manufacturers, issued from the Bureau of Publicity at Philadelphia, Pa. It consists of the constitution, list of officers and membership directory of the association.

The Huntley Mfg. Co. of Silver Creek, N. Y., writes us that there is a large demand for oat clippers, and that it is getting its full share of the trade. A good illustration of the Monitor Oat Clipper will be found elsewhere in this issue of the "American Elevator and Grain Trade."

The Weller Mfg. Co. of Chicago, Ill., has been running its plant full time all summer and reports that business has been almost double that of last season. It has recently put in new improved machinery for making pulleys and sheaves and with the additional space of one floor, which it added recently, it is better prepared than ever to take care of business.

In writing us of the state of business The Charter Gas Engine Co. of Sterling, Ill., sends us a large folder containing testimonials from 21 states regarding the use of The Charter Gasoline Engines in elevators and mills. It certainly makes a fine showing, and these testimonials, coming from all parts of the United States, indicate that the gas engine is coming into universal use.

The E. H. Pease Mfg. Co. of Racine, Wis., celebrates the opening of the third season's business with the Racine Corn Shellers and Pease Triple Gear Horse Powers by issuing a neat illustrated catalogue of the company's machinery in those lines. The book contains many illustrations and valuable information regarding the corn shellers and horse powers. Large and small circulars are also issued.

For two weeks, beginning January 25, 1897, a Gas Exposition will be held at Madison Square Garden, New York. The proposed exposition is the first affair of the kind attempted in this country. In a number of European countries, gas exhibitions are a regular feature of each year's entertainments. At the present Berlin Exhibition the gas building is said to be one of the most pleasing, and at the same time a very interesting exhibit. The New York affair will be managed by a board of directors, assisted by an executive committee, both composed

of well-known men interested in the production and use of gas. Gas engines and other machinery will be included in the exhibit. E. C. Brown is the managing director, and his office will be, for the present, at 280 Broadway, New York.

The manufacturer who publishes a complete catalogue of his machines and supplies and neglects to publish an index with it sacrifices much of its value to laziness. An index is a great aid to the catalogue user, it facilitates the work of finding just what he wants. Many a catalogue has been searched in vain for a machine, yet it contained the very thing wanted. A catalogue without an index is forbidding and its use is confined to those who have time to search each page carefully.

The B. S. Constant Co. of Bloomington, Ill., writes us that it is having a good trade in the Constant Dust Collectors. The company sold to the following parties during September: J. A. Simpson, Minonk, Ill.; B. M. Stoddard, Toluca, Ill.; La Rose Grain Co., La Rose, Ill., and J. M. Simpson, Woodford, Ill. Mr. Boston S. Constant informs us that his second claims as sole inventor of the automatic self grain feeder for all kinds of grain, including ear corn, has been allowed. Mr. Constant has invented and patented a full line of grain cleaning machinery. Regarding the grain feeder the company says it expects a larger trade this season than ever before.

REGULAR GRAIN DEALERS WILL MEET.

Regular grain dealers from all parts of the country will meet at the new Saratoga European Hotel, 159 Dearborn street, Chicago, Monday, November 9, to organize the Grain Dealers' National Association. The vote taken by mail was in favor of this time and place for meeting. The following program has been prepared:

PROGRAM.

1. Meeting called to order at 9 a. m.
2. Election of a temporary chairman.
3. Election of a temporary secretary.
4. Appointment of a committee of five to draft a Constitution and By-Laws. [The suggestions of J. T. Merrill in the September and October numbers of the "American Elevator and Grain Trade" would serve as a basis to work from. Regular dealers who cannot attend the meeting can get suggestions before the committee by forwarding same to us.]
5. A paper, "Shortages in Shipments at Terminals; A Remedy," by E. R. Ulrich Jr., Decatur, Ill.
6. A paper, "Who Should be Entitled to Membership in the Grain Dealers' National Association?" by W. H. Chambers, Hepburn, Iowa.
7. A paper, "Lower Freight Rates to Elevator Men Than to Transient Shippers," Wm. Coon, Elmwood, Neb.
8. "The Advantages of Mutual Insurance for Elevator Owners," F. D. Babcock, Ida Grove, Iowa.

AFTERNOON SESSION.

9. Report of the Committee on Constitution and By-Laws.
10. Appointment of a committee of five to nominate permanent officers.
11. "Delay of Grain Shipments and the Reciprocal Demurrage Charge," C. S. Maguire, Columbus, Ohio.
12. "The Liability Release Clause in Railroad Companies' Ground leases," W. L. Barnum, Chicago, Ill.
13. Report of the Committee on Permanent Officers.
14. Installation of Officers. Recess for Enrollment of Members.

EVENING SESSION.

15. Appointment of Committees.
16. "Securing Shippers' Rights from Common Carriers," W. H. Suffern, Decatur, Ill.
17. "The Common Interests of the Country Shipper and the City Receiver," Mr. Bartlett, Milwaukee, Wis.
18. Miscellaneous Business.
19. Adjournment.

Market quotations will be received at frequent intervals during the meeting. Reduced rates have been secured for rooms during the meeting at the new Saratoga European Hotel. An announcement of same will be sent to each regular dealer declaring in favor of the Grain Dealers' National Association on or before November 3. Those who will attend will please reply promptly to notice, which will be sent out on that date, and inform the publishers of this journal whether or not they will be present, so rooms can be reserved for them.

..Points and Figures..

Every regular dealer should make arrangements to attend the meeting of grain dealers at Chicago, November 9.

The Grain Dealers' National Association should have at least 2,500 members. Every regular dealer should send in his declaration promptly and induce others to join.

Something to be borne in mind by the people who believe in no surplus stocks is the always unknown quantity in the invisible held by farmers who believe in higher prices. A good bulge will always bring out a large quantity of this stuff.

License Inspector Langworthy of Kansas City, Mo., is preparing to open a crusade against the grain elevator men. This class of business men has never until now been required to take out licenses, though the city license ordinance requires operators of grain elevators to pay \$100 a year.

F. M. Campbell of Randolph, Iowa, a prominent worker in The Grain Dealers' Association of Southwestern Iowa and Northwestern Missouri, writes us these pointed sentences: "Push the good work along. It is only through united effort that the barnacles now hanging to the grain business can be shaken off."

Frank Spurney, who lost his right leg in 1888 by having it caught in the steam grain shovel of an elevator at Elsdon, Ill., was awarded a verdict of \$25,000 by a jury in a Chicago court recently. This was the full amount asked against the Grand Trunk Railway Company for personal damages. The company has moved for a new trial.

Local grain buyers say the shipments of grain from Tacoma to California this season promise to be larger than ever before because a great deal of the wheat east of the mountains was rendered low grade from the effects of the hot winds, and such grain finds a better market in the Golden State than in foreign countries.—Tacoma (Wash.) Ledger.

The following change in the regulations governing insurance of grain in warehouses and on track of elevators has been adopted at Kansas City: "All insurance on grain going to elevators to be unloaded, to be carried by the owners, lessees or operators of the elevators while such grain is on track of the elevators. When grain is for storage the insurance to be carried by the owner of the grain, as soon as he is notified that it is unloaded."

Commissioner Vanlandingham's circular to shippers on the grain situation contains an interesting table, showing the receipts at Kansas City of wheat, corn, oats, rye, etc., during the year 1895. The Burlington is first in receipts of wheat with a total of 4,331 cars; the Missouri Pacific second, with 3,865 cars; the Union Pacific third, with 1,746 cars; and the Santa Fe fourth, with 1,629 cars. In the total receipts of all kinds of grain the Missouri Pacific is first, Burlington second, and Santa Fe third.

During the year ending July the St. Anthony & Dakota Elevator Co. carried no insurance on its line of elevators, and as the company did not have a single fire the plan is being tried again this year. The company usually paid about \$10,000 per year for insurance. However, such a plan can only be successful where the utmost precaution against fire prevails. But under any conditions there is so much danger of fire that cannot be guarded against that insurance is almost a necessity. What is needed is a good mutual insurance company to carry risks on elevators exclusively.

The Metropolitan Bank of Minneapolis has commenced two suits in the District Court against the Great Western Elevator Company and the Minneapolis Flour Manufacturing Company. The suits arise out of a consignment of wheat shipped from Leland, Iowa, to Sunwall & Co., the receipts or certificates for which were delivered, according to the allegations in the complaint, by them to the plaintiffs in the actions. The complaints allege that the cars of wheat, four in the first instance, and one in the second, worth, respectively, \$1,400 and \$350, are de-

tained by the two defendants wrongfully, and that the plaintiff has tendered the costs attached to each consignment to the defendants and now sues to recover the wheat or the alleged value. One hundred dollars and \$50 damages are claimed in each case for detention.

FLAXSEED GRADING POORLY.

The crop of 1895 flaxseed, or rather that part of it received at Duluth, 10,000 cars, was a remarkably clean, plump seed. The total rejected and no grade receipts out of the above total was less than 100 cars.

The 1896 crop started out almost as well, and so far as the plumpness of the seed is concerned there is no change now, but since September 26 the receipts of rejected and no grade have been really alarming. From September 26 to October 7 the total receipts of flax were 1,086 cars, of which 210 went rejected or no grade, almost 20 per cent.

It is barely possible that the increase at this time is due to the fact that we are now getting the flax which was harvested and not thrashed until plowing was finished, and which became field damaged by rain.—Commercial Record.

GRAIN SAMPLES.

Every carload of grain sold on the Kansas City market is represented by a sample, which consists of about two quarts, says the World. Assuming that an average of 50 cars of wheat, corn and oats are sold on 'Change daily, the samples would amount to about 1,000 bushels a year. What becomes of this grain? is a question asked by many persons who visit the busy mart. At first thought one would suppose that it is returned to the cars from which it came. This is not a fact, however. Many of the samples are scattered over the floor as the day's trade proceeds. After business hours, the janitors of the Exchange building have to give the pit a thorough sweeping. What the scrubbers collect is theirs to sell as chicken feed, or to use for any purpose they may choose.

But by far the greater portion of the sample grain is retained by the brokers who handle it. Many members of the Board of Trade have horses or cows at home, and, by treasuring up the sample grain, the animals are given an occasional feed of mixed cereals that would be very expensive if bought in the regular way.

RECEIPTS AND SHIPMENTS AT MILWAUKEE.

The receipts and shipments of grain and hay at Milwaukee, Wis., during the month of September, as compared with the same period of the preceding year, were, according to Wm. J. Langson, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	891,150	1,022,250	204,270	686,650
Corn, bushels.....	97,900	90,350	17,150	7,150
Oats, bushels.....	1,735,000	770,000	1,641,550	496,400
Barley, bushels.....	936,800	2,179,600	290,323	537,940
Rye, bushels.....	234,200	104,264	329,597	40,000
Grass Seed, pounds.....	527,185	568,940	482,420	129,435
Flaxseed, bushels.....	90,905	84,675	44,160	44,180
Hay, tons.....	1,598	1,678	130	63
Flour, barrels.....	177,110	231,275	311,698	242,343

FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 14 months ending with September, as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1896-97.	1895-96.	1896-97.	1895-96.
August.....	1,770,160	1,257,850	1,060,659	538,860
September.....	1,627,480	1,799,050	1,369,514	1,159,128
October.....	.....	1,975,450	.....	1,026,467
November.....	.....	1,202,300	.....	462,422
December.....	.....	817,650	.....	452,984
January.....	.....	493,900	.....	214,513
February.....	.....	359,700	.....	189,892
March.....	.....	384,450	.....	303,301
April.....	.....	247,500	.....	259,137
May.....	.....	273,350	.....	447,311
June.....	.....	237,600	.....	257,531
July.....	.....	409,750	.....	546,239
Total bushels.....	3,397,640	9,458,550	2,460,172	5,857,785

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago since September 15 has been as follows:

September.	No. 2 R.W. WHT.		No. 2 SPG. WHT.		No. 2 CORN.		No. 2 OATS.		No. 2 RYE.		No. 3+ BARLEY.		No. 1+ FLAXSEED.	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
15.....	61	61	58	58	20 1/4	21 1/4	.....	.....	30 1/4	30 1/4	22	28	64 1/2	64 1/2
16.....	.....	.....	.....	.....	20 1/4	21	16	16	30 1/4	30 1/4	24	32	64 1/2	65
17.....	.....	.....	59 1/2	59 1/2	21 1/4	21 1/4	.....	.....	31 1/4	31 1/4	24	31	65	65 1/2
18.....	.....	.....	60 1/4	60 1/4	21 1/4	21 1/4	16	16	31 1/4	31 1/4	24	33	66	67
19.....	63	63	60 1/2	60 1/2	21 1/2	21 1/2	16 1/4	16 1/4	32	32 1/2	25	30	67	68
20.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21.....	63 1/2	64	59 1/4	59 1/4	21	21 1/8	.....	.....	.....	.....	24	33	68	69 1/4
22.....	.....	.....	.....	.....	21 1/4	21 1/4	.....	.....	33	33 1/4	25	31	69	70
23.....	.....	.....	.....	.....	21 1/4	21 1/4	16 1/4	16 1/4	33 1/4	33 1/4	24	32	69	70 1/2
24.....	.....	.....	.....	.....	21 1/4	22 1/8	16 1/4	16 1/4	34 1/4	34 1/4	25	33	70	71
25.....	.....	.....	64	66 1/2	21 1/4	22	16 1/4	16 1/4	34 1/4	34 1/4	25	35	71	71
26.....	.....	.....	66	66	21 1/4	22	16 1/4	17 1/4	34 1/4	34 1/4	24	35	.....	.....
27.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28.....	69	69	.....	.....	21 1/4	21 1/4	16 1/4	17	35	35	24	35	72	72 1/2
29.....	.....	.....	66 1/4	66 1/4	21 1/4	22	17 1/4	18	35	35	24	38	74	74
30.....	68	68	.....	.....	21 1/4	22 1/4	17 1/4	17 1/4	36	36	24 1/2	35	.....	.....
Oct. 1.....	.....	.....	68 1/2	69 1/4	22 1/4	23 1/4	18	18 1/4	37	37 1/4	25	36	77	79
2.....	.....	.....	68 1/4	68 1/2	23	23 1/4	17 1/4	18 1/4	37	37	26	34	77	78
3.....	69 1/4	69 1/4	67 1/4	67 1/4	22 1/4	22 1/4	17 1/4	17 1/4	35	35 1/2	25	35	73	76 1/2
4.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.....	.....	.....	.....	.....	22 1/4	22 1/4	17 1/4	17 1/4	35 1/4	35 1/4	24 1/2	37	71 1/4	72 1/2
6.....	.....	.....	68 1/4	68 1/2	23	23 1/4	17 1/4	18 1/4	36	36	24	34	72	72
7.....	.....	.....	66 1/4	66 1/4	22 1/4	22 1/4	17 1/4	17 1/4	35	35	25	36	72	73
8.....	.....	.....	67 1/4	69 1/4	22 1/4	22 1/4	17 1/4	17 1/4	35	35	25	33	72 1/4	74
9.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10.....	.....	.....	.....	.....	23 1/4	23 1/4	17 1/4	18	35 1/4	35 1/4	24	35	74 1/4	74 1/2
11.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12.....	.....	.....	.....	.....	23 1/4	24 1/4	17 1/4	18	35 1/4	36 1/4	24	31	74	75
13.....	69	69	68	68	24 1/4	24 1/4	18 1/4	18 1/4	37 1/4	37 1/4	26	37	75	75 1/4
14.....	71	71	68 1/4	68 1/4	24	24 1/4	18	18 1/4	37	37	26	35	74 1/4	76 1/2
15.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

*Holiday. +Free on board or switched. †On track.

During the week ending September 19 Prime Contract Timothy sold at \$2.52 1/2 @ 2.57 1/2 per cental, Prime Contract Clover Seed at \$5.50 @ 5.75, Hungarian at \$0.45 @ 0.60, German millet at \$0.40 @ 0.60, buckwheat at \$0.60 @ 0.85 per 100 pounds.

During the week ending September 26 Prime Contract Timothy sold at \$2.50 @ 2.60 per cental, Prime Contract Clover Seed at \$7.00 @ 9.00, Hungarian at \$0.45 @ 0.60, German millet at \$0.45 @ 0.60, buckwheat at \$0.60 @ 0.70 per 100 pounds.

During the week ending October 3 Prime Contract Timothy sold at \$2.50 @ 2.55 per cental, Prime Contract Clover Seed at \$8.00 @ 8.25, Hungarian at \$0.45 @ 0.60, German millet at \$0.45 @ 0.60, buckwheat at \$0.60 @ 0.70 per 100 pounds.

During the week ending October 10 Prime Contract Timothy sold at \$2.50 @ 2.52 1/2 per cental, Prime Contract Clover Seed at \$8.25, Hungarian at \$0.45 @ 0.60, German millet at \$0.45 @ 0.60, buckwheat at \$0.60 @ 0.70 per 100 pounds.

WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at nine primary markets during the fourteen weeks ending October 3, for the last three years, according to the Cincinnati Price Current were as follows:

	1896.	1895.	1894.
St. Louis.....	7,329,000	5,565,000	7,023,000
Toledo.....	3,710,000	3,351,000	10,319,000
Detroit.....	1,257,000	1,071,000	2,264,000
Kansas City.....	3,588,000	2,780,000	4,417,000
Cincinnati.....	414,000	341,000	423,000
Winter.....	15,328,000	13,138,000	24,446,000
Chicago.....	9,778,000	4,632,000	17,023,000
Milwaukee.....	2,901,000	2,629,000	1,943,000
Minneapolis.....	16,832,000	16,642,000	6,145,000
Duluth.....	19,682,000	14,311,000	10,917,000
Spring.....	49,193,000	38,214,000	45,028,000
Total, bus. 14 weeks...	65,521,000	51,352,000	69,474,000

RECEIPTS AND SHIPMENTS AT DULUTH.

The receipts and shipments of grain and hay at Duluth, Minn., during the month of September, as compared with the same period of the preceding year, were, according to Frank E. Wyman, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	8,796,638	9,465,614	8,078,020	7,148,652
Corn, bushels.....	34,881	.....	38,331	.....
Oats, bushels.....	432,356	81,245	554,517	47,072
Barley, bushels.....	663,544	510,777	442,423	120,613
Rye, bushels.....	232,199	93,610	186,801	70,213
Grass seed, pounds.....	.....	.....	.....	.....
Flaxseed, bushels.....	733,683	816,662	748,610	292,156
Flour, barrels.....	541,005	515,710	966,190	846,335
Flour production Duluth and Superior.....	312,410	.....	407,435	.....

The regular grain dealers will meet at the new Saratoga Europeau Hotel, 159 Dearboru street, Chicago, Monday, November 9, to organize a Grain Dealers' National Association.

RECEIPTS AND SHIPMENTS AT CHICAGO.

The following table, compiled by George F. Stone, secretary of the Board of Trade, shows the receipts and shipments at Chicago during September, 1896 and 1895, of seeds, hay and broom corn:

Receipts.	Timothy lbs.	Clover, lbs.	Other Grass Seeds, lbs.	Flax-seed, bu.	Broom Corn, lbs.	Hay, tons.
1896.....	17,457,492	1,208,497	249,397	1,910,129	1,006,390	18,368
1895.....	10,467,202	475,616	1,690,892	1,876,123	477,950	23,072
Shipments						
1896.....	15,290,615	441,572	1,184,635	1,469,647	1,629,172	3,251
1895.....	13,318,925	288,253	645,357	1,353,817	462,610	4,066

RECEIPTS AND SHIPMENTS AT ST. LOUIS.

The receipts and shipments of grain and hay at St. Louis, Mo., during the month of September, as compared with the same period of the preceding year, were, according to George H. Morgan, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	1,745,190	1,177,964	752,017	459,057
Corn, bushels.....	1,339,464	695,216	2,137,801	426,838
Oats, bushels.....	1,235,390	1,489,146	37,402	98,866
Barley, bushels.....	22,508	7,684	2,200	286
Rye, bushels.....	15,070	9,096	6,534	10,718
Hay, tons.....	12,120	23,898	4,756	7,925
Flour, barrels.....	137,215	79,610	241,328	189,670

RECEIPTS AND SHIPMENTS AT TOLEDO.

The receipts and shipments of grain and hay at Toledo, Ohio, during the five weeks ending October 3, as compared with the same period of the preceding year, were, according to Denison B. Smith, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	1,386,700	678,900	895,000	508,000
Corn, bushels.....	133,000	498,000	102,100	429,600
Oats, bushels.....	116,000	94,000	5,200	79,000
Barley, bushels.....		3,000		
Rye, bushels.....	76,000	18,000	26,000	11,600
Clover Seed, bags.....	14,159	21,312	724	7,856
Flour, barrels.....	6,934	8,250	368,872	133,542

RECEIPTS AND SHIPMENTS AT SAN FRANCISCO.

The receipts and shipments of grain and hay at San Francisco, Cal., during the month of September, as compared with the same period of the preceding year, were, according to T. C. Friedlander, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, centals.....	2,012,490	630,726	1,988,152	520,204
Corn, ".....	4,675	8,940	488	1,684
Oats, ".....	61,796	99,938	2,164	2,136
Barley, ".....	837,109	328,408	806,796	228,370
Rye, ".....	3,283	4,372		
Flaxseed, bushels.....	6,819	13,932		
Hay, tons.....	17,552	15,569	761	
Flour, barrels.....	*528,884	*407,506	110,329	520,204

* Quarters.

RECEIPTS AND SHIPMENTS AT NEW ORLEANS.

