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THE AMERICAN

ELEVATOR AND

GRAIN TRADE



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PUBLISHED BY Mitchell Brothers Publishing Co. } A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS. } One Dollar Per Annum SINGLE COPIES, 15 CENTS

VOL. XLIV 431 South Dearborn Street, Chicago, Ill., April 15, 1926 NO. 10

Of Course

We want your business but we want it on a basis that will pay you as well as ourselves. We want it because we have proper facilities for handling it.

Don't be satisfied with slow returns or poor service; send your shipments to

McKENNA & DICKEY

GRAIN

60 Board of Trade
CHICAGO

GRAIN DRIERS
FEED MIXERS
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STEAM COILS
COOKERS
MOLASSES HEATERS
SPECIAL DRY-



ROTARY DRIERS
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WILLEY ELLIS COMPANY

Successors to
THE ELLIS DRIER COMPANY
1201-1229 So. Talman Avenue CHICAGO, U. S. A.

WHY-A-LEAK —STOP IT—

BAD ORDER CARS

cause the loss of many hard earned dollars to shippers of grain and seed.

MUCH OF THIS LOSS can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

KENNEDY SYSTEM of car liners prevents leakage in transit and are made for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

WILL YOU NOT give us an opportunity to submit full details of our system and the low cost for this protection?

THE KENNEDY CAR LINER & BAG COMPANY
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Canadian Factory at Woodstock, Ontario

DRIED BUTTERMILK

Direct from 18 Plants
FEED FORMULAS
FEED SYSTEM
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Through 2 days of our inspection service and \$8,000 spent on plant adjustments, we saved one client \$33,000 in a year.

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S. T. EDWARDS & CO.

110 S. Dearborn St. CHICAGO, ILL.

"THE CLIMAX" SCOOP TRUCK

CAPACITY { 200 Lbs. Coal
2 1/2 Bushels Grain

Can easily add Twenty-Five cents an Hour to the value of a man's time who uses it in unloading Coal or Grain from box cars.

Hence, in two weeks' use the Scoop-Truck will pay for itself and cost you nothing for its use thereafter. It will last for years and save the wearing out of a dozen common scoops in doing a like amount of work.

Hundreds have tried it and will certify to the truth of these statements. Why not order now and let the Scoop-Truck be giving itself to you?



Patented July 30, 1907

PRICE: \$15.00 F. O. B. cars at factory

Detroit Scoop Truck Co., 993 Osborne Place, Detroit, Mich.

J. C. BLAYLOCK
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Fabricators of all Classes of Steel and Iron

We specialize in steel for grain elevator construction work.

Marine Towers—Hoppers—Stairs, Etc.

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GOHEEN Paint Engineers

Galvanum Paint is the only paint that can be applied directly to galvanized iron without acid wash, weathering or priming coats. It stands up under any conditions of service from 7 to 15 years, preventing all rusting and corrosion. Wide choice of colors. Other Goheen Paint Engineering specialized coatings are; Carbonizing Coating inhibitive as well as protective for



iron and steel; Highway Red, a chemically combined Red Lead Paint for iron and steel; Thermokote, a heat-resisting paint; Mill White, an Interior White for Wood, Steel, Concrete, Brick and Plaster; Concrewatum for concrete surfaces; Old Honesty for interior and exterior wood. And many others expertly designed for specific uses. Write for detailed information.

GOHEEN CORPORATION of N. J. Paint Engineers since 1888 Newark, N. J.

HESS GRAIN DRIERS

to fill 49 Cars, have been sold during the past year.

YOU CAN GUESS WHY.

HESS WARMING & VENTILATING CO.
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One of the belt conveyors in the new Murray Elevator at Kansas City, Mo., which is served by 2,000 feet of SUPER-SERVICE Rubber Belting.

The Key to Successful Operation

Be sure that the engineer in charge has specified Super-Service belting if you want an economical, fast working elevator.

Super-Service Belts embody the skill of long experience in belt making and are the product of manufacturing facilities having a reputation for superiority of fifty-five years duration.

Super-Service Belts last longer, give greater satisfaction and are the best buy in grain elevator belting that can be secured.