The receipts and shipments of grain, etc., at New Orleans, La., during the month of September, as compared with the same period of the preceding year, were, according to Hy. H. Smith, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	701,278	4,000	547,727	4,676
Corn, bushels.....	328,288	642,865	1,728,762	550,403
Oats, bushels.....	217,810	230,741	38,030	38,589
Rough Rice, sacks.....	75,535	173,613	107,846	168,568
Clean Rice, barrels.....	1,262		23,945	37,268
Flour, barrels.....	43,848	57,210	38,141	20,258

Following is Secretary Smith's account of the movement of rice up to October 1: Rough rice, in sacks: Receipts since August 1, 153,340 in 1896, 227,285 in 1895. Distribution since August 1, 153,501 in 1896, 226,184 in 1895. Total stock in first and second hands: August 1, 83,223 in 1896, 45,469 in 1895; September 1, 115,373 in 1896, 41,525 in 1895; October 1, 83,062 in 1896, 46,570 in 1895. Clean rice, in barrels: Receipts, since August 1, 1,667 in 1896, none in 1895. Sales reported since August 1, 34,622 in 1896, 50,885 in 1895. Stock in first and second hands: No. 1, September 1, 5,942 in 1896, 5,240 in 1895; October 1, 12,653 in 1896, 13,175 in 1895; No. 2 September 1, 1,029 in 1896, 1,334 in 1895; October 1, 496 in 1896, 3,212 in 1895.

RECEIPTS AND SHIPMENTS AT PEORIA.

The receipts and shipments of grain and hay at Peoria, Ill., during the month of September, as compared with the same period of the preceding year, were, according to R. C. Grier, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	200,400	120,600	143,000	43,200
Corn, bushels.....	1,366,850	1,120,710	645,800	485,880
Oats, bushels.....	1,767,400	1,665,500	1,537,400	1,687,150
Barley, bushels.....	36,300	73,500	20,300	40,600
Rye, bushels.....	7,800	6,600	3,000	2,400
Mill Feed, tons.....	570	885	3,131	3,861
Seeds, pounds.....	366,000	774,000	245,700	54,640
Broom Corn, pounds.....	165,000	210,000	174,600	121,450
Hay, tons.....	830	3,070	350	1,360
Flour, barrels.....	40,650	20,169	67,650	22,650
Spirits and Liquors, bbls.....	1,125	1,350	24,100	14,419
Syrup and Glucose, bbls.....	850	853	40,055	22,995

RECEIPTS AND SHIPMENTS AT BUFFALO.

The receipts and shipments of grain and hay at Buffalo, N. Y., during the month of September, as compared with the same period of the preceding year, were, according to Wm. Thurstone, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts by Lake.		Shipm'ts by Canal.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	9,415,245	7,476,670	1,880,369	1,635,260
Corn, bushels.....	4,821,419	5,351,672	159,578	721,561
Oats, bushels.....	4,136,710	1,737,203	1,579,413	253,655
Barley, bushels.....	1,005,312	762,680	556,528	249,431
Rye, bushels.....	873,337	70,000	739,957	
Grass seed, bags.....	6,348	2,751		
Flaxseed, bushels.....	2,441,164	869,855	*111,689,426	*10,763,238
Hay, bales.....	27,157			
Flour, barrels.....	1,213,983	1,110,303	12,450	

* Pounds.

RECEIPTS AND SHIPMENTS AT MINNEAPOLIS.

The receipts and shipments of grain and hay at Minneapolis, Minn., during the month of September, as compared with the same period of the preceding year, were, according to G. D. Rogers, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	9,239,850	9,987,250	1,184,950	1,252,710
Corn, bushels.....	35,940	39,780	4,030	1,730
Oats, bushels.....	715,820	563,730	472,700	285,350
Barley, bushels.....	227,060	199,170	69,830	32,770
Rye, bushels.....	82,960	57,420	95,570	53,080
Flaxseed, bushels.....	146,316	449,270	72,630	251,150
Hay, tons.....	1,916	1,916	40	121
Flour, barrels.....	11,619	7,821	1,207,771	969,145

RECEIPTS AND SHIPMENTS AT DETROIT.

The receipts and shipments of grain and hay at Detroit, Mich., during the month of September, as compared with the same period of the preceding year, were, according to F. W. Waring, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	491,515	296,015	323,161	296,048
Corn, bushels.....	99,330	110,722	60,464	38,180
Oats, bushels.....	179,598	122,189	62,869	27,887
Barley, bushels.....	11,600	11,600		
Rye, bushels.....	228,815	8,390	261,628	12,877
Hay, tons.....				
Flour, barrels.....	16,050	12,225	7,100	15,820

RECEIPTS AND SHIPMENTS AT CINCINNATI.

The receipts and shipments of grain and hay at Cincinnati, Ohio, during the month of September, as compared with the same period of the preceding year, were, according to C. B. Murray, superintendent of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	105,483	82,128	85,429	83,642
Corn, bushels.....	135,986	174,126	29,468	22,658
Oats, bushels.....	538,584	419,156	318,690	95,734
Barley, bushels.....	39,900	89,110	50	1,487
Rye, bushels.....	39,095	39,152	26,703	1,641
Clover Seed, bags.....	1,282	3,964	1,288	2,156
Timothy Seed, bags.....	22,127	14,841	13,302	9,064
Other grass seeds, bags.....	2,728	5,518	4,474	5,814
Hay, tons.....	5,343	6,091	2,095	1,160
Flour, barrels.....	269,484	95,051	232,594	71,475
Malt, bushels.....	50,914	48,470	37,067	45,262

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Oct. 10, 1896, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, Bu.	Oats, bu.	Rye, bu.	Barley, Bu.
Albany.....		40,000	75,000		
Baltimore.....	941,000	1,064,000	925,000	140,000	
Boston.....	1,242,000	306,000	138,000		
Buffalo.....	2,261,000	364,000	205,000	107,000	387,000
do. afloat.....					
Chicago.....	14,614,000	6,685,000	2,319,000	548,000	356,000
do. afloat.....					
Cincinnati.....	1,000	2,000	13,000	1,000	32,000
Detroit.....	593,000		58,000	42,000	
Duluth.....	5,533,000	10,000	230,000	255,000	524,000
do. afloat.....					
Indianapolis.....	267,000	22,000			
Kansas City.....	590,000	9,000	94,000	3,000	
Milwaukee.....	432,000	71,000	1,600	136,000	126,000
do. afloat.....					
Minneapolis.....	13,545,000	11,000	164,000	6,000	12,000
Montreal.....	512,000	26,000	279,000	10,000	43,000
New York.....	4,627,000	2,669,000	2,253,000	335,000	122,000
do. afloat.....	128,000		105,000	25,000	80,000
Oswego.....	28,000	32,000			20,000
Peoria.....	205,000	123,000	488,000	12,000	
Philadelphia.....	493,000	812,000	92,000		3,000
St. Louis.....	3,420,000	134,000	182,000	15,000	
do. afloat.....			79,000		
Toledo.....	782,000	20,000	391,000	64,000	
do. afloat.....					
Toronto.....	164,000		64,000		28,000
On Canals.....	712,000	17,000	787,000	189,000	471,000
On Lakes.....	1,264,000	1,904,000	555,000	143,000	716,000
On Miss. River.....	40,600	147,000	36,000		
Total.....	52,434,000	14,468,000	9,533,000	2,031,000	2,920,000
Corresponding date 1895.....	44,481,000	5,375,000	4,029,000	760,000	3,026,000

DESTINATION OF AMERICAN WHEAT EXPORTS.

The last report of the Bureau of Statistics shows the destination of the wheat exported from the United States to be as follows:

Countries.	Month ending Aug. 31.		Eight months ending Aug. 31.	
	1896.	1895.	1896.	1895.
United Kingdom.....	4,607,166	3,075,936	26,973,337	30,905,599
Germany.....	120,415	24,000	981,449	757,434
France.....	40,000	32,000	94,130	870,534
Other Europe.....	672,766	236,649	5,679,617	7,368,760
British North America.....	921,207	809,507	3,102,772	2,960,134
Mexico.....			1,047	2,734
Central American States and British Honduras.....	7,411	4,777	46,294	45,544
West Indies and Bermuda.....	24	2,628	5,270	9,168
Brazil.....		13		13
Other South America.....	337	605	2,235	3,024
British Australasia.....	248,431		2,121,739	
Asia and Oceania.....	1,768	1,790	8,844	21,711
Africa.....	73,511	63,180	2,109,218	98,322
Other countries.....			14	23
Total bushels.....	6,693,036	4,244,085	41,125,966	43,0

ELEVATOR

GRAIN NEWS

An elevator is being erected at Lake Benton, Minn.

M. Camp is building a grain elevator at Bement, Ill.

A new elevator will soon be erected at Metcalf, Ill.

Hartley Bros. have leased an elevator at Wolcott, Ind.

D. C. Sullivan is erecting an elevator at Wilmot, S. D.

The new elevator at Richmond, Me., is nearing completion.

An elevator is being erected for the flour mill at La Veta, Colo.

T. H. Kellett has built a 25,000-bushel elevator at Sewell, Man.

H. D. Wagner contemplates erecting an elevator at Hinckley, Ill.

F. C. Gibbons has engaged in the grain business at Stockton, Cal.

L. D. Carter, broom corn broker of Oakland, Ill., assigned recently.

The Carnduff Elevator Co. is completing an elevator at Elva, Man.

D. F. Bristow's elevator at Sullivan, Ill., was sold at auction October 3.

Jackson & Cavitt have engaged in the grain business at Woodland, Ill.

M. S. Collier has sold his cottonseed oil mill and gin at Spurger, Texas.

Tod Kincaid has overhauled and improved his elevator at Owosso, Mich.

The Winona & Dakota Grain Co. will build an elevator at Moritz, S. D.

The M. & N. Elevator at Euclid, Minn., has been overhauled and repaired.

The grain dealers of Homer, Ill., are said to be refusing to buy new oats.

The new elevator at Spencer, Iowa, has been completed and is in operation.

F. B. Wood & Co. have retired from the grain business at Owosso, Mich.

N. Lawrence & Co. are preparing to erect an elevator at Dobbs Ferry, N. Y.

Keller & Dobbyn have erected a 25,000-bushel elevator at Whitewater, Minn.

Lockridge Bros., grain dealers and bankers of Pawnee, Ill., have assigned.

Thomas Christenson & Co.'s elevator at Wilder, Minn., is nearing completion.

W. O. Sidman has succeeded Matteson Bros., dealers in grain at Osmond, Neb.

G. W. Clapp has engaged in the grain and hay business at Northboro, Mass.

The new elevator at De Pere, Wis., will be completed by the end of October.

Three new elevators have been erected at Minnesota Lake, Minn., this season.

Ira P. Elgiu, dealer in grain and hay at St. Helena, Cal., has sold out his business.

It is reported that A. L. Jackson is going to build an elevator at Portland, Iowa.

DeCon Bros. are buying grain at Woodbine, Iowa, where they have a warehouse.

Edwin Darling's new grain elevator at Darlington, Pawtucket, R. I., is completed.

Asa Harrington has retired from the grain and feed business at Adams, Mass.

John Kreuder, dealer in grain and produce at Akron, Ohio, assigned recently.

Summerour Bros., dealers in grain at Vernon, Texas, have removed to Georgia.

McConnell & Hudson have succeeded H. P. Hudson, seed dealer of Wayland, Mich.

E. D. Risser has traded land for the grain business of F. R. Pfeiffer at Ludlow, Ill.

E. C. Hellickson is operating the Farmers' Elevator at Preston, Minn., this season.

J. A. Miller has purchased and is now operating M. C. Ott's elevator at Wilton, Iowa.

The Green Bay Elevator Co., which was recently organized at Green Bay, Wis., by W. W. Cargill and

others, is working day and night on the erection of its new elevator at Green Bay.

Johu Luberton has succeeded to the grain business of John Bath & Bro., Abbott, Iowa.

The stock of the Salt Lake Grain Co., Salt Lake City, Utah, has been sold by the sheriff.

Heaton Bros., grain dealers at Pierson, Iowa, have placed a grain cleaner in their elevator.

J. P. Vallee & Co., dealers in grain, etc., at Montreal, Quebec, have dissolved partnership.

Deyell & Co., grain dealers of Souris, Man., have erected elevators at Deloraine and Reston.

Myers & McCowen, grain merchants of Newman, Ill., are erecting an elevator at that place.

C. S. Lee, commission merchant of Kansas City, Mo., has temporarily retired from business.

Benuinghoff, King & Powell, dealers in grain, etc., of Leon, Iowa, have dissolved partnership.

The Huntington Seed Co. of Indianapolis, Ind., has been placed in the hands of a receiver.

Harvey & Henry's flour mill at Black Rock, Buffalo, N. Y., will be converted into an elevator.

Lindblom & Co., grain and stock brokers of Chicago, have established an office at Minneapolis.

The Westbrook Grain and Commission Co. of Pine Bluff, Ark., will build an elevator at that place.

J. A. Goodall of Belwood has leased an elevator at Arthur, Ont., where he has established a buyer.

J. E. Stanton is again running his elevator at Wau-pun, Wis., and is dealing in grain, flour and feed.

J. P. Barnum's elevator at Prairie du Chieu, Minn., which had been closed, is now in operation.

Warren F. Lowe has purchased the grain business of the Old Town Grain Store at Old Town, Maine.

An elevator is to be built at a new town which has sprung up at Lloyd Ewing's farm near Casey, Ill.

Thompson & Wallace have succeeded Thompson & Pauley, dealers in grain and coal at Vinton, Iowa.

C. W. Gillam has completed his new elevator at Wilder, Minn., and Mr. Allen has taken charge of it.

The Royal Elevator Co. has completed a 16,000-bushel elevator with a flat house annex at Manford, N. D.

Stephen A. Billings has succeeded Billings & Hallock, dealers in grain, feed and flour at Meriden, Conn.

W. V. Rowe of Atalissa, Iowa, assigned recently with liabilities of \$16,000, and assets about the same.

Fargo Bros., dealers in grain, etc., at Cascade Springs, S. D., are closing out their business at that place.

S. G. Liscomb, grain dealer of Dunlap, Iowa, is reported to be paying to farmers \$400 per day for wheat.

Rutledge & Buck are contemplating rebuilding their elevator at Leroy, Ill., which was burned recently.

Marriott & Gantner will engage in the grain business at Cowling, Ill., for which they will erect an elevator.

Pryer & Hooley, grain dealers of Holyoke, Mass., have dissolved partnership and discontinued their business.

Bender Bros. have repaired and improved their elevator at Sexton, Iowa, and are doing an increased business.

The Farmers' Elevator at Pine Island, Minn., is completed and now in operation. M. E. Billings is the buyer.

W. H. Kilgore, general merchant of North Waterford, Maine, has opened a grain and flour store at that place.

The National Rice Milling Co.'s mill at Wilmington, N. C., is now in operation and will continue for the season.

Murphy & Emerson have engaged in the grain business at Loyal, Wis., where they have erected a warehouse.

The Missoula Mercantile Co. of Anaconda, Mont., has let the contract for the erection of a large grain warehouse.

Robt. D. Eaton, grain dealer of Norwich, N. Y., writes us that he has completed the rebuilding of his elevator.

W. H. Dye, miller of Columbus Grove, Ohio, has let the contract for the erection of a new elevator at that place.

Nicholas J. Ellis, grain exporter and wholesale flour merchant of New York City, assigned recently to J. F. Horan, with preferences of \$5,949. In Octo-

ber, 1891, Mr. Ellis succeeded to the business of E. R. Livermore, with whom he had been employed for 20 years.

Reynolds & Wolters, grain dealers of La Grange, Texas, have erected a new building to carry on their business.

Wm. M. Smith has purchased Scott Bros' warehouse at Paris, Ill., where he will engage in the grain business.

James Stewart & Co. of St. Louis, Mo., are erecting a 500,000-bushel elevator at East St. Louis for P. P. Williams.

J. G. Wright & Co. inform us that they have succeeded Chalenor & Co. in the grain business at Palouse, Wash.

The Sidell Elevator & Grain Co. of Sidell, Ill., is building 200 feet of cribs at Maizetown, Ill., where it will buy corn.

Two new elevators were recently put in operation at Tyndall, S. D., and there are now eight grain buyers at that place.

Joseph Otstot has been made special partner in the firm of Tuttle & Tuttle, grain merchants of Springfield, Ohio.

Williams Bros. are erecting a 20,000-bushel elevator at Sutherland, Iowa. Ed. Lindstrum will buy grain for the firm.

J. L. Bach, grain dealer of Atwood, Ill., has overhauled and improved his elevator preparatory to receiving new grain.

Railsback's elevator at Waverly, Neb., has been overhauled and repaired and a new foundation has been put under it.

Frank Guidinger is buying grain at Bethany, Minn., for G. C. Stevenson & Co., grain dealers of St. Charles, Minn.

It is reported that the Southern Ry. Co., whose office is at Washington, D. C., will erect an elevator at Brunswick, Ga.

B. A. Lockwood, dealer in grain and lumber at Ames, Iowa, has overhauled and improved his elevator at that place.

John Lowry, formerly a farmer near Fairland, Ill., is now operating the Hudnut Elevator at Fairland, and is buying grain.

The H. J. O'Neill Grain Co. of Winona, Minn., has increased the amount of its capital stock from \$200,000 to \$300,000.

Briggs & Co. have overhauled and repaired their elevator at North Attleboro, Mass., preparatory to receiving new grain.

The C. R. I. & P. R. R. elevator in Armourdale, Kansas City, has been overhauled and repaired and the capacity increased.

Watkins & Co. of Sheldon, Ill., have installed one of The B. S. Constant Co.'s Ear Corn Feeders in their elevators at that place.

The Crowley Rice Milling Co. of Crowley, La., has put its mill at that place in operation again, and is buying new rice.

The International Grain & Export Co. has opened an office at Winfield, Kan., where W. H. Kuncze has charge of the business.

F. G. Jones has purchased of Douglass & Stewart, Oregon, Ill., two large brick elevators and an oatmeal mill at that place.

Spangler & Burington, grain dealers of Atlantic, Iowa, have dissolved partnership, Mr. Burington continuing the business.

Fickle & Riley have begun the erection of a new elevator at Tuscola, Ill., to take the place of the one recently destroyed by fire.

D. B. Hodgkins' Sons of Gloucester, Mass., have purchased the grain and hay business of F. B. Lambert at Manchester, Maine.

Geo. E. Hayes has begun an action against The Boston Stock and Grain Co. at Minneapolis to collect \$1,022.17 on a promissory note.

A. Markel has purchased the engine room of the Northern Pacific Elevator Co. at Perham, Minn., and is using it at his warehouse.

Maratt & Gauter is the name of a new firm organized at Cowling, Ill., to engage in the grain business. An elevator will be erected.

A 25,000-bushel elevator will be erected at Marshfield, Wis., and will be operated in connection with Peter Rasmussen and Frank Linster.

The McLaughlin Elevator Co. has been incorporated at Ada, Minn., with a capital stock of \$30,000, by D. F., A. J. and M. B. McLaughlin.

Mickelwait & Young of Macedonia, Iowa, will rebuild their elevator and feed mill, recently destroyed by fire. The new building will be covered with an iron roof and steel siding and contain a full line of

modern machinery, power being supplied by a 30 horse power gasoline engine. J. A. Campbell & Son of Lincoln, Neb., have the contract.

The Globe Elevator Co.'s and the Belt Line and Cargill elevators at West Superior, Wis., have been reopened under Minnesota inspection.

Burglars broke into M. Joice & Son's elevator at Memphis, Mich., September 23. They broke open the safe, but secured nothing of value.

The Hayward Lumber Co. of Hayward, Cal., has engaged in the grain and hay business, having erected a large warehouse at that place.

Grain men at Gridley, Ill., have contracted for several thousand bushels of new corn at 15 cents per bushel, to be delivered before January 1.

The grain dealers of Sargent Bluff, Iowa, W. L. Koon & Co., Barnard Bros and Hendee & Wall, report a lively grain business at that place.

The Lake Charles Rice Milling Co. of Lake Charles, La., has purchased some new rice milling machines from The Nordyke & Marmon Co.

Four elevators have been erected at Winnebago City, Minn., this summer, by F. H. Peavey & Co., Hnbard & Palmer and Fraser, Austin & Co.

J. C. Underhill & Co. of Wenham Depot, Mass., have purchased and are now carrying on Lester E. Libby's grain and hay business at that place.

F. W. Simonds & Son, grain and hop exporters of New York City, have reorganized the firm and are carrying on business under the same name.

James E. Sherwood of Sherwoodville, N. Y., has purchased and is now conducting E. A. Cooper's grain, feed and milling business at Suffern, N. Y.

C. D. Kessler & Co., grain dealers of Van Orin, Ill., assigned recently for the benefit of creditors. The assets and liabilities are estimated at \$7,000.

The Danbury Milling Co. of Danbury, Conn., has engaged in the feed business, having placed a large mill in its elevator at Danbury for grinding feed.

The Horace E. Kinney Co. has been incorporated at Indianapolis, Ind., with a capital stock of \$15,000, and will operate an elevator and deal in grain, etc.

Seeley, Son & Co. of Fremont, Neb., has completed the construction of a dry kiln for chicory roots at Fremont, which has a capacity of 50 tons per day.

J. M. Dunlap of Franklin, Ind., has been improving his elevator and has bought an ear corn elevator feeder of The B. S. Constant Co. of Bloomington, Ill.

The E. B. White Co., grain exporter of St. Louis, Mo., has established a branch house at Galveston, Texas, where John H. Hundley manages the business.

H. B. Hutchison and W. T. Hutchison have formed a partnership at Joliet, Ill., and have succeeded F. E. Rudd, dealer in grain, hay, flour and feed.

The North Dakota Millers' Association will erect a large elevator at Crookston, N. D., this year, which will be used in connection with its large mill at that place.

L. T. Aldinger has purchased C. E. Achorn's elevator at Sutherland, Iowa, and succeeded to his business October 1. George Bethel is Mr. Aldinger's assistant.

F. Z. Ames of Rutland, Ill., is putting a B. S. Constant Low Down Receiving Separator in his elevator to reclean the grain before it is put in store and loaded out.

John Luun, wholesale grain dealer of Philadelphia, Pa., made an assignment recently for the benefit of his creditors. The liabilities amount to \$73,000, assets \$30,000.

J. G. Gebhard, formerly manager of the Interstate Grain Co.'s elevator at Bellingham, Minn., has resigned his position and is now buying grain on his own account.

Bernheim Bros. of Louisville, Ky., have had plans prepared for a new distillery which they will build. A 500-bushel plant, to cost from \$50,000 to \$60,000, is contemplated.

E. C. Dickinson has retired from the firm of Yapple & Co., grain dealers of Ripon, Cal. Perry Yapple and J. S. Moulton, the other members of the company, have continued the business under the old firm name.

James Stewart & Co. of St. Louis, Mo., have completed the 1,000,000-bushel elevator for the Illinois Central R. R. at New Orleans, La., and are constructing a cleaning house of 250,000 bushels' capacity.

Elevator building in Manitoba was not as active this season as last year, though quite a number of new elevators have been erected. Manitoba is already remarkably well supplied with elevators. Almost every little hamlet or village along the railways has one or more grain elevators, and this fact,

combined with the light crop this year, led to the impression that very little elevator building would be done this season.

Farmers in the vicinity of Reston, Man., have organized a company to engage in the grain business, for which purpose they are erecting a 25,000-bushel elevator.

The new elevator at Carbondale, Ill., is now completed and in operation. It has a capacity of 50,000 bushels, and a 10-horse power gasoline engine supplies the power.

Bugbee Bros., dealers in grain and feed at Willimantic, Conn., have dissolved partnership, and both partners of the former firm are continuing in the same line alone.

K. K. Liquin, grain dealer at Dysart, Iowa, has purchased the boiler and machinery of the burned elevator at Elberon, which he will place in his elevator at Dysart.

R. P. Roblin, grain dealer of Winnipeg, has bought the Balgonie Elevator and also the Bell Elevator at Indian Head, Assiniboia, and the farmers' elevator at Killarney, Man.

Robertson & Co., dealers in grain and lumber at Rio, Wis., have dissolved. Caldwell & Wilson will carry on the grain business, and D. Robertson the lumber business.

William Felkner, grain dealer of Downey, Iowa, denies the report that he has made an assignment. On the contrary, he is doing a good business and means to continue it.

Wm. Scott & Co. of Indianapolis recently bought two of The B. S. Constant Co.'s Grain Feeders for their elevator at Monroe, Ind., which they have overhauled and improved.

R. D. Martin & Co., grain merchants of Winnipeg, Man., have built six 25,000-bushel elevators this season, located at Nesbit, Ninga, Souris, Restou, Carievale and Carnduff.

The Kilmer Commission Co., hay, straw and grain dealer of Chicago, Ill., has been reorganized, Elmer E. Kilmer retiring and Wm. H. Moorehead being admitted to partnership.

George Cassidy's new grain and produce warehouse at Richardson switch, Standish, Mich., is nearing completion. Mr. Cassidy intends to carry on an extensive business.

Through its New Orleans representative The Nordyke & Marmon Mfg. Co. has received the contract for a complete line of rice milling machinery for the Independent Rice Mill Co.

Captain J. W. Smith, who represents Geo. W. McNear at Stockton, Cal., is said to be doing a rushing business, being one of the largest buyers and heaviest shippers in the market.

An elevator has been erected at Baird Siding, N. D., and is in charge of Mr. Dennett. It is equipped with improved machinery, and a gasoline engine supplies the power.

S. J. Brown, grain dealer of Liberty, Neb., informs us that he has remodeled his elevator at that place, and put in an oats clipper. He looks for an increased business this season.

J. N. Heater, Kansas City representative of The S. Howes Co., recently sold a No. 4 Enreka Scourer to F. A. Farmer for the Kaw Elevator, this being the second one sold for that house.

Emil Meyer, grain broker and member of the San Francisco Produce Exchange and Call Board Association, suspended business September 30, being caught short when wheat advanced.

C. C. Aldrich, grain dealer of McLean, Ill., has removed his old corn cribs to a new location, and is erecting a warehouse which will be equipped with new shelling and elevator machinery.

It is reported that grain buyers of Cherokee, Iowa, are making things lively by trying to outbid each other in buying grain. Farmers come long distances to take advantage of the fight.

E. J. Schneider, dealer in grain and hay at Amery, Wis., has remodeled his elevator, added cleaners and clipping machinery for handling oats, and will manufacture and sell buckwheat flour.

J. H. Furlow has sold his interest in and retired from the Hardwick Elevator Company of Hardwick, Minn. Mr. Furlow's interest was purchased by his partners, Messrs. Jargo and Halvorson.

J. S. Metcalf & Co. of Chicago have made the plans and received the contract for the construction of the 300,000-bushel elevator for the sugar refinery at Rockford, Ill. It will be ready to receive grain by December 1.

The Marfield Elevator Co. of Winona, Minn., announces the following rates for storing grain at its houses in South Dakota: For receiving, insuring and delivering, first 15 days 2 cents per bushel. If purchased by the company no charge will be made for first 15 days' storage. After first 15 days

one-half cent per bushel for each 15 days or part thereof, for first three months; after first three months, one-half cent per bushel for each 30 days or part thereof.

Mobile, Ala., is experiencing for the first time in its history an influx of grain. This is caused by the establishing of its elevator, which has recently received 250,000 bushels of wheat for export.

W. R. Sterrett of Cedarville, Ohio, is erecting a 10,000-bushel elevator at that point, and has placed his contract with The Case Mfg. Co. M. Shaner, representing the Case Co., secured the order.

The Handel Warehouse Co. has been incorporated at St. Louis, Mo., with a capital stock of \$25,000, to engage in a general warehouse and storage business. H. Handel owns a majority of the stock.

Rosenbaum Bros., grain commission merchants of Chicago, Ill., have leased the B. & O. elevator at Sandusky, Ohio. An addition to the elevator now in course of erection will about double its capacity.

The Brocton Elevator Co. of Brocton, Ill., which operates an elevator at that place and at Bowman, Ill., is reported to be doing a good business. The business at Brocton is in charge of J. W. Cryder.

J. P. Sailor has opened a grain and stock exchange at Trenton, Mo., where, he says, he will "be glad to explain the system of trading for future delivery to all who do not understand it," snickers preferred.

G. W. West, grain merchant of Terre Haute, Ind., has purchased W. H. Vollmer's warehouse at Vincennes and will build an addition and make improvements for handling grain in large quantities.

The Weller Mfg. Co. of Chicago has recently furnished a complete elevator outfit for A. Waller of Henderson, Ky., and a large amount of elevator machinery for the Great Northern Elevator at Minneapolis, Minn.

W. J. Dohney, who has been operating a "board of trade" at Bloomington, Ill., has removed to Cleveland, Ohio, and engaged in the same kind of business. He found "speculation" at a dead standstill in Bloomington.

Grain buyers of McLean, Ill., are reported to have contracted for about 75,000 bushels of corn which is now being delivered. The streets of that town are crowded with teams, and the elevators are worked to their full capacity.

The Industrial Co. has been incorporated at Duluth, Minn., with a capital stock of \$50,000, for the purpose of operating elevators, mills, docks, etc. The incorporators are W. S. Moore, O. M. Bradley and J. W. Schellenberger.

The Kendrick Grain Co. of Kendrick, Idaho, is erecting a 23,000-bushel elevator at that place, and will commence the construction of another house immediately. John Long, an experienced grain man, has the houses in charge.

The Carbondale Mill & Elevator Co. has been incorporated at Carbondale, Ill., with a capital stock of \$5,000. The incorporators are A. O. Harker, F. A. Prickett, J. M. Dillinger, Wm. A. Schwartz, J. D. Peters and E. E. Mitchell.

It is reported that the Minnesota and North Dakota Elevator Co. has closed six of its elevators in the Red River Valley because no grain has been offered. Last year a total of 80,000 bushels of wheat was taken in at those points.

The Carbondale Mill & Elevator Co. has been incorporated at Carbondale, Ill., with a capital stock of \$5,000. The incorporators are O. A. Harker, F. A. Prickett, J. M. Dillinger, Wm. A. Schwartz, J. D. Peters and E. E. Mitchell.

The Fairport Elevator & Warehouse Co. of Fairport, Ohio, received and forwarded 2,000,000 bushels of grain at its elevator, and 525,000 tons of package freight at its warehouse, during September, breaking its record for a month's business.

The St. Anthony & Dakota Elevator Co. of Minneapolis intends to erect four new elevators, one at Andover, Climax, Nielsville, one at the Marsh River crossing of the Halstead line, and a fifth may be erected between Andover and Climax.

Elam Fonts has commenced the erection of an elevator at Antwerp, Ohio, where he has been given a bonus. The main building will be 40x26 feet in size, will have three wagon dumps and all necessary machinery, and be run by steam power.

The Superior & Northern Elevator Co. has been incorporated at Superior, Wis., with a capital stock of \$600,000 to lease elevators and carry on a grain business. The incorporators are O. H. Perry, H. A. Johnson, C. T. Landswick and Frank A. Ross.

D. A. Robinson, elevator architect and builder of Chicago, Ill., has secured the contract for the erection of an elevator at Minneapolis, to take the place of Elevator A2, which burned some time ago. It will be built for the Great Northern Railroad, and will cost \$200,000. It will be 98x338 feet, and 150 feet high, solid frame, covered with iron, and will be

equipped with all necessary machinery. The capacity will be 1,500,000 bushels. The old brick engine and boiler house will also be rebuilt and refitted.

H. E. Getts & Son, dealers in grain and hay at Whitehall, Wis., assigned September 29 to E. N. Trowbridge on account of the hard times. The firm had been in business for 22 years, and operated grain warehouses at Whitehall, Eleva, Strum, Osseo and Mondovi.

The Galveston Wharf Co. of Galveston, Texas, has changed its plans regarding the erecting of an elevator and cleaning house at that place, and now advertises for bids for the construction of a 600,000-bushel elevator. It will be equipped with cleaning machinery.

Seeley, Son & Co., elevator builders of Fremont, Neb., are building a 15,000-bushel elevator at Marysville, Kan., for David Daikers. The elevator will have a full equipment of machinery, including a corn sheller and a 3-roller feed mill. A gasoline engine will supply the power.

The Pelican Rice Mill at Mermentau, La., is completed and ready for operation. The mill has a guaranteed capacity for milling 1,200 sacks of rice in twenty-four hours. The entire mill will be lighted by electricity, for which purpose a 100-light dynamo has been provided.

Gilbert M. Spier has been appointed receiver for the firm of Kennett, Hopkins & Co., grain and stock brokers of New York City. The firm has nothing to do with the firm of Kennett, Harris & Co. of Chicago. The firm was dissolved last April, and this action is merely a matter of form.

T. O. Tollefson and J. H. Furlow have formed a partnership for the purpose of buying grain and live stock, and will have their headquarters at Hardwick, Minn. For the present this new firm will buy grain at the track, but will secure an elevator as soon as possible, and may erect one soon.

Hight, McCoy & Co. have completed their new elevator at Sullivan, Ill. The building is 56x78 feet in size, has a capacity of 20,000 bushels, and is equipped with all the latest improved machinery. It cost about \$3,500. John A. Garrett superintends the elevator, and S. E. McCoy is the grain buyer.

The Central Milling Co.'s new elevator at Niagara Falls, N. Y., which was erected to take the place of the one burned July 30, is completed and was put in operation October 1. The John T. Noye Mfg. Co. did the work, which was under the supervision of C. M. Harris. The elevator has a full equipment of machinery.

Little & Littleton, wholesale commission merchants, write us that they have removed their office from Springfield to Dayton, Ohio, where they have opened a general commission office for handling grain, hay, feed, etc. They have leased the large C. H. & D. warehouse, and expect to do an extensive business.

H. W. Briggs & Co., grain dealers of Newport, R. I., will erect a 40,000-bushel storage elevator at that place, for which The Macdonald Engineering Co. of Chicago has the contract. The house will be equipped with the latest improved machinery, including a hopper scale. An electric motor will furnish the power.

Davidson & Smith, grain commission merchants of Kansas City, Mo., are establishing a large feed grinding plant at McAlester, I. T., where they will erect an elevator of 100,000 bushels' capacity. The plant will be equipped with all the latest machinery, including several three pair high 9x30 roller mills, furnished by The Wolf Co.

S. A. McGaw, who has been connected with the grain trade of Manitoba for many years, having been with the Ogilvie Milling Co., and later of the Lake of the Woods Milling Co., has established a grain business at Winnipeg. He has about 20 buyers at primary points throughout Manitoba, and intends to do an extensive grain business.

Henry H. Zimmer, manager of the Grangers' Elevator Co.'s elevator at Maito, Ill., writes us that the company's elevator is completed and will be handling grain by October 15. The Grangers' Elevator Co. was incorporated a short time ago with a capital stock of \$3,000. The officers are S. G. Meeker, president; John Ramsey, vice-president; H. H. Zimmer, secretary and manager, and R. A. Whiteford, treasurer.

The Wisconsin Central R. R. Co. is erecting a terminal elevator at Manitowoc, Wis., which will be operated by the Northern Grain Co. of Ashland. The estimated cost is \$150,000. It will have a storage capacity of 800,000 bushels, capacity for unloading 100 cars per 10 hours, and spouts for loading 50,000 bushels of grain into vessels in one hour. There will be eight stands of elevators, a 36-inch conveyor at the top and bottom. The house will have a full equipment of cleaning machines and dust collectors. The power plant will consist of a

500-horse power engine and three 18-foot boilers. There will be an electric light plant for lighting the building. It will be completed this fall. The Northern Grain Co. has 42 elevators at points in Iowa, Minnesota and Wisconsin.

J. C. Underhill, dealer in coal and wood at Ipswich, Mass., has purchased the grain and hay business of C. M. Jewett. Mr. Underhill also carries on business at Wenham and Hamilton, Mass. Mr. Jewett will remain in the employ of the new proprietor.

Strong & Miller, grain merchants of Minneapolis, Minn., have dissolved partnership. They began business 14 years ago and operated a number of elevators. These have been divided, and Mr. Strong will continue the operation of half of the houses under the firm name of S. Strong & Co. Mr. Miller's two sons, Wm. J. and Walter G. Miller, have succeeded to their father's business, which they are continuing under the firm name of Miller Bros. Harry Miller, the former member of the firm of Strong & Miller, has retired from business, and will pay a visit to his old home in England.

Construction has been commenced on a new elevator for the Pan-Handle Railroad, to be erected on the company's tracks, between Fifty-eighth and Sixtieth streets, Chicago. The structure will be 168x70 feet, and 125 feet high. The foundations will be of concrete and stone, and the remainder of the material will be of surfaced long leaf yellow pine. The cost of the elevator will approximate \$70,000, and the most modern equipments for the handling of grain will be employed. The Heidenreich Construction Co. of Chicago received the contract, and will complete the work in about two months.

The EXCHANGES

Memberships to the Chicago Board of Trade are selling at \$675.

Tickets of membership to the New York Produce Exchange were recently quoted at \$150.

A sound money club has been organized among members of the Chicago Board of Trade which has a membership of 1,000.

An effort is being made at Kansas City to have the required weight of No. 2 White Clipped Oats reduced. The present crop is unusually light.

A government decree has been issued prohibiting members of local exchanges in Cuba from speculating in futures. All operations must be on call.

F. S. Tenney was recently suspended from the Duluth Board of Trade indefinitely, and E. A. James, a former representative of Greenleaf & Tenney, for a period of 30 days, for alleged uncommercial conduct.

Members of the New York Produce Exchange have organized a sound money league, the members of which are devoting themselves to working for the maintenance of sound money as the only medium whereby trade can be honestly carried on.

The Duluth Board of Trade has passed resolutions to the effect that it will not sell wheat to any elevator within 15 miles except under Minnesota inspection and Duluth Board weights. Another resolution is to the effect that it will not sell to any mills unless all agree to buy only under Minnesota inspection.

At the recent annual meeting of the Chicago Board of Trade Mutual Benefit Association the old officers were reelected. The expenses for the year were \$1,866, and receipts \$2,197. There were twelve deaths, which cost \$26,203, the highest rate being \$2,996. The membership now numbers 836, a net increase of 50.

Murry Nelson, the Chicago Board of Trade operator, and president of the National Elevator and Dock Co., was indefinitely suspended by the Board of Trade Directors nearly two years ago, and has been fighting the case ever since. He took steps to prevent the Board of Trade from putting the edict into effect. The directors won their case against Mr. Nelson last March, and the elevator owner at once petitioned the Supreme Court for a rehearing, which was recently denied.

The annual election of the Minneapolis Chamber of Commerce took place October 1, the following officers being elected: President, L. R. Brooks; vice-president (one year), John Washburn; vice-president (two years), C. M. Harrington; directors (two years), James Everington, J. Q. Adams, George C. Bagley, Kiusey Maxfield, C. C. Wyman; director (one year), H. Berger; board of arbitration (two years), W. T. Hooker and G. H. Barwise Jr.; board of arbitration (one year), H. S. Conover; board of appeals, H. W. Commons and E. S. Woodworth. The new president, L. R. Brooks, has served in the capacity of vice-president for the past year. He is connected

with several grain firms, and is the president of the Brooks Elevator Company.

The Chicago Board of Trade directors have been petitioned to urge the Railroad and Warehouse Commissioners to lower the required weight of No. 2 Clipped White Oats from 34 to 32 pounds. It is impossible this year to take the No. 2 White, which weigh only 28 pounds and clip them so as to get them up to the weight requirement. In other words, it is not possible with 28-pound oats to add 6 pounds to the weight by the clipping process. The matter is of a good deal of interest to Western oats shippers, and Eastern oats handlers.

OBITUARY

John A. Kehoe, dealer in grain, etc., at Platte Center, Neb., recently died.

D. F. Bristow, grain commission merchant of Sullivan, Ill., died September 29.

Thomas Hill, vice-president of the grain commission firm of The Thomas Hill Co., Detroit, Mich., died recently.

Cortez A. Darling, a well-known grain and hay dealer of Providence, R. I., died suddenly October 6 of heart disease.

Wm. D. McCampbell, who was formerly engaged in the grain brokerage business at Louisville, Ky., died September 23.

Philip Lingke, grain merchant of Brooklyn, N. Y., died suddenly of heart disease October 1. His body was found at night on the street where he had fallen.

John Carlson, a prominent farmer, and at one time engaged in the grain business at Cokato and Dassel, Minn., died September 20 of heart failure, at the age of 60 years.

George H. Alexander, grain and feed merchant of Chester, Conn., died suddenly at Meriden September 29 of diabetes. Mr. Alexander was 29 years old, and leaves a wife and two small children.

John G. Sheridan, of the firm of Smith, Sheridan & Vincent, grain, hay and seed commission merchants of St. Louis, Mo., died suddenly September 16, aged 38 years. Mr. Sheridan was a member of the Merchants' Exchange and the National Hay Association, and was well known in the trade.

David L. Shearer, an extensive and successful grain dealer, died at his home at Peru, Ind., September 28, of paralysis. Mr. Shearer was 77 years of age and was one of the earliest settlers of that part of the state. In 1864, when the old Wabash and Erie Canal was in operation, Mr. Shearer built a large elevator on its banks, and began his grain business.

Sireno B. Colson, a former grain man, died September 28 at Fremont, Neb., aged 70 years. Mr. Colson was early associated in the grain business with Theron Nye, his brother-in-law, the name of the firm being Nye & Colson. They did a large and prosperous business, having many elevators along the line of the Elkhorn road. Their successor is The Nye, Schneider Co.

Nelson J. Rulison, one of the pioneers and most prominent men of Central Illinois, died at his home in Seneca October 4, aged 67 years. He was identified with the development of the grain trade of that section in the early days, and controlled a line of elevators, and boats which plied between Ottawa and Seneca and Chicago. He was for years a member of the Chicago Board of Trade. He leaves a wife and three daughters.

James M. Eppley died September 22 at his home at Baltimore, Md., aged 70 years. He was a native of Pennsylvania, and went to Baltimore about 40 years ago, and engaged in the grain and commission business. He was actively engaged in business until two years ago, when he was injured by falling down a flight of stairs. He never fully recovered, and his death is thought to have indirectly resulted from the fall. A widow and four daughters survive him.

OVERBIDDING FOR WHEAT.

The last week of September Montrose, S. D., was boasting of the best grain market in that part of the country. During the week grain buyers paid from 52 to 55½ cents per bushel for wheat, while surrounding towns only paid from 47 to 51 cents. This caused a flood of grain to Montrose from districts tributary to other towns. A private elevator was built there this season, and it buys on a closer margin than the line buyers. It is said the farmers have sold most of their grain to the independent house, so that the line buyers bid up on the market. From 150 to 200 loads were marketed there daily for ten days.

Items from Abroad

Hot winds are reported to have damaged the wheat crop of Australia.

The Grain Trade Mutual Protective Association has been organized at London, England, and is for the present limited to the trade of that city.

Exports of barley from Black Sea ports during August and September were, in quarters of 400 pounds each, 1,720,000 in 1896; 1,860,000 in 1895; 2,844,000 in 1894.

Official estimates of crops in France are as follows: Oats, in quarters of 304 pounds each, 1896, 31,700,000; 1895, 32,700,000; 1894, 31,700,000. Barley, in quarters of 400 pounds each, 1896, 6,000,000; 1895, 5,870,000; 1894, 5,900,000.

Italy imported during August 190,000 quarters wheat (of 480 pounds each) for home consumption, and 15,000 quarters temporarily for paste, flour, etc., a total of 205,000 quarters, against 234,000 quarters in the first month of last season.

The preliminary official estimate of the yield per acre of the rye crop in Germany is taken to indicate a total outturn of 39,500,000 quarters (of 480 pounds each), against 35,000,000 in 1895, a yield of 21.3 bushels per acre, against 19.6 bushels in 1895.

The official Hungarian crop report up to September 15 reports continued wet weather in the north and northwest. The corn crop is turning out much worse than expected, and the potato crop is seriously damaged, to the extent of 50 to 80 per cent. in some parts of the north.