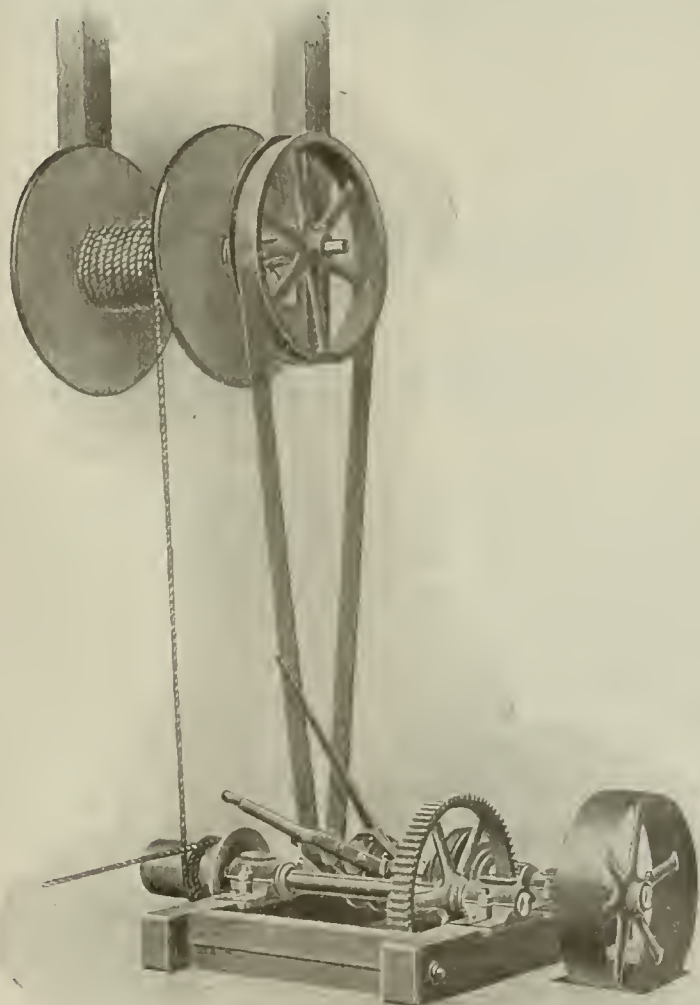
Hamilton Rubber Manufacturing Co.

Factories: TRENTON, N. J.

Branches: Chicago, New York, Philadelphia

Nordyke & Marmon Company

POWER CAR PULLER



For convenience in spotting empty cars and moving single or trains of loaded cars, the Nordyke & Marmon Company Spur Gear Car Puller, pictured above, will be found most useful and dependable.

It is built in three sizes ranging in capacity from one to twenty loaded cars on level track, and is supplied either with or without rope winding spool and attachments. Plain jaw or friction clutch release on drive shaft is optional.

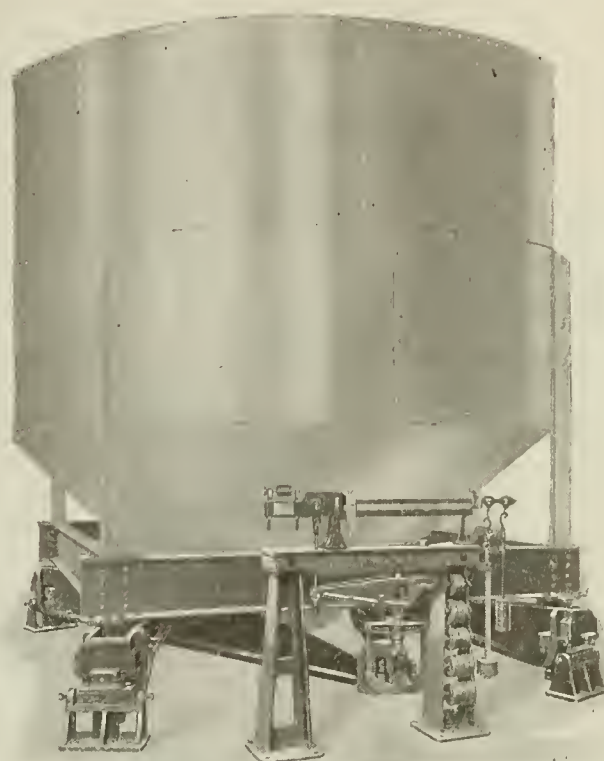
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Established 1851

Indianapolis

Indiana

AMERICA'S LEADING MILL BUILDERS



*As mighty
as it looks*

The massive construction and workmanlike design of the Fairbanks Type "S" Solid-Lever Hopper Scale is apparent at a glance.

It is designed to set on stands, making it easy for the builder to place the levers in their correct position in the least time. Easy to inspect and to keep clean.

All the levers are loaded on their true center lines so that all torsion in the levers is eliminated. As a result, the Type "S" Hopper Scale is as accurate as it is rugged.