Holland imported during August 410,000 quarters wheat (of 480 pounds each), and 65,000 sacks flour, and exported 293,500 quarters, and 6,000 sacks respectively. The net import of the two articles represents 166,000, against 227,000 quarters in the corresponding month last season.

Argentine shipments of wheat from January 1 to September 24, in quarters of 480 pounds each, were 2,153,500 in 1896, 4,461,000 in 1895, 6,561,000 in 1894. Shipments of corn from April 1 to September 24 were 3,283,500 quarters (of 480 pounds each), and for the year ending March 31, 1896, 2,365,500 quarters.

France imported during August 53,000 quarters (of 480 pounds each) of wheat, and 19,000 sacks of flour, exporting during the same time no wheat, and 3,500 sacks of flour. The net imports of wheat (flour estimated as wheat) in August, 1895, was 148,000 quarters; in 1894, 178,000; in 1893, 51,000 in 1891, 1,364,000; in 1880, 590,000 quarters.

While the duty on corn imported into Vera Cruz and Tamaulipas, Mexico, was removed last summer, unusually large shipments were made from the United States, the movement being chiefly from gulf ports, notably Mobile, Ala. It is estimated that 200,000 bushels were exported from Pensacola, Fla., 250,000 bushels from New York, and the balance from Mobile.

Russian and Black Sea exports from August 1 to September 25 included 3,562,000 quarters of wheat (of 480 pounds each), against 3,394,000 quarters during the same time of the previous season; corn, from November 1 to September 25, 2,784,000 quarters (of 480 pounds each), against 3,868,000 quarters; barley, from August 1 to September 25, 1,681,000 quarters (of 400 pounds each), against 2,009,000 quarters.

The Pioneer, Allahabad, India, for October 9, referring to the recent rioting in different parts of India in connection with the rise in the price of grain, says that all information points to the fact that the disturbances were the result of a prearranged conspiracy in which people of good position were implicated. The distress, however, is spreading, and the government has ordered the construction of wells and short railroads in order to afford relief.

The [Argentine] maize crop of this year, says the Review of the River Plate, although immense in point of quantity, is almost as great a failure as the wheat crop, on account of the wet season, which has prevented its becoming properly dried for export. In order to favor the maize growers, therefore, the president of the National Railway Board has had a meeting of railway managers, with the object of obtaining from them a reduction of railway freights upon this article.

"Corn is king of Mexico," writes Wm. E. Curtis. "Upon its abundance depends the happiness and prosperity of the country. It is the principal food of men and beasts, and without it there is famine. The cost of railway construction, the dividends of the mines, the value of lumber, the price of coal, cotton, iron and almost everything else that is bought and sold in the republic and involves labor is affected for the better or the worse by the corn crop. The corn crop of Mexico has never been sufficient for the wants of the people within the memory of man, and yet the population devotes its attention to mining, coffee growing and cattle raising and other forms

of industry, in which there is more or less risk, and neglect this great staple for which there is a constant and active demand, and never a sufficient supply."

The exports of wheat from India during the week ending October 3 were 96,000 bushels, to the United Kingdom. The shipments for the corresponding week in 1895 were 336,000 bushels. The total shipments since April 1 aggregate 3,479,000 bushels, of which 2,711,000 bushels went to the United Kingdom, and 768,000 bushels to the continent. The total shipments for the corresponding time last year were 15,272,000 bushels, of which 11,480,000 bushels went to the United Kingdom, and 3,792,000 bushels to the Continent.

It is reported that the tax on flour, imposed some time back by the Belgian government in place of the light dues that were abolished at the Belgian ports, is killing the grain trade in that country. The large millers can no longer afford to buy the American flour, which so greatly improved the quality of the native product when mixed with it, and the smaller millers are utterly ruined because the bigger men swallow up all of the peasants' harvest, which previously fed the small mills. All grain trade is turning away to other countries.

The Vossische Zeitung says that a series of conferences have recently taken place among persons connected with the Corn Exchange at Berlin, Germany, as to the best means of maintaining on a legal footing the dealings in wheat for future delivery under the new law. These conferences, the journal states, have led to a satisfactory result, inasmuch as a "contract note" has been agreed upon, which, while excluding all speculative dealings, will permit of the continuance of genuine transactions for future delivery without any infringement of the law.

Consul-General Karel's report on the new industries of Siberia shows that the opening of the Trans-siberian Railroad is an event of great importance. Siberia, with its large area, equal to the United States, with railroads to transport all the means of production—both capital and labor—with Europe awakening to the fact that it is to be an enormous field for the investment of European surplus capital, we must face the question, Will it be a competitor formidable enough to menace our agricultural and manufacturing interests? "Russia," says the Consul, "in some ways has advantages in production enjoyed by no other civilized country. The cost of production there is not increased by strikes, trade unions, restrictive legislation upon hours of work, and other drawbacks that make it more difficult for American merchants to compete with foreigners in other markets."

CROP REPORTS

[Readers will confer a favor by sending us reports each month of the acreage and condition of growing crops, the amount of grain and hay in farmers' hands and stocks in store, for publication in this department.]

TEXAS, Galveston, Galveston Co., Oct. 8.—Corn gathering is well advanced and is about completed in most sections. The crop is generally light.

MICHIGAN.—The Michigan crop report makes the yield of wheat 11.48 bushels per acre, and the total 17,110,000 bushels. The yield of oats is reported at 28.43 bushels; of barley 26.5 bushels, and of corn 70 bushels of ears. Yield of potatoes 72 per cent.

MISSOURI, Mercer, Mercer Co., Sept. 30.—The quality of wheat in this part of the country was fair, but the grain was somewhat damaged by wet weather before it was thrashed. Corn is a good crop, and there is lots of it. The oats crop is very light. There is a larger hay crop than we have had for eight years. H. W. HYLER.

COLORADO, Denver, Arapahoe Co., Sept. 28.—We are receiving some wheat, and understand that in quantity the crop is about the same as previous years. The quality is rather poor, there being a great deal of low grade wheat coming in. The majority of the wheat is running about 57 or 58 pounds per bushel. Farmers are hard up and bring in their wheat to the different mills quite freely. Thrashing is about half over. The oats crop is very fair, and of good quality. There is considerably more barley raised than there was last year. DENVER PUBLIC WAREHOUSE CO.

OHIO.—The state crop report was issued by the State Board of Agriculture October 5. The following are the figures: Wheat.—Area sown last fall, 2,251,043 acres; plowed up this spring, 11 per cent.; total estimated area for the harvest of 1896, 2,011,708 acres; product per acre, 8.53 bushels; total estimated product for 1895, 17,269,545 bushels; quality compared with an average, 61 per cent.; crop of 1895 still in producers' hands, 11 per cent. OATS.—Estimated area for the harvest of 1896, 989,435 acres; product per acre, 31 bushels; total estimated product for 1896, 30,670,306 bushels; quality compared with an average, 68 per cent. BARLEY.—Area sown last

fall, 14,400 acres; product per acre, 21 bushels; total estimated product for 1896, 303,839 bushels; quality compared with an average, 71 per cent. RYE.—Area sown last fall, 37,311 acres; product per acre, 13 bushels; total estimated for 1896, 486,738 bushels. CORN.—Prospect compared with an average, 98 per cent. POTATOES.—Probable total compared with an average, 83 per cent. PASTURES.—Condition compared with an average, 101 per cent.

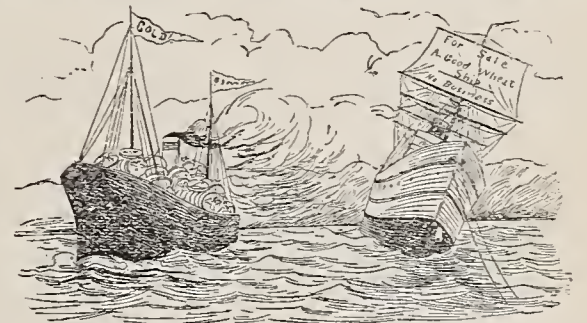
WINTER WHEAT.—The Trade Bulletin recently asked farmers this question: "Are farmers seeding as large a wheat area as last year?" From replies received from 18 states the indications point to a slightly increased area, compared with that of 1895. The crop went into the ground in good condition, and the weather has been very good. Last year there was a lack of moisture, and seeding was retarded, while this year rains have been ample. The recent advance in prices has stimulated farmers to enlarge the area, especially in sections where the seeding is late.

GOVERNMENT CROP REPORT.—The returns to the Statistician of the Agricultural Department for October make the general condition of corn 90.5 per cent., against 91 for the month of September. The averages of condition in the large and surplus corn states are as follows: Tennessee, 80; Kentucky, 97; Ohio, 106; Michigan, 102; Indiana, 106; Illinois, 102; Wisconsin, 98; Minnesota, 97; Iowa, 102; Missouri, 85; Kansas, 81; Nebraska, 101. The returns of yield per acre of all wheat indicate a production of 11.9 bushels, which is six-tenths of a bushel less than the preliminary estimate for 1895. The rate of yield of the most important states is as follows: New York, 15; Pennsylvania, 14; Ohio, 9; Michigan, 12; Indiana, 9; Illinois, 13.6; Wisconsin, 14.5; Minnesota, 14; Iowa, 15; Missouri, 10.7; Kansas, 11; Nebraska, 14; South Dakota, 10.5; North Dakota, 10; Washington, 16; Oregon, 15.5; California, 14.5. The indicated quality for the country at large is 84.4 per cent., against 85.7 last year. The averages of a few selected states are: New York, 93; Pennsylvania, 84; Kentucky, 74; Ohio, 67; Michigan, 89; Indiana, 71; Illinois, 80; Wisconsin, 80; Minnesota, 89; Iowa, 83; Missouri, 80; Kansas, 81; Nebraska, 84; South Dakota, 90; North Dakota, 87; Washington, 85; Oregon, 87; California, 94. The wheat crop is generally short in quantity and poor in quality owing to unfavorable weather, drouth at seeding time, deficiency of snow-protection and excessive rains after harvest producing scanty growth, shriveled grains and rust. The worst is in great region Ohio to Kansas and adjoining states. Crops fairly good in New Jersey and Maryland and adjoining parts of Pennsylvania and New York, also in the Rocky Mountain valleys. The preliminary estimate of the yield of oats is 24.3 bushels per acre, against 29.6 a year ago; quality 74.9, ranging from 55 in Kansas to 104 in Montana. The average yield per acre of rye is 13.3; of barley, 25.5. Condition of buckwheat is 86 per cent.; Irish potatoes, 81.7.

THE EXPORT TRADE.

Some time ago the condition of trade was portrayed by Zahn by the first view shown in the illustration given herewith—the outgoing steamers were laden with gold, and the wheat ships were idle.

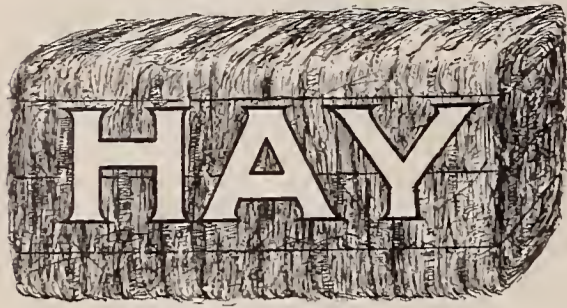
During the last fifty days the steamers have been taking wheat out and bringing gold back, as is de-



picted in the second view. The prospects are favorable to a continuance of this condition.

Cargo room has been engaged in advance, and grain continues to be exported despite the advance in prices. The imports of gold, together with that now in transit, amount to over \$50,000,000.

Attend the meeting of regular grain dealers at Chicago, November 9.



To ship hay to make money, ship good hay.

Illinois hay shippers report a good business shipping hay South and East.

Contrive not to pay freight on empty cars: fill them at least to the minimum.

Duzan & Curtis, dealers in hay and feed at Auburn, Kan., have dissolved partnership.

If the price of wheat, corn and oats goes higher it will mean increased consumption of hay.

Hay brands will be registered in this department free of charge. Send description and time used.

A hay dealer who quotes the market a shade better than it really is has a very crude idea of his business.

As long as we have a low tariff on Canadian hay the United States markets will be influenced by Canadian prices and vice versa.

M. Brown & Sons' large hay storage barn at Britt, Iowa, was destroyed by fire September 22, together with 700 tons of baled hay. Loss \$5,000; insurance \$2,800.

Clark & Daniels, grain dealers and millers of Barrington, N. H., have put in a set of hay scales at their grain store at East Barrington, and are buying hay.

It seems as if country shippers were beginning to learn that it pays to grade hay closely. So far this season the air is not full of complaints, as was the case last year.

At 2 p. m., September 25, a car of hay on the Metropolitan branch of the B. & O. R. R. near Eckington, D. C., was partially destroyed by fire. The damage is said to have amounted to \$1,000.

Pease Bros., wholesale hay and feed dealers of Des Moines, Iowa, have purchased the building, machinery and business of the Des Moines Bale Tie Co., together with the stock on hand, patent rights, etc. Pease Bros. will continue the business.

Eight months ago the National Hay Association's Committee on Political Action began circulating petitions for the restoration of the tariff on Canadian hay. It is hoped that some action will be taken in the matter at the next session of Congress.

The stockholders of The John E. Connolly Co., dealers in hay and feed at 636 West Thirty-fourth street, New York City, recently applied for a receiver, and Chas. W. Ridgeway has been appointed. It is said that the liabilities are \$41,991, and assets about \$12,982.

The National Hay Association's rules governing the grading of hay and straw have been adopted at the following cities: Chicago, Cleveland, Baltimore, Washington, Kansas City, Richmond, Columbus, Pittsburg, Cincinnati, Philadelphia, St. Louis, Buffalo, N. Y.; Brooklyn, Louisville.

There is seldom a scarcity of poor or even medium hay; all the markets are well supplied with that kind. Hay shippers should look to the better grades for profits in their business; it is these which are more sensitive to good influences, which are the first to rise in price and the last to fall.

The National Hay Association is proving itself a national association indeed, and not one representing the interests of the Eastern or Western hay men alone. Western men will go to the country of tame hay and Eastern men to the land of prairie hay in attending the National Hay Association's conventions.

What is claimed to be a conservative estimate of the hay trade of Philadelphia places the average amount of hay now received at that city at only two-thirds of what was brought in a few years ago. This decrease is said to have been caused by the advent of the trolley, in which about 10,000 horses were displaced by electricity.

The New York Produce Exchange Reporter is innocent enough to ask: "Is this a hay trust?" anent the incorporation of the National Hay Association in New York. The principal office of the Association is located at Canajoharie, and the organization is effected for the furtherance of trade and commerce in hay, straw and like productions; for advancing the interests of those having a common business in such trade; to furnish accurate and reliable information as to the standing of merchants in such

trade, and for settling differences between members of the Association. The directors are George S. Blakeslee of Chicago; J. A. Brubaker of Kansas City; George W. Voris of Stewardson, Ill.; Willis Bullock, and W. B. Aberling of Canajoharie.

Montreal hay dealers have been buying considerable hay in Michigan this fall and shipping it to Boston and New York at a fair profit, laying the hay down at those points at about \$13.50. What makes this state of affairs anomalous is that Montreal buyers get this hay from Western states to fill orders received from Eastern states.

The final hay report of the Maine State Board of Agriculture says that with hay only about 70 per cent. of an average crop in Maine, and commanding a good price in the market, both for home uses and for shipment abroad, it seems but the part of wisdom to manage to use other coarse fodders as much as possible to supplement or take its place.

The committee that represented the Chicago Board of Trade at the recent hay convention at St. Louis made its report October 6. It favors the adoption of a plan similar to St. Louis, where all receipts of hay are unloaded into warehouses, and shippers have the advantage of determining exactly what they are buying. At present all the receivers at Chicago can see is a few bales at the car door.

The Rural New-Yorker recently published the result of inquiries among hay men as to the probability of a market being made for shredded corn fodder, or "corn hay." What little experience has been had with this product shows that the fodder heats quickly after being baled and is generally liable to be out of condition. Corn fodder is only a poor substitute for hay, and while hay is cheap there will be no market for it.

The A. T. Lowry Hay & Grain Co. of Rockville, Mo., recently shipped 30 cars of hay in one train to Birmingham, Ala. It was a special hay train and ran daytime only, reaching its destination without mishap. Each car was placarded with advertisements of the shippers. But a more important shipment was 46 cars from Clinton, Mo., to Southern points by the same company. The trains were decorated with flags and placards.

The chief feature in the hay trade just now, says the Montreal Trade Bulletin, is the disinclination of farmers to sell at the late decline in prices brought about by the gradual depreciation of values in the Eastern States, where the markets will not warrant the figures demanded by farmers here. Consequently, business on the new crop is very limited. The large yield of Michigan hay seems to be taking the place of Canadian in the New York and Boston markets, the latest sale reported to us being a lot of 20 cars of No. 1 Michigan hay delivered in Boston at \$12.50, inspection guaranteed.

John Wade & Sons, hay and feed dealers of Memphis, Tenn., recently had two negroes arrested for stealing hay and feed from cars consigned to the firm. The cars were run to a platform some distance from the office, and for a long time the company has been missing whole bales of hay and sacks of oats. At first it was thought that mistakes were being made in loading the cars at the other end of the line, but the shortages were so constant as to suggest that systematic robbery was being carried on. The two thieves, one of whom was a former employe, were finally detected carrying away a load of oats, and were lodged in jail.

A palace made entirely of hay has been decided upon by the directors of the National Exposition to be held at Toronto. A mammoth structure will be erected from bales of hay on the exposition grounds, and will be used to advertise the hay-producing country of the West. Large bales of compressed hay will be sent down from the Northwest, and the building will be built of these blocks. When completed the building will be festooned with wheat and other grains in sheaves and bunches. Inside the space will be divided off so as to display the exhibits from each district. Should it escape its great liability to destruction by fire it will form a unique and picturesque feature of the Exposition, and one of unusual attraction and interest.

A writer in the Hay Trade Journal recommends the use of brands or trademarks for baled hay. Some shippers place their name or initials on the bales; but, says the writer, if the shipper would use a trademark and say nothing as to whose it is or what grade it is, and be very particular to ship only a certain grade with that trademark, buyers would learn to respect it because of its merit, and the shipper would be in such a position that the trade would give his preference over other hay of the same grade. The buyer would know he could depend upon the hay with the trademark on. This has been tried in the New York market with regard to straw, and there is now a brand of straw sold there which brings 10 cents per hundredweight more than quoted prices because it is always fancy, and the shipper is very careful not to send more to the market than it will take. This same difference could not be made with hay, but a grade of hay sent

in limited quantities of fancy quality and with a certain brand on it would get a reputation that would bring 2½ to 5 cents per hundredweight more than the same grade without the brand. Here is an opportunity for an energetic shipper to make some money. A party can ship to the New York market 1,000 tons selected hay of this kind this year, and would have a steady and permanent business which would make money. Some years ago there was a man in Canada who pressed hay and put upon it a brand of a beaver and called it the "Beaver Brand." This hay in Boston and other Eastern markets brought \$1 a ton more than the same grade without the brand. But at present the only brands used are put upon good, bad and indifferent hay indiscriminately.

"Farmers do not feel so much disheartened as they used to be over the partial failure of their hay crop," says an Eastern agricultural paper. "It is being recognized more clearly that hay is not so cheap a food as it used to be thought in the days when it was reckoned that what the farm produced without other labor than harvesting was so much clear gain. Farmers are finding out that grain is often cheaper nutrition than is hay, and that in seasons when the hay crop fails corn fodder or millet can be profitably grown to take its place. It is possible also where grain is largely grown to make grain straw a part of the feed for all kinds of stock excepting milch cows. We have fed straw to cows, and if grain enough went with it they would fatten; but however much grain we gave, it always resulted in a falling off of the milk yield."

HAY IMPORTS EXCEED EXPORTS.

According to the last report of the Bureau of Statistics hay aggregating 5,377 tons, valued at \$51,159, was imported in August, against 18,170 tons, valued at \$155,980, imported in August, 1895; and during the eight months ending August 155,347 tons, valued at \$1,512,937, were imported, against 163,421 tons, valued at \$1,171,097, imported in the same time ending August, 1895.

Of imported hay none was exported in August, 1896 or 1895, none during the eight months ending August, 1896, while 18 tons, valued at \$140, were exported during the eight months ending August, 1895. Of domestic hay we exported 4,199 tons, valued at \$54,046, in August, against 3,328 tons, valued at \$52,385, exported in August, 1895; and during the eight months ending August we exported 43,826 tons, valued at \$628,208, against 28,556 tons, valued at \$424,842, exported in the eight months ending August, 1895.

REVIEW OF CHICAGO HAY MARKET.

The prices for hay ruling in the Chicago market during the last four weeks, according to the Trade Bulletin, were as follows:

During the week ending September 19 the receipts of hay were 3,692 tons, against 4,121 tons the previous week; shipments 837 tons, against 967 tons for the previous week. The offerings of both Timothy and Upland Prairie Hay were only moderate. A good local demand existed for choice grades and the market ruled firm, but not particularly higher; shipping inquiry light. Low and medium grades were in liberal supply and dull, with no improvement in values.

During the week ending September 26 receipts were 3,246 tons, shipments 642 tons. A quiet and firm market was experienced for both Timothy and Prairie Hay during the past week. The local demand was good and the offerings were only moderate. Inquiry for shipment fair. Prices ruled firm and 25@50 cents higher for choice goods, and steady for common and medium qualities. Sales of Choice Timothy ranged at \$9.00@9.50; No. 1, \$8.00@8.50; No. 2, \$7.00@7.50; No. 3, \$6.00; not graded, \$7.00@8.00; Choice Prairie, \$7.50@9.00—outside for fancy Iowa; No. 1, \$6.50@7.50; No. 2, \$5.50@6.00; No. 3, \$5.00; No. 4, \$4.00; not graded, \$5.50. Rye straw sold at \$5.00@5.50.

During the week ending October 3 receipts were 5,359 tons, shipments 453 tons. With large arrivals and only a moderate demand the market for both Timothy and Prairie Hay ruled rather dull during the past week. Local dealers were taking hold sparingly and the shipping inquiry falling off. Prices were without material change, though the feeling was easier for all grades. Sales of Choice Timothy ranged at \$8.50@9.50; No. 1, \$8.00@8.50; No. 2, \$7.00@7.50; No. 3, \$6.50; not graded, \$6.00@8.50; no grade, \$5.00; Clover Mixed, \$6.00; Choice Prairie, \$8.00@9.00; No. 1, \$6.50@8.00; No. 2, \$6.00@6.75; No. 3, \$5.00@5.50; No. 4, \$4.00. Rye straw sold at \$4.50@6.00; wheat straw at \$4.00 and oat straw at \$4.00.

During the week ending October 10 receipts were 4,205 tons, shipments 323 tons. A rather quiet and firm feeling existed. The arrivals showed a falling off and the local demand was quite good. The inquiry on shipping account was also a little more active. Prices show no material change, though the market closed firm and well cleaned up. Sales of Choice Timothy ranged at \$8.50@9.50; No. 1, \$8.00@8.50; No. 2, \$7.50; not graded, \$5.00@7.00; No Grade, \$4.00@4.50; Choice Prairie, \$8.00@9.00; No. 1, \$7.00@

8.00; No. 2, \$6.00@7.00; No. 3, \$4.50@5.50; No. 4, \$4.50; not graded, \$5.00. Rye straw sold at \$5.00@6.00, and oat straw at \$4.25.

GRADES OF HAY AT CHICAGO.

The following are the rules and regulations adopted by the Chicago Board of Trade for the inspection of hay and straw:

Choice Timothy Hay—Shall be timothy not mixed with over one-twentieth other grasses, properly cured, bright, natural color, sound and well baled.

No. 1 Timothy Hay—Shall be timothy not more than one-fifth mixed with other tame grasses properly cured, good color, sound and well baled.

No. 2 Timothy Hay—Shall include timothy not good enough for No. 1, not over one-third mixed with other tame grasses, sound and well baled.

No. 3 Timothy Hay—Shall include all hay not good enough for other grades, sound and well baled.

No. 1 Clover Mixed Hay—Shall be timothy and clover mixed, with at least one-half timothy, good color, sound and well baled.

No. 2 Clover Mixed Hay—Shall be timothy and clover mixed, with at least one-third timothy, reasonably sound and well baled.

No. 1 Clover Hay—Shall be medium clover, not over one-twentieth other grasses, properly cured, sound and well baled.

No. 2 Clover Hay—Shall be clover, sound, well baled, not good enough for No. 1.

No Grade Hay—Shall include all hay badly cured, musty, stained, thrashed, or in any way unsound.

Choice Prairie Hay—Shall be upland hay, of bright color, well cured, sweet, sound and reasonably free from weeds.

No. 1 Prairie Hay—Shall be upland, and may contain one-quarter midland of good color, well cured, sweet, sound and reasonably free from weeds.

No. 2 Prairie Hay—Shall be upland of fair color, or midland of good color, well cured, sweet, sound and reasonably free from weeds.

No. 3 Prairie Hay—Shall be midland of fair color, or slough of good color, well cured, sound and reasonably free from weeds.

No. 4 Prairie Hay—Shall include all hay not good enough for other grades, and not caked.

No Grade Prairie Hay—Shall include all hay not good enough for other grades.

No. 1 Straight Rye Straw—Shall be in large bales, clean, bright, long rye straw, pressed in bundles, sound and well baled.

No. 2 Straight Rye Straw—Shall be in large bales, long rye straw, pressed in bundles, sound and well baled, not good enough for No. 1.

Tangled Rye Straw—Shall be reasonably clean rye straw, good color, sound and well baled.

Wheat Straw—Shall be reasonably clean wheat straw, sound and well baled.

Oat Straw—Shall be reasonably clean oat straw, sound and well baled.

All certificates of inspection shall show the number of bales and grade in each car lot inspected and plugged; and when for shipment the final inspection and plugging, in order to ascertain the sound condition of each bale, shall take place at the time of shipment.

The fees for inspection shall be \$3 per car, to be divided equally between the buyer and seller.

REORGANIZATION OF THE UNITED ELEVATOR COMPANY.

The United Elevator Co. of St. Louis, Mo., has at last been reorganized, the Reorganization Committee having agreed upon all details and secured the signatures of the majority of the bondholders to the plan.

It is proposed to keep the elevators together in one company, and to this end the present mortgages will be foreclosed as soon as possible and the elevators bought for the new company. The new company will have \$500,000 common stock, \$500,000 5 per cent. cumulative preferred stock and a first mortgage of not to exceed \$1,000,000. Until the bonded indebtedness is reduced to \$500,000 there shall be the following restrictions:

1. Fifty per cent. of each year's net profits shall be put in a sinking fund to retire the bonds.

2. The dividend on the common stock shall in no calendar year exceed 6 per cent.

Six of the stockholders have agreed upon this as the most feasible plan, and it is expected to be adopted.

Many reasons are assigned why receivers of grain are getting an unusually large business. Some have advanced money upon corn held in cribs, and it is being shipped in. Low freight rates preventing unjust discrimination in the way of rebates has given country shippers the same advantage as the large ones. The quality of wheat is so irregular that receivers are able to look after the grading and secure better prices, and, as values generally are advancing, the consignors believe that they can do better by working through receivers than by selling to track buyers.—Trade Bulletin, Chicago.

Fires - Casualties

E. Furry's grain storehouse at Humberstone, Ont., was recently destroyed by fire.

Bennett Bros., grain and hay dealers of San Jose, Cal., recently suffered a loss by fire.

John T. Patton's elevator and mill at Yukon, Okla. Ter., were destroyed by fire September 12.

Grain and hay valued at \$15,000 was destroyed by a prairie fire near Huron, S. D., October 1.

W. H. Luehrman's elevator at Altamont, Ill., was burned September 23, causing a loss of \$5,000.

The Farmers' Hay Co., dealer in hay and grain at Hollister, Cal., sustained a loss by fire recently.

The Toledo Elevator Co.'s elevator at Toledo, Ohio, was damaged by fire September 24 to the extent of \$300.

Long & Howell's cottonseed oil mill and gin at Wynnewood, Ind. Ter., were damaged by fire recently.

Two barns near Utica, Mich., owned by George Clark, were burned recently. They were filled with grain and implements. Loss \$3,000.

R. J. Poole's cottonseed oil mill and gin at Bert-ram, Texas, was recently damaged by fire to the extent of \$200. He carried no insurance.

The barns and granary on William Wagner's farm near Moorhead, Minn., were destroyed by fire October 7, together with 4,000 bushels of oats.

Mickelwait & Young's grain elevator, situated at Macedonia, Iowa, was destroyed by fire recently, the total loss amounting to \$10,000, insurance \$1,000.

The Merchants' & Farmers' Peanut Warehouse at Portsmouth, Va., was destroyed by fire recently, together with a quantity of peanuts. Loss \$40,000.

H. J. Reinold's elevator at Corning, Iowa, was destroyed by fire October 9, entailing a loss of \$20,000. It is thought the fire was of incendiary origin.

John Wright & Son's elevator at Walton, N. Y., was damaged by fire on the night of September 28, entailing a loss of about \$3,000. It was insured for \$7,000.

Ferdinand Keno's barn, 40 tons of hay and 16 stacks of grain near Warner, S. D., were destroyed by a fire September 29, supposed to have been started by children.

Bartlett, Kuhn & Co.'s elevator at Broadlands, Ill., was destroyed by fire September 19, and 30,000 bushels of grain stored therein were damaged by fire and water.

Burditt Bros', feed mill and store house at Rutland, Vt., which was filled with corn, oats, feed and flour, was destroyed by fire September 21. Loss \$70,000; insured.

Elkins Bros', elevator and grist mill at Chicago Junction, Ohio, were destroyed by fire September 28, together with 10,000 bushels of wheat. The loss is estimated at \$10,000.

Frank Severin, employed on the construction of the Great Northern Elevator at Minneapolis, was severely but not fatally injured September 30 by a heavy tie falling on him.

Thomas Kerr, grain merchant of St. Louis, Mo., was struck by a fire truck September 16 and suffered a wound on his head. The accident was not serious and he has about recovered.

The Interstate Grain Co.'s Elevator at Franklin, Minn., burned to the ground at 2 a. m., October 4. The cause of the fire is unknown. There was about 8,000 bushels of wheat in the elevator.

It is reported that Herman Parker, a four-year-old boy, stepped into a bin of flaxseed in his father's barn at O'Neill, Neb., and was swallowed up by the seed and suffocated at the bottom of the bin.

James Wilson's large hay and grain barn at Woonung, Ill., was recently destroyed by fire, together with a large quantity of hay and grain. It is supposed that the fire started from spontaneous combustion.

At noon on September 26 Phillips Bros', elevator and feed mill at New Paynesville, Minn., caught fire from a hot box at the top of the building and was destroyed. About 1,200 bushels of wheat and 1,000 bushels of oats were burned. The total loss is estimated at \$5,000; insurance \$1,000 on the building, \$500 on the grain.

Harvey Fogle was smothered to death in a wheat bin in A. D. Bireley & Son's elevator at Ladiesburg, Md., September 20. The story of the accident is one that has been told many times in this column. The boy was playing in the bin and was drawn down into the wheat. He was not discovered until his body stopped up the opening at the bottom of

the bin. Children must not be allowed in elevators if such accidents are to be avoided.

About 350 acres of wheat and barley on Roberts Island, near Stockton, Cal., recently burned. It is estimated that there were 1,950 sacks of wheat and 150 tons of barley destroyed, the loss being \$4,200, insurance one-third of that amount.

Michael Irving was killed, and John Irving, Frank Dunsmore and Michael Lane were seriously injured while at work clearing the premises for the erection of the new Great Northern Elevator at Minneapolis, Minn. They were run down by a switch engine.

Frank H. Johnson, who had been a broker on the Chicago Board of Trade for the past twenty-five years, committed suicide by shooting himself September 23. Mr. Johnson had lost a fortune and had been suffering from insomnia for some weeks.

Strong & Miller's elevator and the Empire Elevator at Plato, Minn., were destroyed by fire September 28, and numerous other buildings were burned. The fire, which is thought to have been caused by sparks from a locomotive, originated in the Empire Elevator.

Sparr & Howell's elevator at Cromwell, Iowa, was destroyed by fire September 14, together with 3,000 bushels of corn, 250 bushels of timothy seed and a quantity of oats. The total loss is estimated at \$5,000, with no insurance. The fire originated in the coal house.

John Ball & Co.'s elevator and mill at Caledonia, N. Y., were burned October 4, together with grain and produce valued at \$15,000. The elevator, machinery and contents were insured for \$5,500, the mill and contents for \$5,000. The fire is supposed to have been of incendiary origin.

The Minneapolis & Northern Elevator at Herriott Siding near Minto, N. D., was destroyed by fire September 12, together with a small amount of grain. The elevator had been built a year ago at a cost of \$5,000, and had just been overhauled and repaired. The fire was caused by tramps.

W. H. Powell, of the firm of Powell & Kirkpatrick, grain and feed merchants of Chicago, Ill., was attacked and sandbagged by highwaymen on the night of September 26. J. Haines, another grain and feed merchant, heard Mr. Powell's cries for help and went to his assistance before the robbers secured his money.

Laverty & Olds' elevator at Springfield, Ore., was destroyed by fire September 19, together with 1,000 bushels and 7,000 sacks of wheat. The elevator had just been erected at a cost of \$2,500. The machinery, valued at \$1,000, was insured for \$260. The total insurance was \$3,900. The grain, which belonged to farmers, was not insured. The origin of the fire is unknown.

Edson Keith, the millionaire banker and merchant, of Edson Keith & Co., Chicago, committed suicide September 21 by drowning himself in Lake Michigan while temporarily insane. Mr. Keith was born at Barre, Vt., Jan. 28, 1833, and came to Chicago in 1854. He had been a member of the Chicago Board of Trade since 1873, and among his numerous interests was the large terminal grain elevator controlled by Keith & Co.

PERSONAL

S. Ninan, grain merchant of Worcester, Mass., and Miss Tillie Levin were married on October 8.

C. B. Carpenter has accepted a position with the South Waterboro (Me.) Grain Co. at the company's Sanford mill.

C. D. French, of The French Commission Co., Kansas City, Mo., was married September 16 to Miss Blauche Anderson.

The engagement is announced of Arthur S. Dumont, of the grain firm of Dumont & Co., Decatur, Ill., to Miss Margaret Roberts.

David E. Parsons has been appointed agent at Toledo, Ohio, of Bartlett, Frazier & Co., E. D. Draper, the former representative, having resigned.

Charles Culpeper, formerly of Philadelphia, Pa., is now with The E. B. White Co., grain exporters of St. Louis, Mo., having succeeded John H. Hundley.

Curtis Harrold, formerly manager for Hiestand, Warner & Co., grain dealers and general merchants of Olympia, Wash., has taken the position of chief clerk at the company's house at Oakesdale.

A. H. Cropsey, formerly assistant manager of the Brooklyn Elevator and Milling Co., Brooklyn, N. Y., has been appointed manager of that company, to succeed J. H. Fort, who has resigned to look after private business.

William Morgan, who has been in the grain business at Appleton, Minn., for several years, has been appointed manager of the Interstate Elevator Co.'s elevator at that place, succeeding J. G. Gebhard, who resigned his position.

WATERWAYS

The largest single cargo of grain ever carried from Philadelphia was shipped September 25. It consisted of 174,207 bushels of corn.

From the opening of navigation to October 3, 4,208 boats cleared from Buffalo on the Erie Canal. This is almost the clearances of last year. The amount of grain forwarded by canal to date is over 26,000,000 bushels, against 13,000,000 bushels last year.

The report of traffic on the two Sault Canals during September shows a total freight carried of 2,114,482 tons. This included 10,207,230 bushels of grain, and 1,075,916 barrels of flour carried on the United States canal, 2,792,730 bushels of grain, and 181,520 barrels of flour on the Canadian canal.

On October 8 it was announced that the long-expected deeper channel from Lake Superior to the lower lakes was completed and boats could load to a depth of 16 feet, the former average being about 14 feet. This will increase the carrying capacity of boats from the head of the lakes 20 to 25 per cent.

With the change in government those interested in Canadian waterways and shipping expect a general improvement in canals. East and West the advantages of improvement are being urged, and the champions of the several schemes make a euphemism out of "the expenditure of two or three million dollars."

The steamer Rome recently took a load of grain from an elevator on the South Branch of the Chicago River, and it took her ten hours to pass the Washington street tunnel with the assistance of five tugs. The Chicago River must be improved so that vessels can load to the last inch of their capacity or South Chicago elevators will get the bulk of the business.

The project for the establishment of a steamship line on the Missouri River above Sioux City was not carried out this season; it may be next year. This scheme serves to accentuate the fact that this river is virtually deserted of all craft adapted to the transportation of grain. Flowing for hundreds of miles through one of the greatest grain belts of the world, its muddy current carries little save its own sediment.

The Corn Exchange Association of Montreal recently passed a resolution petitioning the Minister of Railways and Canals to order that extraordinary efforts be made for the immediate removal by dredging of such obstructions to navigation on the St. Lawrence River and cauals as would allow 9 feet of water. Recently there have been blockades in the Galops Canal, there being at one time 20 grain-laden barges on their way to Montreal blockaded at one place.

John G. Boyd, as representative of the Erie Canal boat interests, has made complaint to the Attorney General of alleged violations of the constitution of the state in interfering with traffic on the canal by The Cataract General Electric & Conduit Co. The company is hanging wires for the electric towing of canal boats, and the complaint alleges that it is tearing up the tow path and setting electric poles on the banks, thus interfering with navigators in the use of the canal.

We have the first indication of anything being done toward the improvement of the Erie Canal. The New York State Canal Board met recently and approved plans and specifications calling for \$252,154 worth of work under the \$9,000,000 improvement scheme. The work is divided as follows: Western division, Erie, \$126,600 for deepening the canal from record of Platt's Aqueduct to Schenectady; middle division, \$115,266, to include an item for lengthening and improving lock No. 8 on the Oswego Canal, the last lock before entering Lake Ontario; eastern division, \$10,278. This work will soon be contracted for.

The English syndicate which is said to have been making offers for the purchase of the Erie Canal Traction Co. since last spring, is now reported to have succeeded in buying the company's stock for \$3,000,000. The Engineering News says: The sale was made by the Cataract General Electric Company, and it covers the right to construct an electric towing system along the canal. Meanwhile the right of the Cataract General Electric Company to erect poles along the canal, and the validity of the franchise generally, are being questioned by interested parties, on the ground that the franchise for the installation of an electric towing system was obtained through political intrigue and without compensation to the state.

An application is before the Canadian Parliament for the revival of the company chartered to construct the Ottawa River Canal, the incorporation of which expired through non-fulfillment of contract. The construction of the canal is strongly advocated, has been, in fact, for a long time. The route proposed is from Lake Huron up the French River to Lake Nipissing, thence by canal to Trout Lake, down the Mattawan and Ottawa Rivers to Lachine, and

by the Lachine Canal to Montreal, a distance of about 431 miles. While there would be only about 21 miles of canal to be constructed, the total cost of construction would be very great. The advocates of this scheme are the antagonists of the scheme for a route from the lakes to the seaboard via the St. Lawrence.

Late Patents

Issued on September 22, 1896.

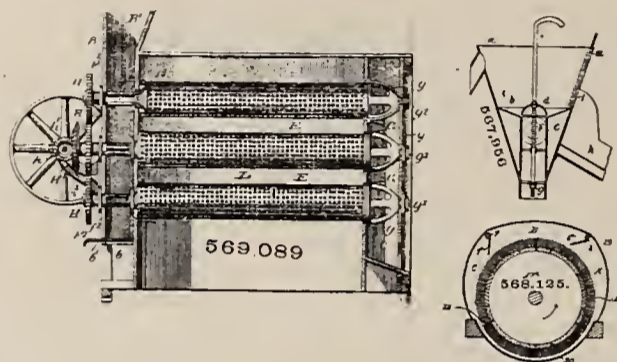
Gas Engine.—Con D. Anderson, Springfield, Ohio. No. 567,954. Serial No. 543,930. Filed April 1, 1895.

Apparatus for Stoning and Washing Grain.—Louis E. Barbeau, London, England. No. 567,956. Serial No. 570,454. Filed Nov. 29, 1895. See illustration.

Oil and Gas Motor Engine.—John S. Cundall, Robt. D. Cundall and Henry C. Cundall, Shipley, England. No. 568,017. Serial No. 589,120. Filed April 25, 1896.

Gas Engine.—John S. Klein, Oil City, Pa. No. 568,115. Serial No. 574,360. Filed Jan. 4, 1896.

Cleaning or Scouring Grain.—John Beall, Decatur, Ill. No. 568,125. Serial No. 579,123. Filed Feb. 13, 1896. See illustration.



Hay Press.—Winfield S. Livengood, Kansas City, Kan. No. 568,203. Serial No. 538,300. Filed Aug. 5, 1895.

Machine for Hulling Coffee Berries.—Antonio S. Perez, New York, N. Y. No. 568,144. Serial No. 569,420. Filed Nov. 19, 1895.

Grain Car Door.—George H. Treadgold and John E. Mills, Port Huron, Mich. No. 568,182. Serial No. 566,331. Filed Oct. 21, 1895.

Grain Car Door.—George H. Treadgold and John E. Mills, Port Huron, Mich. No. 568,183. Serial No. 571,498. Filed Dec. 9, 1895.

Issued on September 29, 1896.

Preparing Wheat for Cleaning.—Isaac N. Hibberd and Robert Herlitz, Port Costa, Cal. No. 568,681. Serial No. 570,155. Filed Nov. 26, 1895.

Issued on October 6, 1896.

Whipping Attachment for Horse Powers.—Winfield S. Livengood, Kansas City, Mo. No. 568,778. Serial No. 563,900. Filed Sept. 27, 1895.

Gas Engine.—Gustav A. Thode, Osmond, Neb. No. 568,814. Serial No. 577,238. Filed Jan. 29, 1896.

Baling Press.—Jacob R. Griffith, Kansas City, Mo. No. 568,846. Serial No. 559,936. Filed Aug. 20, 1895.

Tubular Grain Separator.—John B. Cornwall, Moline, Ill., assignor to The Baruard & Leas Mfg. Co., same place. No. 569,089. Serial No. 568,580. Filed Nov. 11, 1895. See illustration.

DESIGNS.

Frame for Gas Engines.—Walker Lee Crouch, New Brighton, Pa. No. 26,072. Serial No. 596,503. Filed June 24, 1896.

OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

W. H. Suffern, of Suffern, Hunt & Co., Decatur, Ill.

C. N. Howes, of Howes Grain Cleaner Co., Silver Creek, N. Y.

W. Ebert, representing The J. B. Allfree Mfg. Co., Indianapolis, Ind.

G. W. Brown, representing Nordyke & Marmon Co., Indianapolis, Ind.

Fred. L. Cranson, representing The S. Howes Co., Silver Creek, N. Y.

J. L. Wheeler, St. Louis, representing The Howes Grain Cleaner Co., Silver Creek, N. Y.

There is very sharp competition in the grain trade this year. On almost every country market the number of buyers has been greatly increased.—Winnipeg Commercial.

Court Decisions

Firm and Private Creditors.

The transfer of partnership property to a creditor of one of the partners is fraudulent as to partnership creditors, where the firm is insolvent. *Erb vs. West*, 19 So. Rep. 829.

Power of Partners.

Partners being agents for each other, the admissions of one in relation to the affairs of the partnership are receivable as evidence against the other partners. *Grunenberg vs. Smith*, 58 Ill. App. Ct. Rep. 281.