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Preferred the  World Over

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And 10 other principal cities throughout the United States

1694



INDIANAPOLIS


Indianapolis—Your Market—A Three Times Greater Grain Market

Indianapolis, the center of grain centers, is known today as one of the most important, rapidly growing grain and hay markets in the country. Receipts of grain during the last ten years have nearly trebled in volume, due to the advantages its geographical location offers to the grain and hay producing and consuming sections of the country, its splendid railroad facilities assuring prompt returns on shipments, its large local consumption of grain by its corn and flour mills and its manufacturing industries, its increased elevator storage and drying equipment, its adequate weighing facilities and efficient inspection department. This has made Indianapolis more and more important each season for shippers and buyers of grain, hay and feed.

Movement of Grain and Hay During the Year 1925

	Receipts	Shipments
Corn	18,838,000 bushels	14,527,000 bushels
Oats	9,016,000 bushels	7,818,000 bushels
Wheat	4,527,000 bushels	2,141,000 bushels

The following Receivers and Shippers are members of
Indianapolis Board of Trade

<p>HAYWARD-RICH GRAIN COMPANY COMMISSION AND BROKERAGE 414-415 Board of Trade Building</p>	<p>WM. R. EVANS, President GEO. H. EVANS, Sec.-Treas. Midwest Elevator Company Incorporated BOARD OF TRADE</p>	<p>FOR SERVICE—EFFICIENCY—COURTESY SHIP TO HART-MAIBUCHER CO. Consignments and Sales to Arrive</p>
<p>The Cleveland Grain Co. OPERATING FIVE TERMINAL ELEVATORS <i>Mighty Good Consignment Service</i> Ed. K. Shepperd, Manager</p>	<p>WALLACE-GOOD CO. Grain, Stocks, Cotton <i>Operating the James E. Bennett & Co. Wire</i> Room 118, Board of Trade Bldg.</p>	<p>H. E. Kinney Grain Co. COMMISSION—BROKERAGE</p>
<p>THE LEW HILL GRAIN COMPANY G R A I N COMMISSION, BROKERAGE Phone Main 3886</p>		<p>The Bingham Grain Company Receivers and Shippers of G R A I N</p>

WELLER EQUIPMENT

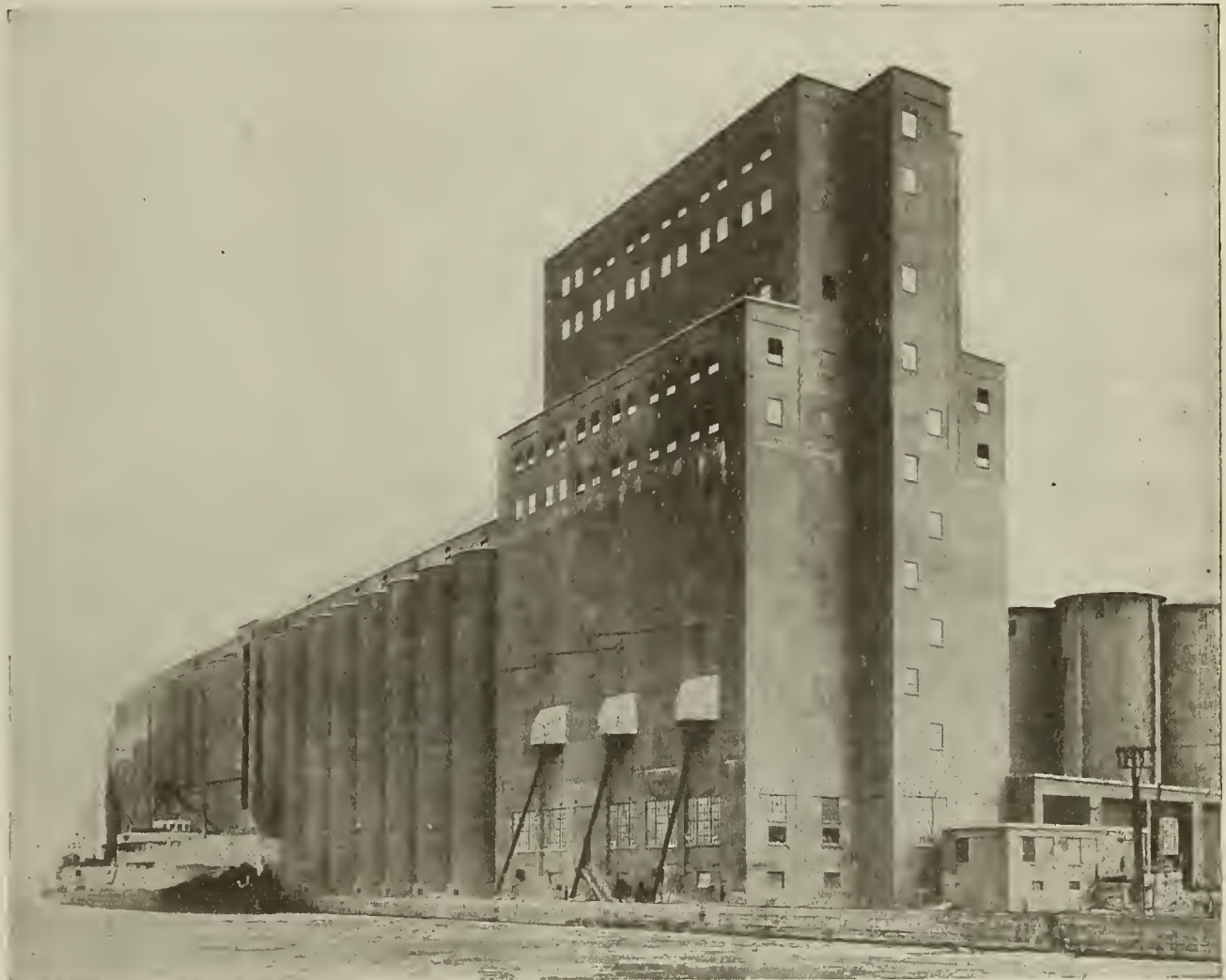
The Better Kind of Grain Handling Machinery