Services of Partners.

A partner cannot recover of the firm for the value of services rendered to it in excess of the extent of services rendered by his copartner, in the absence of special agreement. *Heckard vs. Fay*, 57 Ill. App. Ct. Rep. 20.

Liability of Partner.

One who holds out another as a partner will be liable as such for the acts of the other in the name and on account of the firm, if within the scope of the firm's business, though he was not consulted in the matter. *Hess vs. Ferris*, 57 Ill. App. Ct. Rep. 37.

Receiving is Acceptance.

When a person orders a quantity of merchandise to be shipped him, if, upon its arrival, it is not of the quality ordered, he may refuse to take it, but if he does receive it, and sell it, he will be liable to the shipper. *Houston vs. Clark*, 62 Ill. App. Ct. Rep. 174.

Title in Consigned Goods.

Where an owner consigns goods to a retail dealer in such goods, with power to sell, though reserving title until settlement is made by the consignee, the title of an innocent purchaser of such goods, for value, from the retail dealer, will prevail over the reserved title of the consignor. *Bent vs. Jerkins*, 20 So. Rep. 655.

Conditional Sale of Corn.

The Supreme Court of Nebraska, in the case of *Kingsley vs. McGrew* (67 N. W. Rep. 787) held that where corn is sold, to be paid for on delivery, an absolute and unconditional delivery of it by the seller to the buyer, without exacting payment, passes title and waives the condition. And the seller cannot, under a reclamation, take the same quantity out of similar corn in the bins of the buyer, as against third parties.—*Drover's Journal*.

Power of Railroads to Adjust Their Rates.

Subject to the two leading prohibitions, that their charges shall not be unjust or unreasonable, and that they shall not unjustly discriminate so as to give undue preference or advantage, the laws of the United States leave common carriers, as they were at common law, free to make special contracts looking to the increase of their business, to classify their traffic, to adjust and apportion their rates so as to meet the necessities of commerce, and, generally, to manage their important interests upon the same principles as are regarded sound and adopted in other trades and pursuits. *Interstate Commerce Commission vs. Ala. Midland Ry. Co.* (U. S. Cir. Ct. App.) 74 Federal Reporter 715.

Carrier—Contract—Condition—Damage.

In the case of *Eryesether vs. Great Northern Railway Company*, recently decided by the Supreme Court of Minnesota, it appeared that the defendant contracted with plaintiff to transport live stock to a point beyond the line of its road, it having to deliver it to another and connecting road for transportation to its destination. The contract contained a provision that, as a condition precedent to his right to recover any damage for any loss or injury to said stock, plaintiff should give notice in writing of his claim therefor to some officer of the defendant company or its nearest station agent before the stock was removed from its place of destination or delivery, and before it mingled with other stock. It did not appear that the defendant had any officer or agent at the place of destination or delivery. The court held that under the circumstances the condition was unreasonable and void.

Another of the cases against Northwestern Iowa roads for alleged extortionate charges on grain shipments to Chicago was filed in the Federal Court, September 19, at Sioux City, Iowa, by the Northwest Iowa Grain Dealers' Association. The nominal plaintiffs are J. H. Downing and Charles Bleaser. They demand \$1,274 from the Milwaukee road.

THE MARKETS

[We will be pleased to publish under this head short reviews of the conditions ruling in the different markets. Copy must reach us by the morning of the 14th of each month.]

Grain report of Collins & Co., Cincinnati, October 9.—Continued evidence of returning activity prevails in our market. Arrivals, while growing in volume, find it difficult to keep pace with the increasing demand, hence the offerings move quickly and have brought pretty full values. The trade is becoming more inclined to a belief in present prices, and is accumulating a larger surplus of supplies than usual for future wants, which is largely responsible for the increased demand, and has caused the recent advance to hold so tenaciously. Any reaction in values will no doubt serve to cause an increased activity. WHEAT—Our market rules steady and firm, notwithstanding the easier undertone and reactions in the general markets, as receipts are small and demand good. Milling wheat is scarce and wanted. No. 2 Red at 74½@75 cents, No. 3 Red at 68@71 cents, No. 4 at 63@66 cents. Sample lots range from 55@67 cents for damp, musty ungraded samples, as to quality and condition. CORN—The inquiry has ruled active owing to the enlarged demand, but with increasing receipts and the beginning of the new crop movement the undertone is a little easier, and some lower values are looked for. No. 2 White at 26@26½ cents, No. 2 Yellow at 26@26½ cents, No. 2 Mixed at 26 cents, No. 3 of any kind at 25 cents. No new shelled has been offered on the market as yet. EAR CORN—The higher prices ruling have attracted larger receipts and lower prices rule. Old Choice Yellow at 26@27 cents, Mixed and White at 25@26 cents, New Ear in fair request and selling from 21@23 cents, as to quality and condition. OATS—Arrivals are smaller, and all kinds are in active request. Choice Old White at 24@25 cents, No. 2 White at 23@23½ cents, No. 3 at 21½@22 cents, No. 2 Old Mixed at 21@21½ cents, No. 3 at 19@19½ cents, New No. 2 White at 21½@22 cents, No. 3 White at 18@19 cents, Rejected White at 14½@16 cents, No. 2 Mixed at 17½@18 cents, No. 3 at 15@16 cents, Rejected Mixed at 13½@15 cents, as to quality and condition. RYE—Choice is quite scarce and in good demand for milling purposes at 42 cents, Ordinary No. 2 at 40@41 cents, No. 3 at 33@35 cents, Rejected at 28@31 cents as to quality. HAY—Receipts for the week 1,305 tons, shipments 160 tons. Offerings have been fair, but the inquiry is good, and prices continue to be well maintained under a larger demand, which is principally for local feeding account. Good sweet clover is scarce and wanted, and bringing No. 1 Timothy Hay prices. Quick shipments will do well. Choice Timothy at \$10.50@10.75, No. 1 at \$10.00@10.50, No. 2 at \$8.00@8.50, No. 3 at \$7.00@7.50, Choice small stem well cured green clover at \$10.00@10.50, No. 1 at \$9.50@10.00, No. 2 at \$7.50@8.00, No. 1 Clover Mixed at \$9.00@9.50, No. 2 at \$8.00@8.50. Prairie is not much inquired for. Choice upland at \$7.50@8.00, Indiana and Illinois ranges from \$6.00@7.50. Bright sound rye straw at \$7.00@7.50, Wheat at \$6.00, Oat at \$5.50@6.00. MILL-FEED—Market rules strong, and offerings are small. Bran at \$7.00@7.25, Middlings at \$8.00@8.50, shipstuffs at \$7.00@7.50. Good white middlings will bring \$9.00 in bulk.

Grain report of Shanks, Phillips & Co., Memphis, Tenn., October 10.—CORN—Is firm. No. 2 White at 25 cents, No. 3 White at 24 cents, No. 2 Mixed at 24 cents, No. 3 Mixed at 23 cents. OATS—Are steady. No. 2 White at 22½ cents, No. 3 White at 18 cents, No. 2 Mixed at 18½ cents, No. 3 Mixed at 17 cents. HAY—Better prices are ruling for hay. Fancy Timothy at \$11.25, Choice Timothy at \$10.75, No. 1 Timothy at \$9.50, No. 2 Timothy at \$8.75, Choice Clover, mixed, at \$8.50, No. 1 at \$8.25, Choice Kansas Prairie at \$6.25, No. 1 at \$5.50, Choice Arkansas Prairie at \$5.00. MEAL—Is dull. Kiln-dried corn meal at \$1.20, kiln-dried roller corn meal at \$1.25. BRAN—There is a good demand for bran and prices are higher. Wheat bran at \$5.00, corn bran at \$7.00.

SHRINKAGE OF GRAIN.

Joseph Allen of Gano, Ohio, in a recent communication to the Cincinnati Price Current writes: There has been much said and written on the shrinkage of grain from the gathering, thrashing and cribbing of the same, if their sale was delayed six or eight months. I read an article in the Ohio Valley Farmer, published in Cincinnati forty odd years ago, edited by B. F. Sanford, as follows:

"Wheat from the time it is thrashed in August will shrink two quarts to the bushel, 6 per cent. in six months, under the most favorable conditions, hence it follows that ninety-four cents (94c) when thrashed is as good as \$1 per bushel in six months after stored; and corn would shrink in weight from 10 to 20 per cent., and 100 bushels as it comes from the field in November, by the first of April will not weigh over 80 bushels, so that 40 cents per bushel as it comes from the field is better than 50 cents in March—and other grain shrinks in the same ratio."

The above article on the shrinkage of grain by storage was published last winter in the Cincinnati Enquirer, and also in our Bntler County papers, and not one word changed from what I read in the Ohio Valley Farmer 40 odd years ago, showing conclusively that the author of said article was totally ignorant as to the loss of grain by shrinkage in weight. I have no doubt he was honestly mistaken.

For the past 10 years I have been making experiments to learn the facts as to the exact amount of shrinkage in weight of the different kinds of grain from the time of thrashing, and also gathering of corn up to the first Monday in April, the day that all farm products are subject to be placed on the tax duplicate, with the following results:

I thrashed my wheat crop of 1893 July 28; it was in good condition, and I filled three sacks, their

weight was 405 pounds. They were placed in the wheat bin where nothing could disturb them, and I reweighed them March 24, 1894, making about eight months, and they had not lost a single pound, but gave stronger weight than when first weighed.

On the first day of August, 1894, I weighed ten sacks of oats as they came from the thrashing machine, and they weighed 1,272 pounds, and each sack was weighed separately, and weights of each marked on a card and sewed on the sacks, so that there could be no mistake; they were reweighed Jan. 1, 1895, and the ten sacks weighed 1,316 pounds, a gain in weight of 44 pounds, making the gain of 3½ per cent. The season 1894 being a season of long continued drouth, there had been no rain from June 26 up to September 10, except a few light showers. Perhaps in years of abundance of rain during their ripening and up to thrashing they would not make such a gain in weight.

It is a well-known fact that when thrashed in good condition, and then reweighed in twelve months afterward clover seed gains in weight 1 per cent. The same is true of flaxseed, also rye and barley.

Last fall, 1895, I filled a large burlap sack of ear corn the day it was husked, October 25, and it weighed 153½ pounds; a card was sewed on the sack stating date and weight, and on July 1 was reweighed, and weighed 150 pounds, showing only a loss of 3½ pounds; but last fall was a remarkably dry fall, and corn was fully matured and well dried out at time of gathering. Falls when we have a large amount of wet weather, and the corn not thoroughly dry and matured, it will shrink from 5 to 6 per cent. Such have been the results of my experiments. It does not shrink 10 to 20 per cent. as some farmers claim it does.

DULUTH ELEVATOR CHARGES.

The cost of storing grain in Duluth elevators is in all cases and for all grains ½ cent per thirty days or part thereof, after the preliminary charges, which are as follows:

Wheat, barley, oats, rye and corn—elevating, cleaning and 15 days' storage, ½ cent per bushel.

Flax—elevating and 20 days' storage, ¾ cent per bushel.

Flax and barley—cleaning, ½ cent per bushel.

SALES OF ELEVATOR SUPPLIES AND GRAIN CLEANERS.

Following is a partial list of recent sales of grain and elevator machinery made by The Barnard & Leas Mfg. Co. of Moline, Ill.:

American Glucose Co., Peoria, Ill., one No. 2 Centrifugal Reel, elevator heads and boots, pulleys, etc. Erinson-Judd Grain Co., St. Louis, Mo., one No. 3 Victor Corn Sheller. Secley, Son & Co., Fremont, Neb., one No. 1 Victor Corn Sheller; one No. 1 Cornwall Corn Cleaner. J. W. McCardle, New Richmond, Ind., one No. 4 Victor Corn Sheller. Iantha Grain Co., Iantha, Mo., one No. 2 improved corn cleaner. Macdonald Engineering Co., Chicago, Ill., one No. 2 Victor Corn Sheller, one No. 2 Cornwall Corn Cleaner. W. W. Cargill & Co., Green Bay, Wis., four No. 4 elevator separators. American Glucose Co., Peoria, Ill., one round reel, four flour dressers, two Hercules Packers, three air belt aspirators. Planters' Rice Mill, Savannah, Ga., two 40x14 round reels, two 40x16 round reels, four suction fans, elevator heads, boots, pulleys, etc. C. E. Shaw, Paris, Ill., one No. 2 Cornwall Corn Cleaner. D. Gregg & Son, Danville, Ill., one No. 1 Victor Corn Sheller, one No. 2 Cornwall Corn Cleaner. Newman & Barnard, Mohawk, Ind., one No. 2 Little Victor Corn Sheller and Cleaner Combined. R. L. Ashby, Ladoga, Ind., one No. 1 Victor Combined Sheller and Cleaner. Empire Grain Co., Sherman, Texas, one No. 3 oat clipper. Smith & Co., Ida Grove, Iowa, one No. 34 Barnard's Special Grain Separator, wood and iron pulleys, shafting, sprockets, cups, belts, etc., etc. Fairbanks, Morse & Co., St. Paul, Minn., one No. 3 warehouse separator. Fairbanks, Morse & Co., Chicago, Ill., one No. 1 Victor Corn Sheller, one No. 2 improved corn cleaner. E. H. Pease Mfg. Co., Racine, Wis., one Victor Corn Sheller, one Cornwall Corn Cleaner. Pelican Rice Mill Co., New Orleans, La., four 40-inch by 12 feet round reels, one No. 35 special grain separator, three suction fans. Waterous Engine Works Co., Winnipeg, Man., one No. 35 Barnard's Special Grain Separator, two No. 37 Barnard's Special Grain Separators. R. J. Authier, Jefferson, S. D., one No. 1 Victor Corn Sheller, one No. 1 improved corn cleaner and other elevator supplies. Bender Bros. & Co., McGregor, Iowa, one No. 4 elevator separator. New Terminal Elevator Co., Mobile, Ala., one No. 4 Victor Corn Sheller, one No. 8 Cornwall Corn Cleaner. Padneah Grain Co., Paducah, Ky., two Cornwall Automatic Shake Feeders. Angus Smith, Milwaukee, Wis., one No. 3 elevator separator. Callahan & Son, Louisville, Ky., one No. 1 Victor Corn Sheller and Cleaner Combined. U. D. Heiser, Princeton, Ill., corn sheller and cleaner and other elevator supplies. S. C. Lee Grain Co., Kansas City, Mo., one No. 37 special grain separator. D. H. Stuhr, Davenport, Iowa, one No. 2 Cornwall Tubular Barley Cleaner for oats.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

MILL AND ELEVATOR AT A BARGAIN.

A 50-barrel roller steam mill with grain elevator attached will be sold at a bargain on easy terms. Address

JOHN C. THOMAS, Urbana, Ill.

OTTO GASOLINE ENGINE.

One 15-horse power Otto Gasoline Engine, with electric igniter, for sale. In good working order. Nearly new. Address

E. QUILITCH, Pueblo, Colo.

IOWA ELEVATOR CHEAP.

For sale, an old established elevator in a small Iowa town, in the center of a fine grain raising country, at a very low cash price. Address

ARTHUR H. MOODY, Keokuk, Iowa.

GRAIN, SEED AND PRODUCE BUSINESS.

Wholesale grain, hay, seeds and produce business for sale, with long lease on grounds and buildings. On railroad tracks, in central portion of city of over 100,000 inhabitants. Rent very low. Fine opportunity for active man with moderate capital. Address

CHAS. E. SWITZER, Columbus, Ohio.

OHIO ELEVATOR.

An elevator on the C., J. & M. R. R., in as fine a grain-growing country as there is in the state, for sale. Nearly new, steam power, sheller and cleaner. Large flour and feed trade. Good chance for a man of limited means. No competition. Best of reasons for selling. Address

LOCK BOX 324, Lewisburg, Ohio.

ELEVATOR AT A BARGAIN.

We offer for sale at a bargain one of the best and most complete elevators in Northern Kansas. Nearly new; now in operation. Capacity 75,000 bushels. Located on the C., R. I. & P. and N. P. R. Rs. A good town in a fine grain section, the Republican Valley. Good crops now assured. Address

CAYWOOD & CO., Clifton, Kan.

ILLINOIS ELEVATOR CHEAP.

For sale, elevator equipped with stationary engine, sheller and corn brrrs, 20,000-bushel bin capacity, 25,000 bushels' ear corn crib capacity, with ground they stand on, office and scales. Plant complete cheap for cash. Price \$2,500. Situated on Wabash Railroad, at Cushman, Montrie Co., Ill. Address

DRAKE & HOSTETLER, Lovington, Ill.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

IOWA ELEVATOR WANTED.

I want to buy or rent an elevator in Iowa. Must be a good grain point. Address

DANIEL PATTON, Marne, Iowa.

IMPROVED GRAIN AND SEED TESTERS.

For 30 days we will sell the Improved Grain and Seed Tester, warranted to be true to the United States Standard Winchester Bushel, every Tester guaranteed and money refunded if not satisfactory. One pint, \$5.50; one quart, \$6.50; two quart, \$7, f. o. b., Akron, Ohio. Address

A. S. GARMAN & SONS, Akron, Ohio.

POSITION WANTED.

I want a situation in some capacity in the grain business. Have had several years' experience in the handling, grading and mixing of grain and the running of elevator machinery. I understand book-keeping and all the details pertaining to the business. First-class references. Address

T. care "American Elevator and Grain Trade," Chicago, Ill.

POSITION WANTED.

Position wanted by a young man of wide and practical experience in the grain trade, and a thorough knowledge of the business. Is a good book-keeper, and a good judge of grain. Acquainted with consuming and distributing trade in the East, and can influence business. Speaks German. Would prefer to get with reliable elevator concern on the Wabash R. R. Salary moderate. Best of references furnished. Address

S. K. care "American Elevator and Grain Trade," Chicago, Ill.

ROOFING AND SIDING.



Write us for Catalogue and low Prices on best

STEEL ROOFING, CORRUGATED IRON, Etc.

We are large Manufacturers of these goods and can save you money.

SYKES STEEL ROOFING CO., 611 So. Morgan St., Chicago, Ill., and Niles, Ohio.

JAMES A. MILLER & BRO.

129 and 131 South Clinton Street, CHICAGO.

Corrugated Iron Roofing and Siding

Material Only or put on Complete.

Special pains are taken to get out these materials so they can be cheaply put on and make a good job.



DURABLE—EASILY APPLIED.

This roofing is manufactured from natural Trinidad asphalt materials, and will not dry up and become brittle under exposure to the weather as coal tar roofings do. Send for free sample of roof 12 years old, with circular and price list to

WARREN CHEMICAL & MFG. CO., 56 Fulton St., New York, U. S. A.

COMMISSION CARDS.

ACCOUNTS OF **GRAIN DEALERS** OR ORDERS FOR

Speculative Investments

On the CHICAGO BOARD OF TRADE SOLICITED.

Call at our office or write for private Cipher Code or Shippers Grain Record.

MCLAIN BROS. & CO.,

RIALTO BUILDING, CHICAGO.

B. WARREN.

B. WARREN JR.

WARREN & CO.,

Grain Commission Merchants,

ROOMS 7 AND 9 CHAMBER OF COMMERCE,

Peoria, Ill.

PHILIPP BENZ.

EMIL P. BENZ.

PH. BENZ & CO.

ESTABLISHED 1872.

COMMISSION MERCHANTS

GRAIN, SEEDS AND HAY,

WHEAT, CORN, OATS, RYE, BARLEY, FLAX, GRASS SEEDS, HAY.

Rooms 204-205 Omaha Bldg., Chicago.

REFERENCES: Bank of Commerce, Chicago. Mercantile Agencies. LIBERAL ADVANCES MADE ON CONSIGNMENTS.

COMMISSION CARDS.

[We will not knowingly publish the advertisement of a bucket-shop keeper or irresponsible dealer.]

SHIP YOUR GRAIN

—TO—

P B. & C. C. MILES,

COMMISSION MERCHANTS,
PEORIA, ILL.

Established 1875.

LIBERAL ADVANCES
QUICK RETURNS.

REFERENCES:—Commercial Nat. Bank, Peoria Savings, Loan & Trust Co., Peoria.

H. B. SHANKS.

Established 1873.

S. H. PHILLIPS.

Shanks, Phillips & Co.,

COMMISSION MERCHANTS,

HAY, CORN, OATS, BRAN, CHOPS, FLOUR AND CORN MEAL.

306 Front St., Memphis, Tenn.

Refer to Union and Planters' Bank. Cash advances on B. of L.



F. H. PEAVEY & CO.,

Minneapolis,

GRAIN RECEIVERS.

Minn.

Consignments Solicited.

MILLING WHEAT A SPECIALTY.

LEMAN BARTLETT.

O. Z. BARTLETT.

L. Bartlett & Son,

GRAIN AND PRODUCE
COMMISSION MERCHANTS.

BARLEY A SPECIALTY.

Room 23 Chamber of Commerce Bldg.
Milwaukee, Wis.

Careful attention given to orders from Brewers, Maltsters and Millers

E. P. MUELLER,

Shipper of Wet Feed,

From Chicago, Milwaukee and La Crosse.

Particular attention paid to the shipments
of mixed car lots.

860 Calumet Bldg., 189 La Salle St., CHICAGO.

Will pay the highest prices for Wet and Dried Brewers' Grains, Dried Distillers' Slops, Starch Feed, Damaged Wheat, Hominy Feed and Barley Sprouts under yearly contracts

Write for estimates F. O. B. cars your city.

J. F. ZAHM.

F. W. JAEGER.

F. MAYER

ESTABLISHED 1879.

OOO

J. F. ZAHM & CO.,

Grain and Seeds,

TOLEDO, - - - OHIO.

Send for our "RED LETTER." It'll keep you posted.

E. L. ROGERS & CO.,

ESTABLISHED
1863.

COMMISSION
MERCHANTS,

GRAIN, Flour, Seed, Hay and Straw.

358 Bourse Building, PHILADELPHIA, PA.

Liberal advances made on consignments. Market reports furnished gratuitously on application. Correspondence solicited.

References: { Corn Exchange National Bank,
Manufacturers National Bank,
Merchants National Bank,

COMMISSION CARDS.

J. J. BLACKMAN ASSOCIATED WITH
L. E. BUNKER
**COMMISSION
MERCHANT.**

Flour, Grain, Hay, Feed, Beans, Peas, Lentils,
Seeds, Corn Goods, Etc.

274 Washington Street, - - NEW YORK.

Established 1868.

S. W. FLOWER & CO.,

GRAIN AND SEED
MERCHANTS. . . .

TOLEDO, - - OHIO.

High grades of Clover, Alsike and Timothy Seed a Specialty.

If you want to buy, sell or consign, please correspond with us.

Martin D. Stevers & Co.

Commission Merchants,

218 LA SALLE STREET, - CHICAGO.

We make a specialty of selling by sample

Barley, Wheat, Rye, Oats, Corn, Flax and Timothy Seed.

Grain, Seeds and Provisions for future delivery
bought and sold on margins.

COLLINS & Co.,

STRICTLY COMMISSION

Grain, Hay and Mill Feed.

CINCINNATI, OHIO.

ESTABLISHED 1879.

LEDERER BROS.,

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Storage capacity 8,000 bales, 30,000 bushels.
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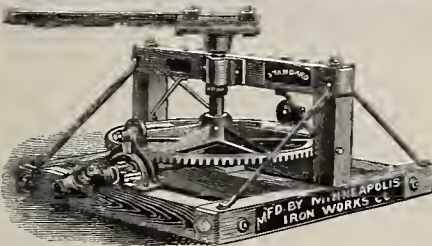
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WESTERN GRAIN,
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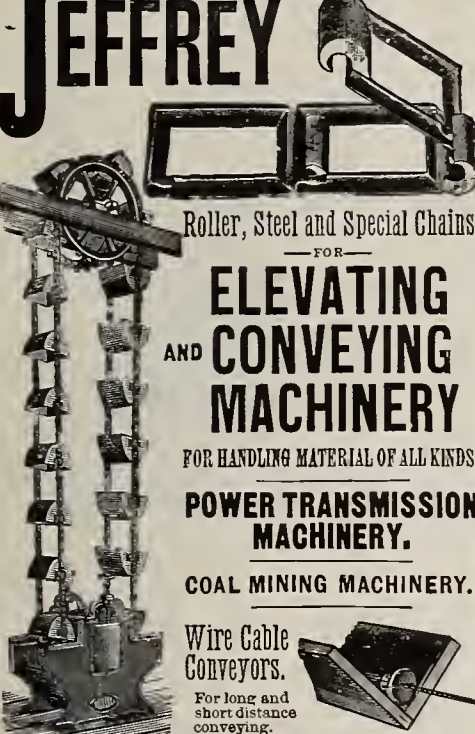


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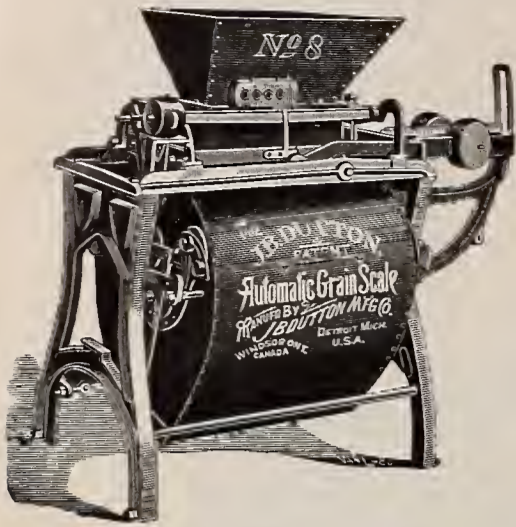
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A GRAIN SPOUT
 That will load cars without shoveling
 It is worth its weight in silver. 16 to 1 that it will save you in labor all it costs in less than a month

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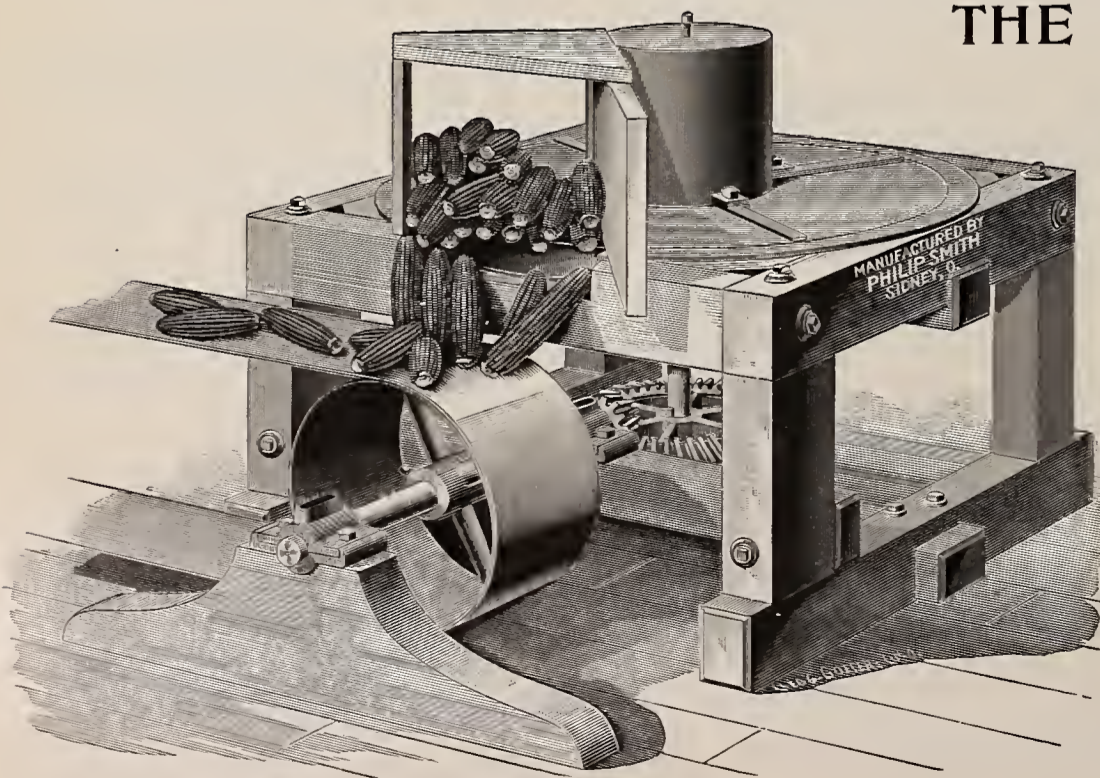
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THIS Feeder will feed corn from the dump to the elevator or sheller either with or without drag belt. Will feed 100 to 1,500 bushels per hour without any attention. Can be regulated to the capacity of the sheller or elevator while in operation. Can be made to feed to either sheller or elevator by changing reverse board. It is made of iron and is very durable. It will last a lifetime. Can be applied to dumps now in use at very little expense. We have over 5,000 of these machines in use that are giving universal satisfaction.

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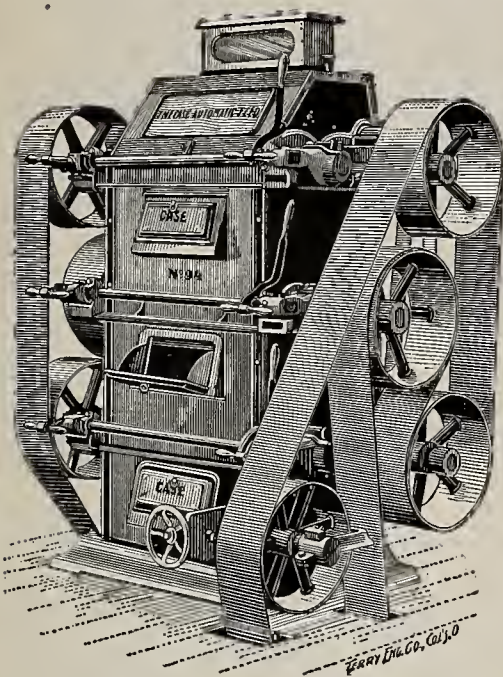


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The Case Three-Pair High Corn and Feed Roller Mills

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She is a daisy. We have smiles all over our faces like a full moon. Now, if you want a statement regarding the roll, let me know, and will write you a good one. Everything all O. K.
Yours respectfully,
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Grain Cleaners, Corn Shellers, Corn Cleaners and Scourers.

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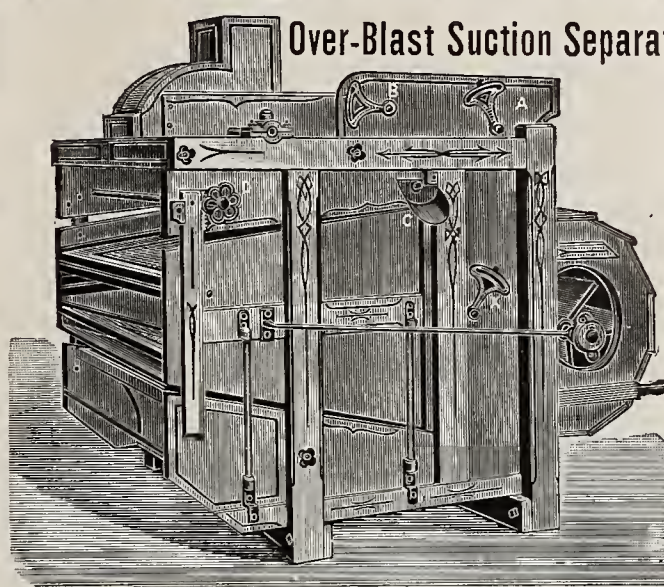
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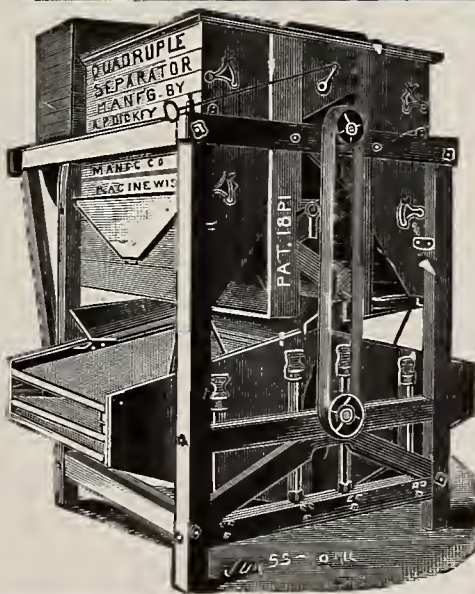
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THE STANDARD IN THEIR LINE.

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Manufactured in any desired size and pattern, with capacities to accommodate the largest Elevator and Flouring Mills, or small Warehouses for hand use. Single and Double, End and Side Shake, and Dustless Separators, both Under and Over-Blast.



The Quadruple Suction Dustless Separator, Four separate suction, independent of each other, with sieves and screens, requiring less power, less floor space, lower in height, needing less bracing, has better and more perfect separations, and furnished with the only perfect force feed and mixer on the market. Guaranteed to clean Grain to any desired standard without waste once through this machine twice as well as any machine made.

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Now in Successful Operation at Toledo, Ohio.

This is an entirely new and complete system for handling, treating and storing grain, seeds, millstuff, coal, sand, gravel, salt and other subdivided substances which can be handled in bulk, and the protection and preservation of cereals, seeds, vegetables, fruits, ensilage and fodder crops, cotton, wool and other fibers, tobacco, provisions and all perishable substances and valuable commodities in absolute safety from fire, water, air, storms, floods, microbes, insects, vermin, animals, thieves, evaporation, fermentation, oxidation or other causes of damage or destruction.

This system has nothing in common with other methods, but is entirely different and distinct, in construction, arrangement and operation, materials used, principles involved, and results obtained, from all others heretofore in use.

It is fully protected by 20 patents already issued, and others pending, in the United States and principal foreign countries.

It was on exhibition at the World's Columbian Exposition of 1893, and was awarded four highest medals and diplomas and received in addition thereto the highest indorsement of the principal officers of the Exposition as well as of the highest authorities in all industries to which it is applicable.

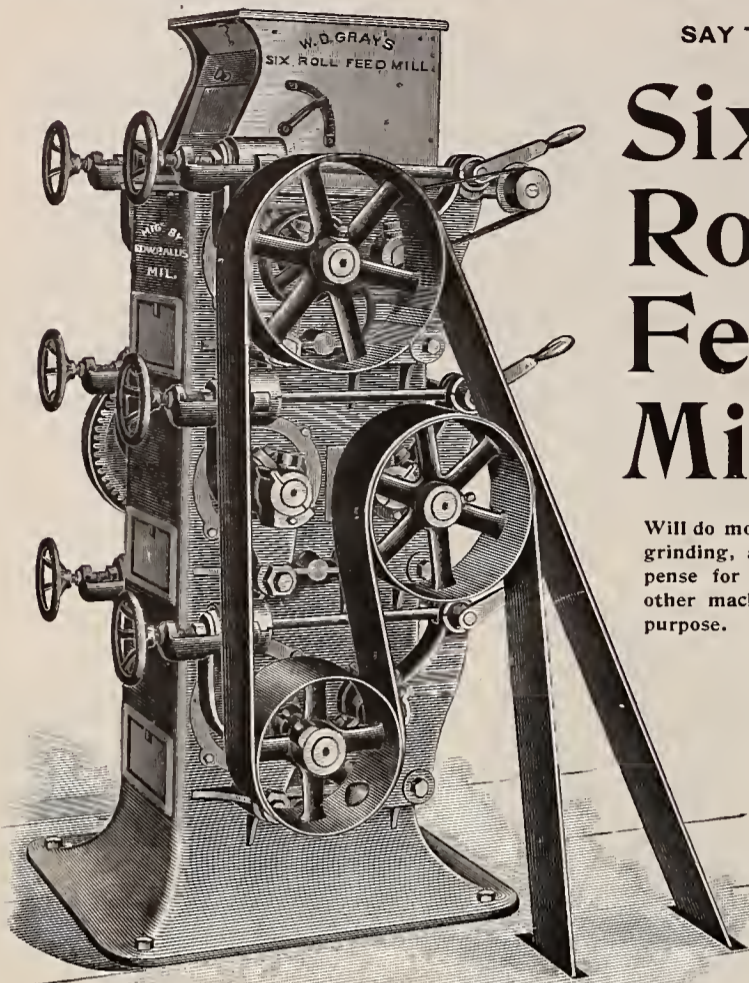
The title to all patents and other rights belonging to this system is vested in The Smith Pneumatic Transfer & Storage Co., and any infringement thereon will receive prompt attention.

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Those Who Have Tried It **Gold Dollars**



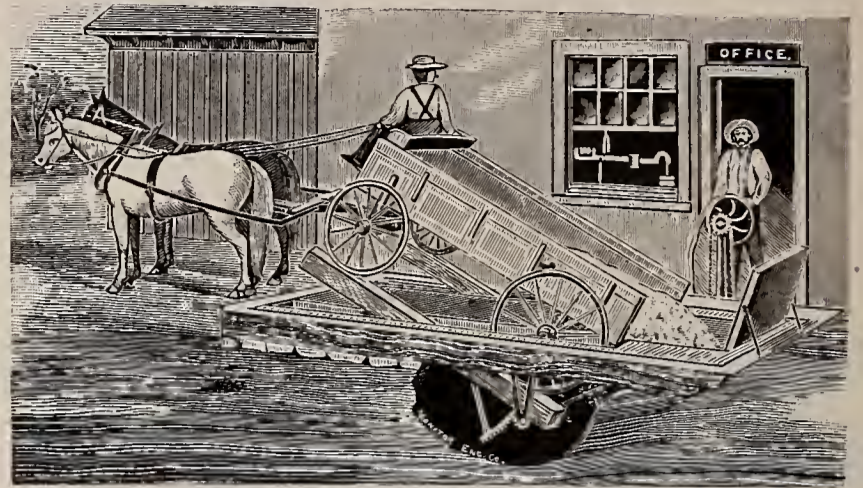
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Will do more grinding, better grinding, and with less expense for repairs than any other machine used for that purpose.

Feed grinding is a great help to the average country elevator. If you think of trying it

Get Our Catalogue and Prices.



At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

Controllable Wagon Dump.

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MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

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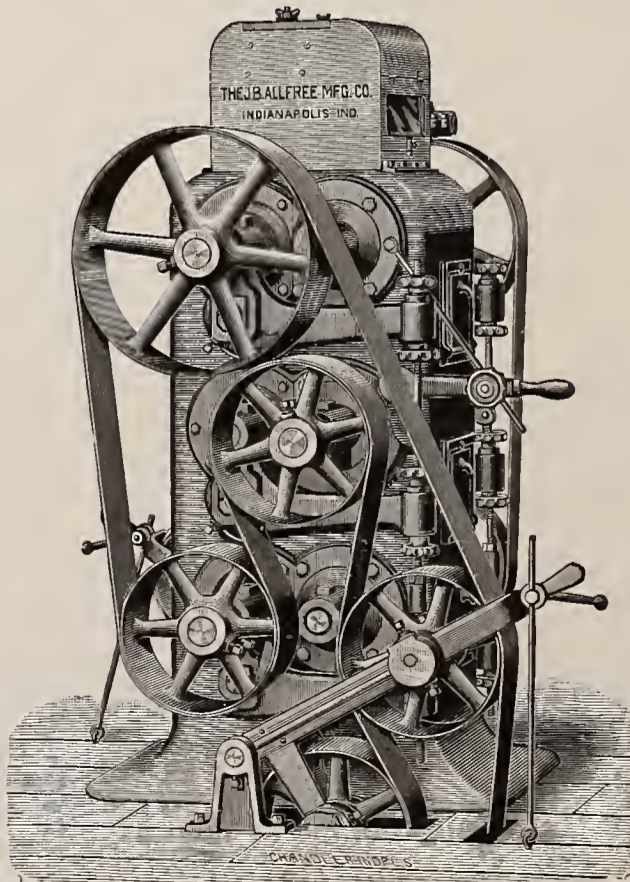
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THE HIGH MILL SYSTEM,
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Makes Better Flour, Saves Power,
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Are you a Grain Buyer or Seller?
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OFFICIAL, CORRECTED, REVISED AND COMPARED LISTS

Of Elevators, Flouring Mills, Grain Dealers and Shippers, Track Buyers and Sellers, Commission Houses, etc., etc., on the Following Leading Systems:

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Chicago, Rock Island & Pacific Railway.
Chicago, Milwaukee & St. Paul Railway.
St. Louis, Iron Mountain & Southern Railway Co.

North-Western System:

Chicago & North-Western Railway.
Chicago, St. Paul, Minneapolis & Omaha Line.
Fremont, Elkhorn & Missouri Valley Line.
Sioux City & Pacific Line.

Louisville, New Albany & Chicago Ry. (Monon).
Baltimore & Ohio Railroad Co.
Chicago & Eastern Illinois.
Northern Pacific Railway.
Illinois Central.

Burlington System:

Chicago, Burlington & Quincy Railroad.
Chicago, Burlington & Northern Railroad.
St. Louis, Keokuk & North-Western Railroad.
Chicago, Burlington & Kansas City Railway.
Hannibal & St. Joseph Railroad.
Kansas City, St. Joseph & Council Bluffs Railroad.
Burlington & Missouri River Railroad in Neb.

Cincinnati, Jackson & Mackinaw.
Cincinnati, Hamilton & Dayton Railway Co.
Missouri, Kansas & Texas Railway.

Grand Trunk System:

Chicago & Grand Trunk Railway.
Cincinnati, Saginaw & Mackinaw Railroad.
Michigan Air Line.
Chicago, Detroit & Canada Grand Trunk Junc. Ry.
Detroit, Grand Haven & Milwaukee Railway.
Toledo, Saginaw & Muskegon Railway.

Boston & Maine Railway.
Fitchburg Railroad Co.
Maine Central Railway.
New York & New England Railroad Co.
Central Vermont Railroad.
St. Paul & Duluth Railroad Co.
The Baltimore & Ohio Southwestern Railway Co.
New York, Ontario & Western Railway Co.
Chicago & Alton Railway.
Minneapolis, St. Paul & Sault Ste. Marie Ry.
Union Pacific System.
The Great Northern Railway Co.
The Missouri Pacific Railway Co.

Erie System:

New York, Lake Erie & Western Railroad.
New York, Pennsylvania & Ohio Railroad.
Chicago & Erie Railroad.
Buffalo & Southwestern.
Tioga Railroad.

And many other leading railroads not enumerated hereon.

Pennsylvania System:

Pennsylvania Railroad Co.
Pittsburgh, Ft. Wayne & Chicago Railway.
Philadelphia, Wilmington & Baltimore R. R. Co.
Washington Southern Railway Co.
Baltimore & Potomac Railroad Co.
Northern Central Railway Co.
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Indianapolis & Vincennes Railroad Co.
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Allegheny Valley Railroad.
Cumberland Valley Railroad.
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Michigan Central R. R.
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Louisville & Nashville Railroad.
Nashville, Chattanooga & St. Louis Ry.
Chicago & West Michigan Railroad.
Detroit, Lansing & Northern Ry.
Mobile & Ohio Railway.
Peoria, Decatur & Evansville Railroad.
Toledo, Ann Arbor & North Michigan Ry.

The lists for this great work have been collected, arranged and compiled by the above roads and are brought down to date. In the judgment of the leading grain merchants and millers it is the best work of the kind ever published. Besides over 100 of the official railroad lists it contains the Grain Inspection Rules of the leading Boards of Trade, including Minneapolis, Philadelphia, Milwaukee, St. Louis, Detroit, Chicago, Cincinnati, Toledo, etc., etc., the list of officers of the leading Boards of Trade and other information of interest and profit to proprietors of elevators, flour mill owners, grain dealers and shippers, commission houses and track buyers, and concerns who desire to reach this class of customers.