WE MAKE

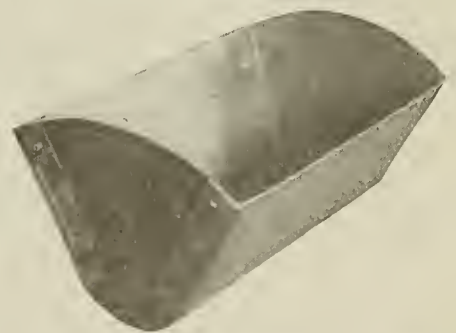
- Apron Conveyors
- Belt Conveyors
- Drag Conveyors
- Pan Conveyors
- Mixing Conveyors
- Spiral Conveyors
- Trippers
- Bucket Elevators
- Elevator Buckets
- Elevator Boots
- Elevator Casing
- Elevator Heads
- Sack Elevators
- Barrel Elevators
- Elevator Spouts
- Loading Spouts
- Dock Spouts
- Chain
- Sprockets
- Grain Cleaners
- Truck Dumps
- Wagon Dumps
- Truck Hoppers
- Power Shovels
- Car Pullers
- Rope Drives
- Gears

Power Transmitting
Machinery



Weller made products are sold on the basis of quality. Installed in your elevator they will help you to operate at full capacity at the lowest cost for upkeep. Frequent shutdowns and waiting for repairs dissipate your profits.

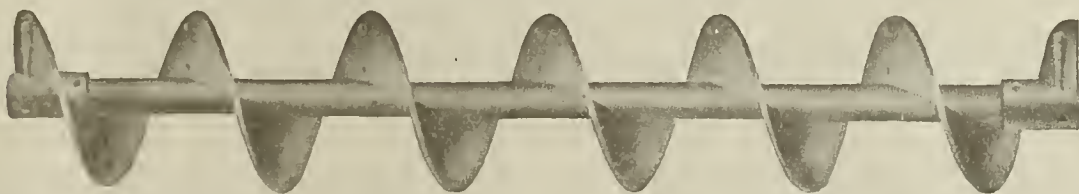
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SUPER-CAPACITY
ELEVATOR BUCKETS



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Descriptive Circular On Request.

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We Also Make

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Send Us a List of Your Requirements We Will Quote Prices

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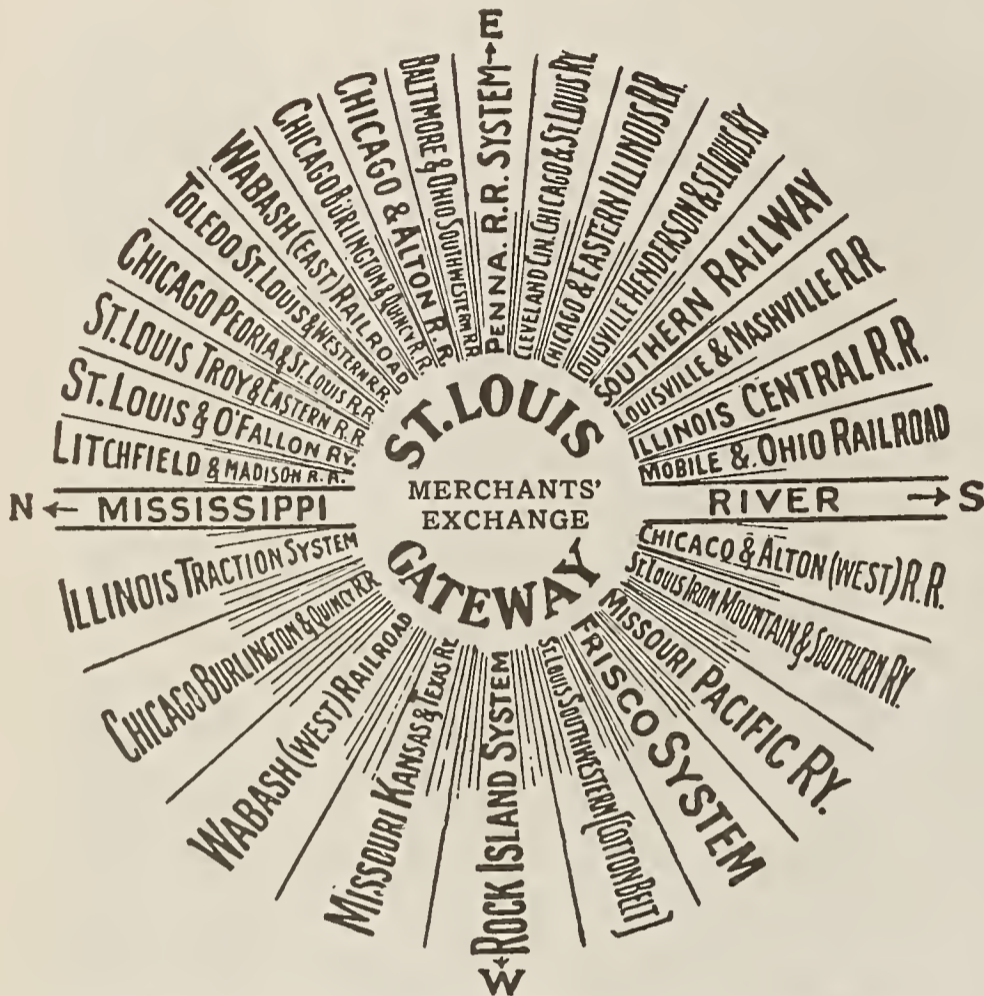
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Chicago, Ill.

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 Within a radius of 135 Miles—Center of Farm Area.
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United States

More than One Hundred Million
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Annually

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from St. Louis to New Orleans
for Export a Factor in Grain
Trade

*St. Louis Leading Consign-
ment Market in United
States*

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(INCORPORATED)
GRAIN AND HAY