The official lists of the grain dealers, shippers, flouring mills, elevators and commission houses of any one of the twenty-seven of the principal cities is ALONE WORTH MANY TIMES THIS SMALL OUTLAY, and this is the only work which contains these lists, and they are correct and revised to date, besides the thousands and thousands of places all over the country wherever grain is bought or sold.

Remember this great work will be sent immediately on receipt of price, express fully prepaid, provided they have not all been sold, in which case your remittance will be returned immediately.

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Of the
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RAILROAD WORK AND HEAVY STRUCTURES,
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CONSTRUCTION DEPARTMENT - WORK IN 1895.

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200,000-bushel Elevator for the Geo. P. Plant Milling Co., St. Louis, Mo.

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Two Freight Warehouses, each 115 x 625 feet, for the New Orleans & Western R. R. Co., Port Chalmette, La.
Eighty Cotton Warehouses, 62 x 98 feet, for the New Orleans & Western R. R. Co., Port Chalmette, La.

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Dock and Warehouse, 225 x 1,500 feet for the New Orleans & Western R. R. Co., Port Chalmette, La.

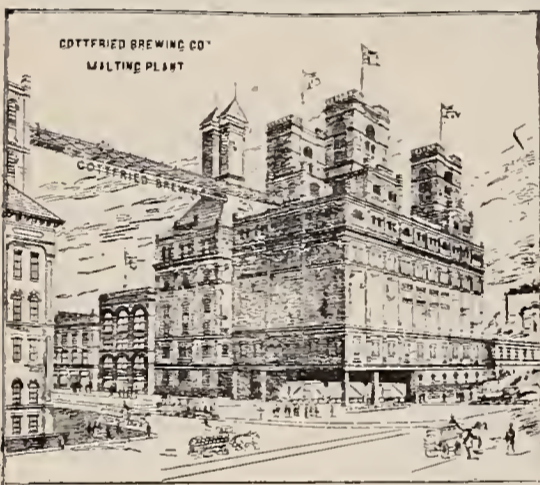
MISCELLANEOUS:

85,000 Spindle Mill, for the Berkshire Cotton Mfg. Co., North Adams, Mass.
15,000 Spindle Mill, for the Home Cotton Mills Co., St. Louis, Mo.
Warehouse for the Bemis Bros. Bag Co., St. Louis, Mo.
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Two Cotton Warehouses, each 200 x 250 feet, for the Pelzer Mfg. Co., Pelzer, S. C.
Cattle Barns, capacity 2,500 head, for the Indiana Distilling Co., Terre Haute, Ind.

500,000-bushel Storage Elevator for the Riverside Malt & Elevator Co., Riverside, Cincinnati, O.
150,000-bushel Elevator for the Indiana Distilling Co., Terre Haute, Ind.

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Freight Station for the Baltimore & Ohio Southwestern R'y Co., Brighton, Cincinnati, Ohio.

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LINK-BELT MACHINERY CO.,

Engineers ::= Founders ::= Machinists

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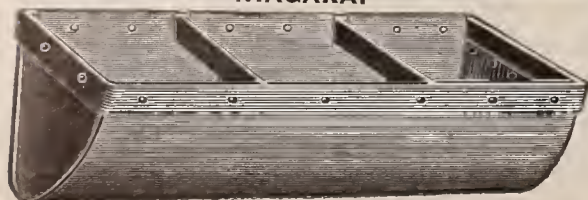
Shafting, Pulleys, Gearing,
Shaft Bearings, Friction Clutches,
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Rope Dressing, Grain Trippers,
Grain Shovels, Car Movers,
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"NIAGARA."



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43 to 49 S. Canal St.,
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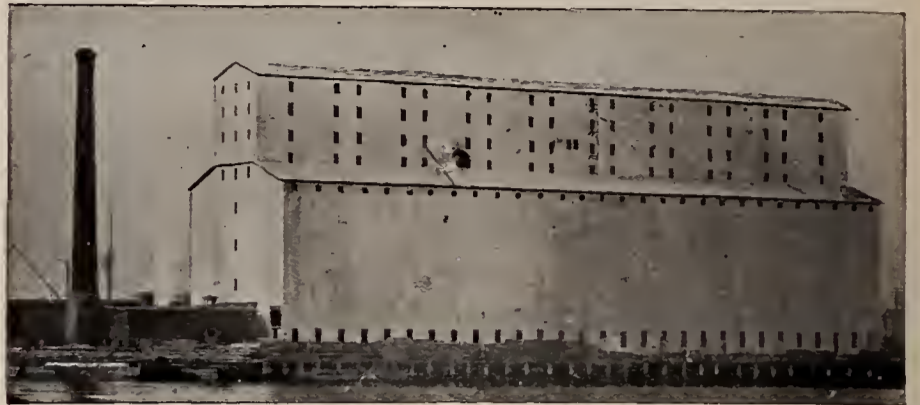
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Designer and Builder of

GRAIN ELEVATORS, MALT HOUSES

And all Kinds of Heavy Construction.

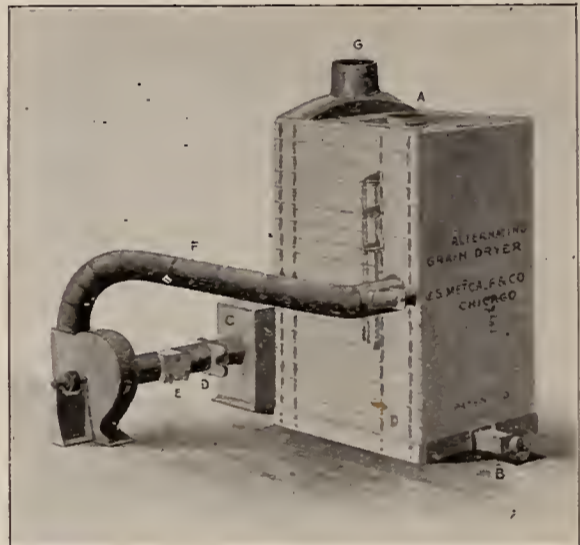
Patent System of Independent Leg Rope Drive.

Patent Double-Jointed Distributing Spouts.

Patent Automatic Grain Belt Tripper.

A PERFECT GRAIN DRYER.

Wet or Damaged Grain Restored to Grade.



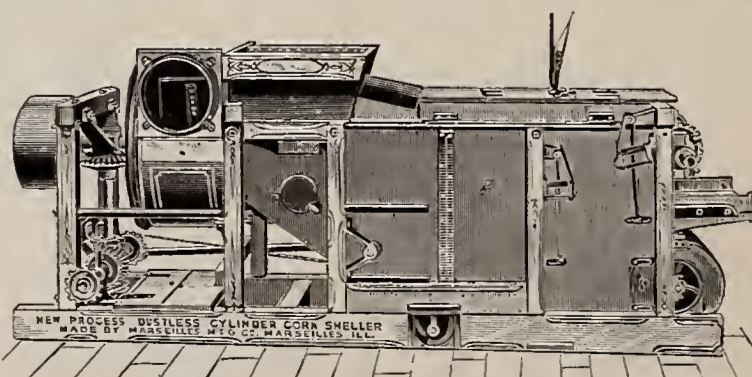
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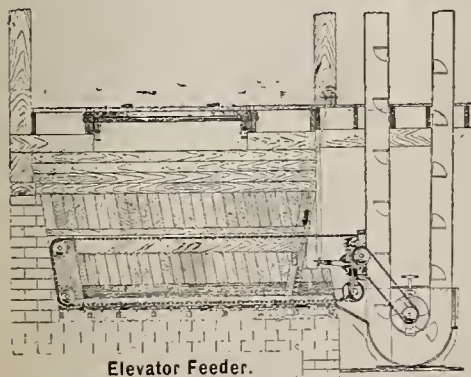
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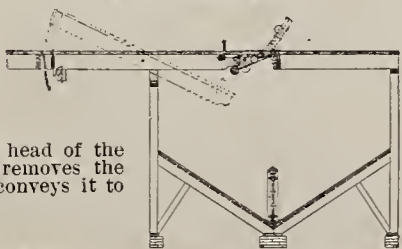
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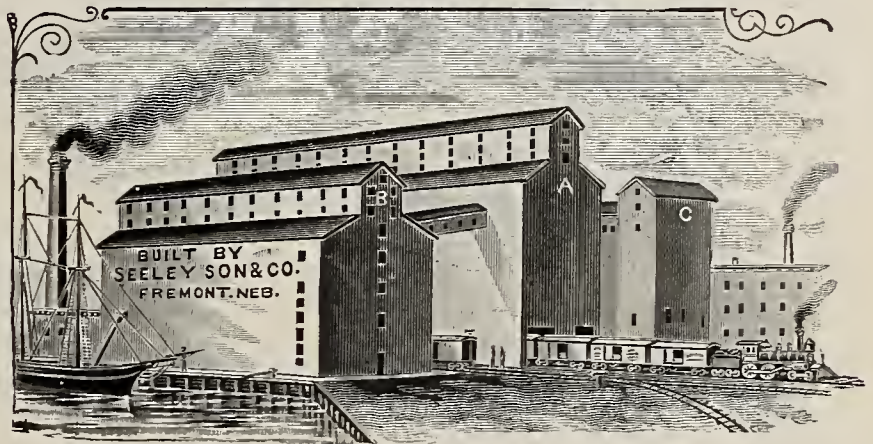
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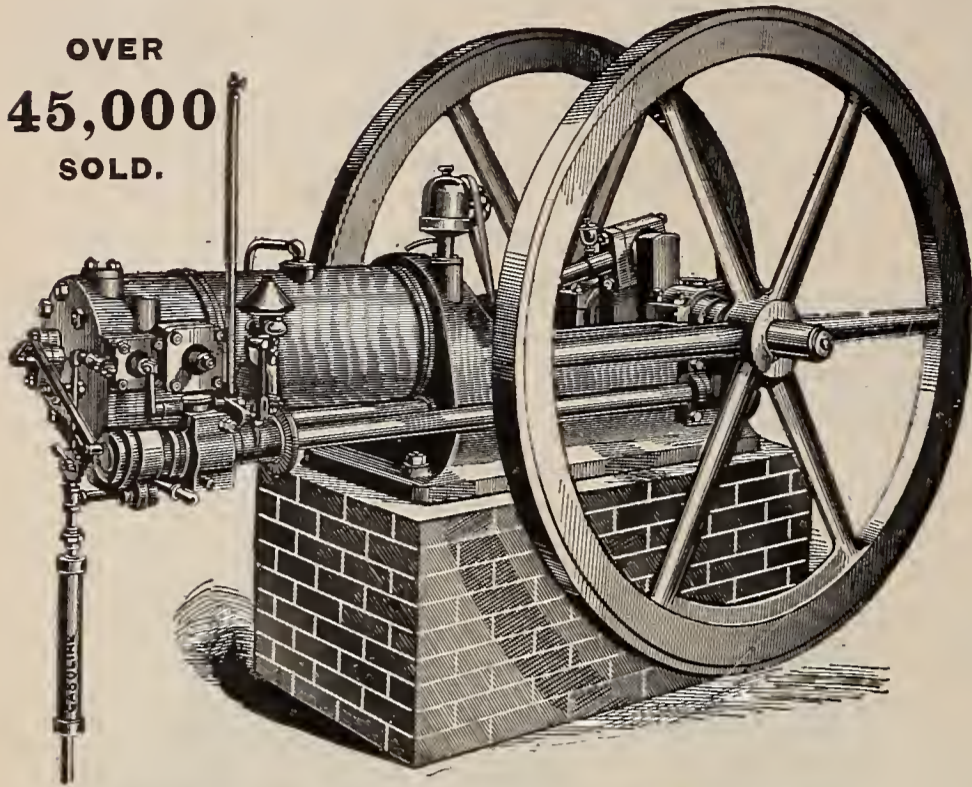
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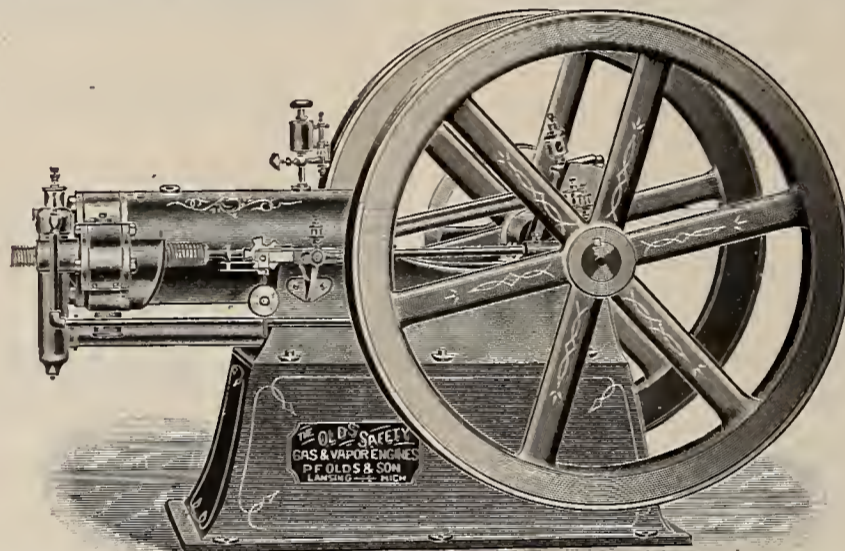
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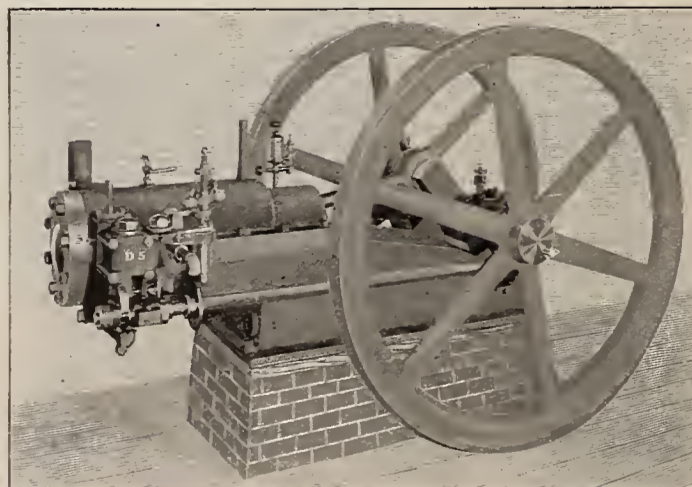
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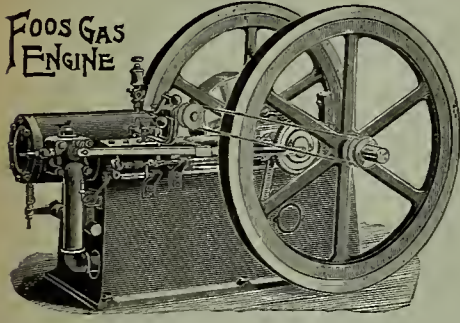
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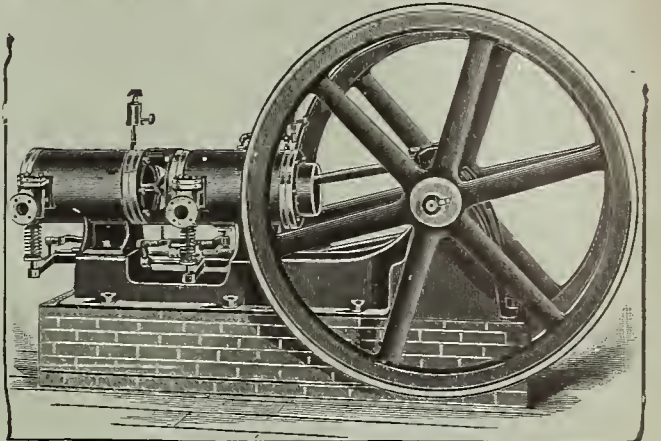
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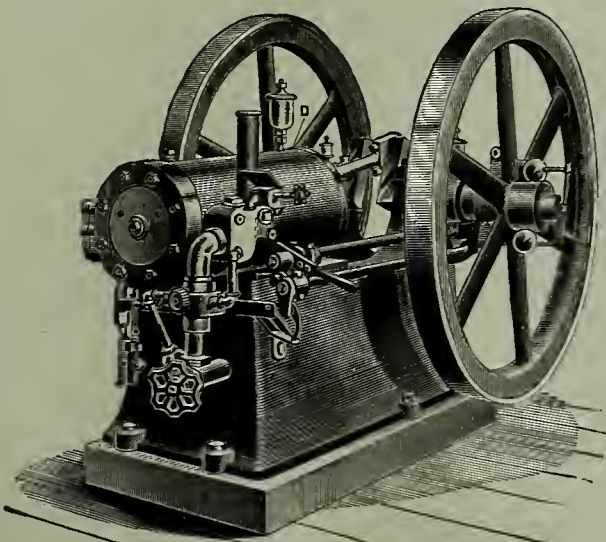
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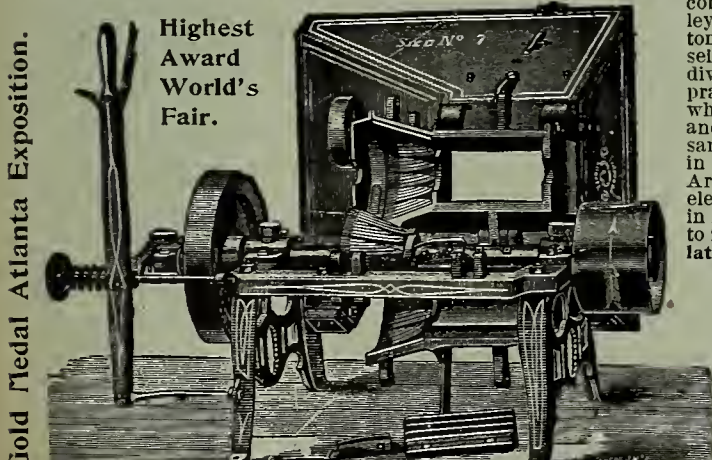
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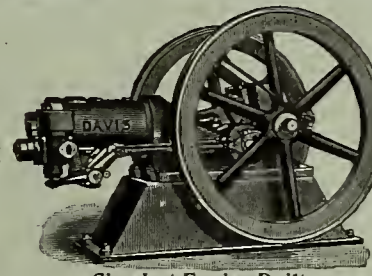
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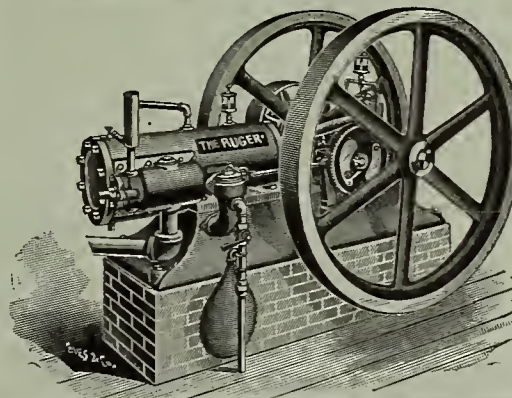


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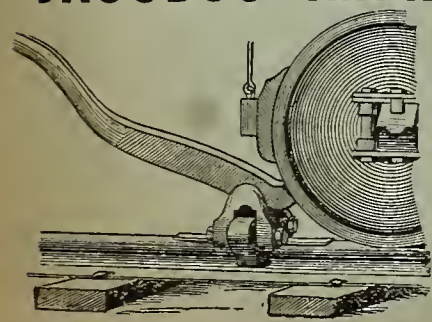


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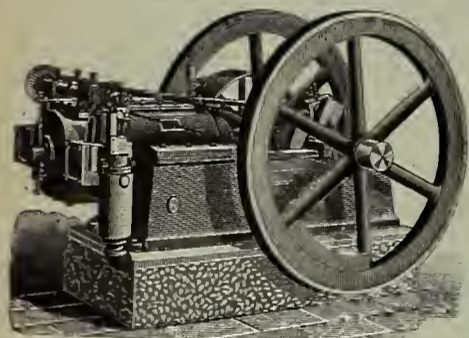
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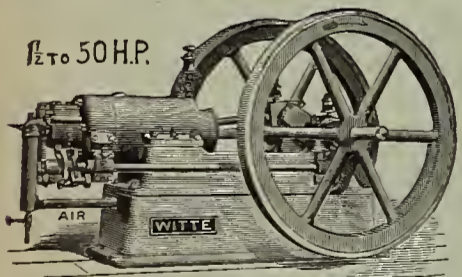
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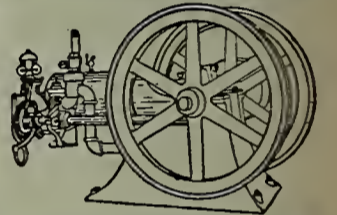
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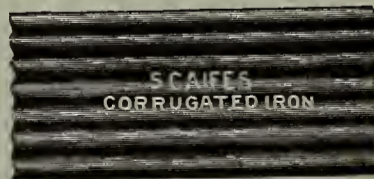
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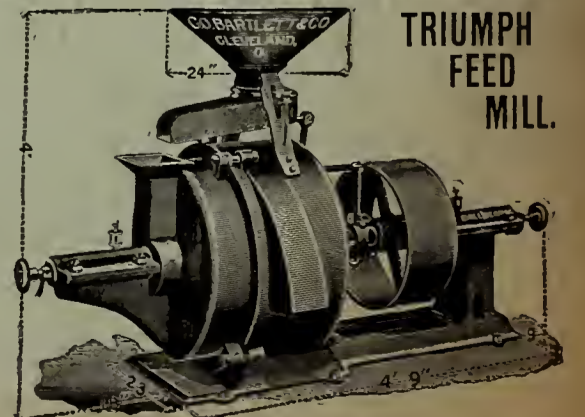
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