202 Chamber of Commerce

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Consignments a
Specialty

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Information on
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BOUGHT TO ARRIVE
SOLD FOR SHIPMENT
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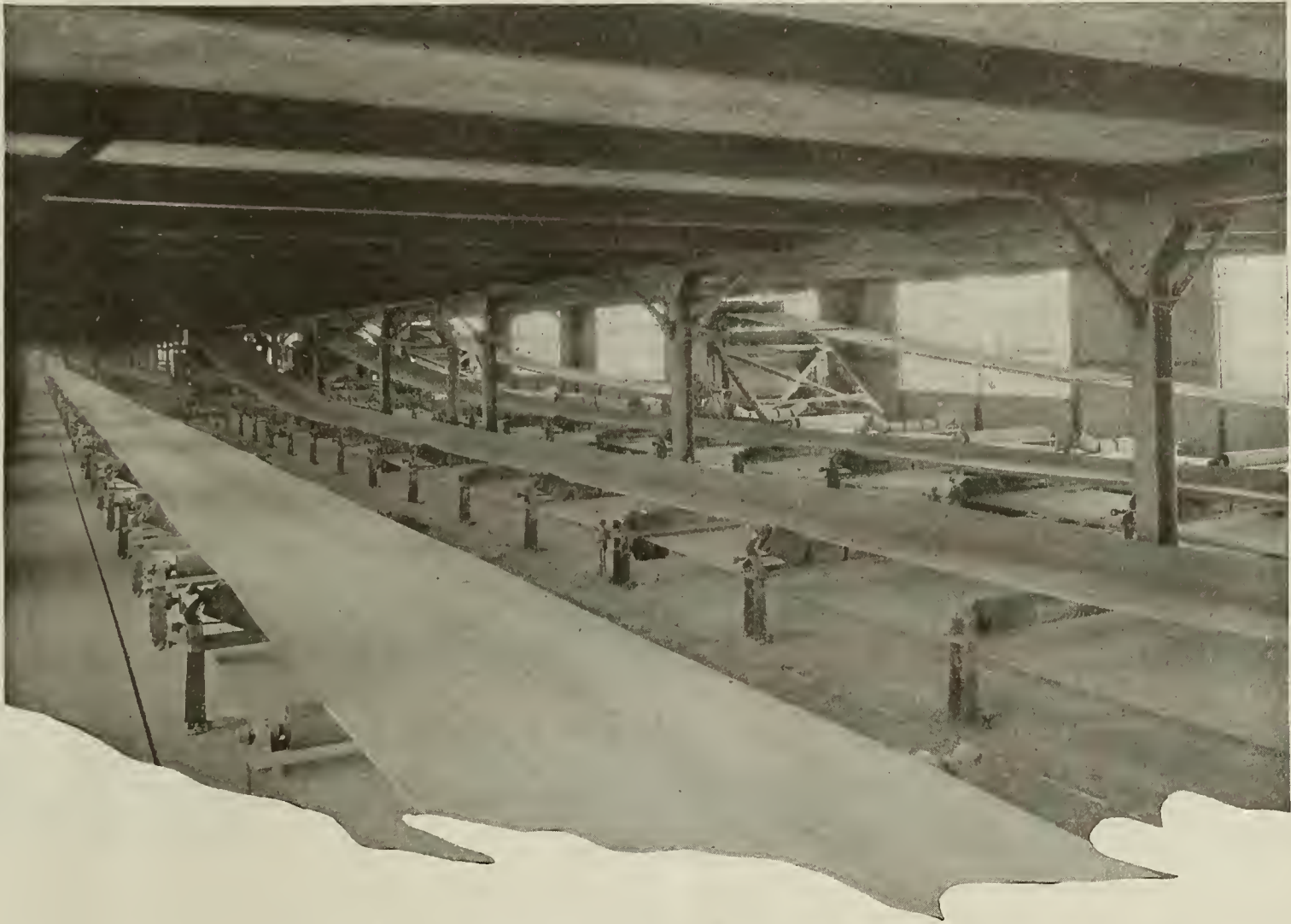
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Wheat always available. Millers for years
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The right method for doing your specific grain handling job and the right equipment with which to do it can both be supplied by The Webster Mfg. Company. With fifty years' experience in solving grain handling problems in America's largest grain elevators, etc., and with unlimited facilities for building the necessary equipment, Webster is looked upon as headquarters for grain handling machinery.

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THE MARINE ELEVATOR, BUFFALO, N. Y.

The Two Million Bushel Unit Now Under Construction Is Outlined in White

When the new plant is completed, the Company's elevators will have a capacity of 2,650,000 bushels

The following paragraph is copied from The Marine Elevator Company's prospectus:

"The equipment being installed in the plant is the best obtainable. Two mammoth marine legs will each have an unloading capacity of thirty thousand bushels per hour, and each of the three outstore or loading legs will have a capacity of twenty thousand bushels per hour, or a total unloading and loading capacity of sixty thousand bushels per hour."

In this instance, as in so many others, "Invincible" Cleaning Machines were selected.

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W. M. Mentz, Sinks Grove, W. Va.

Bert Eesley, Box 363, Fremont, O.

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SILVER CREEK, N.Y.**



"EUREKA" - "INVINCIBLE" GRAIN CLEANING MACHINERY



Manchester Ship Canal Elevator
Manchester, England
Capacity 1,500,000 Bushels
Completed 1914



Buenos Aires Elevator Co.
Buenos Aires, Argentina
Capacity 750,000 Bushels
Completed 1920



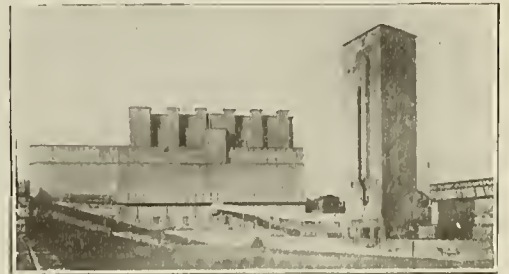
John S. Metcalf Co. Grain Elevator Engineers



Chicago & North Western Railway Elevator
South Chicago, Illinois
Capacity 10,000,000 Bushels
Completed 1920

OFFICES:

Chicago, Illinois, - - - 108 S. La Salle Street
Montreal, Canada, - 54 St. Francois Xavier Street
Melbourne, Australia, - - 395 Collins Street
Vancouver, B. C., - - - 837 W. Hastings St.



Harbour Commissioners Elevator No. 2
Montreal, Quebec
Capacity 2,600,000 Bushels
Completed 1912



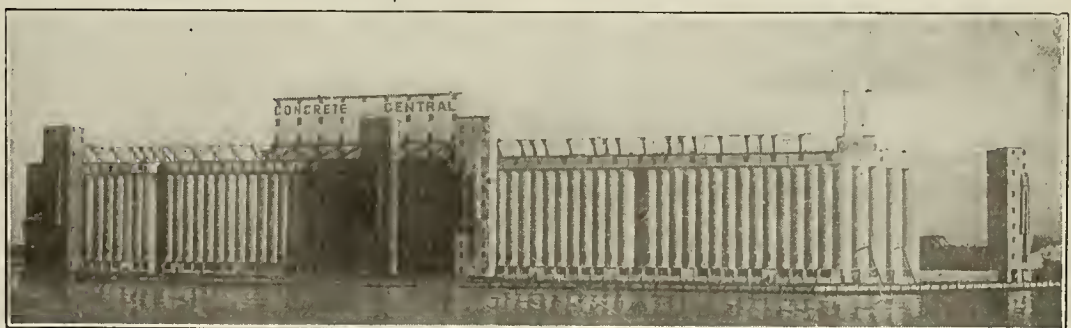
Sydney Terminal Elevator
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Capacity 6,400,000 Bushels
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Assure You
Economical Design
First Class Work
Efficient Operation
and
Satisfaction
Let Us Submit
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for Rapid and Economical Handling
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**2,500,000 Bu. Concrete Grain Elevator
ST. LOUIS, MO.**



Designed and Built by

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Build your own system of Lightning Protection. Your boy can build a Radio—You can build Lightning Protection—with the efficient and superior Shinn-Flat Cable which will last the life of your building.

Most elevators are alike—simple to protect! Shinn-Flat will protect your building from Lightning and entitle you to a lower insurance rate which will soon pay the cost. Shinn-Flat insures the use of your building when the crop is harvested.

Shinn-Flat Cable provides for expansion and contraction of loaded and empty elevators—no strain to pull fasteners loose—affording permanent lightning protection!

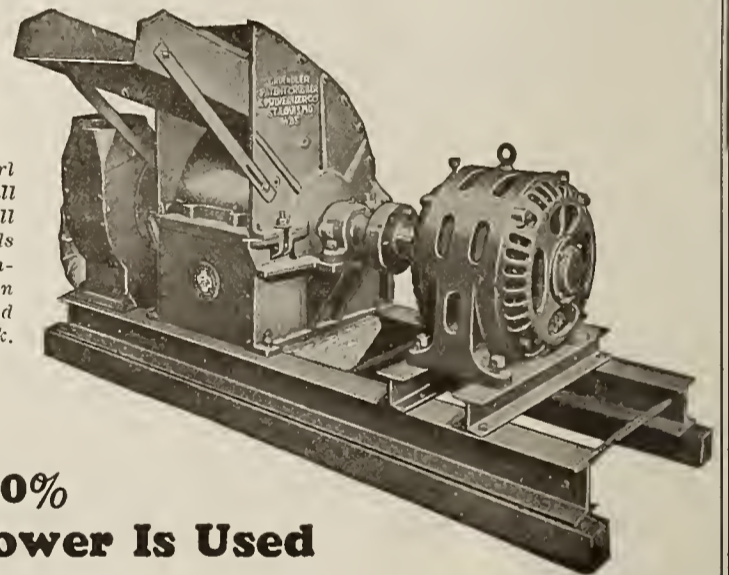
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On extra large structures requiring complicated installations, our men will install.

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Use the "Whirl Beater" for all screenings, all grains, all kinds of roughage, including ear corn on the cob and in the shuck.

**25 to 50%
Less Power Is Used**

by the Gruendler "Whirl Beater" to produce a given output than is used by an ordinary grinder. Every ounce of power is used to grind. Easy to operate. Lasts a lifetime.

Notice: The Gruendler Whirl Beater can be furnished with powerful magnetic separator and automatic feeder endorsed by the fire underwriters. Tell us your requirements. Full particulars on request.

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**Designers of Grain Elevators, Flour
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513 West Jackson Boulevard Chicago, Ill.

ARE YOU WORRIED

about the condition of that grain in your bins?
Let us equip your storage with a

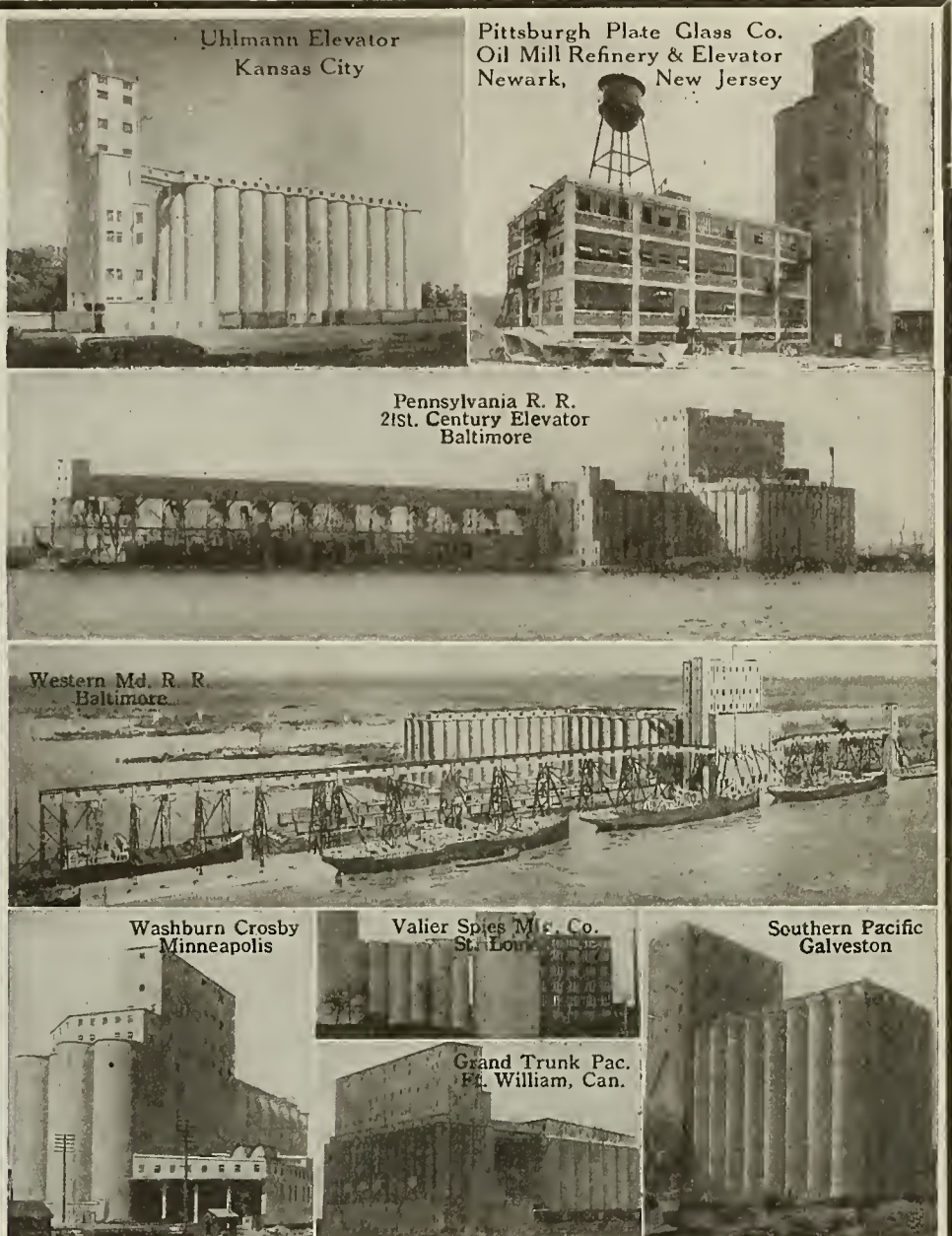
Zeleny Thermometer System

to tell you the exact condition of
the grain and cut out the worry

Over 150 Elevators Equipped

Write for Description

ZELENY THERMOMETER COMPANY
542 South Dearborn Street Chicago



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In all parts of the world

*Every day in every way we are designing and building better and better Grain Elevators.
We have built for many of your friends—Eventually we will build for you. Why not now?*

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**ELEVATORS, MILLS AND WAREHOUSES
COMPLETE**

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General Overhauling and Improvements

2,500,000-Bushel Terminal Grain Elevator

Designed for

The Philadelphia Grain Elevator Company

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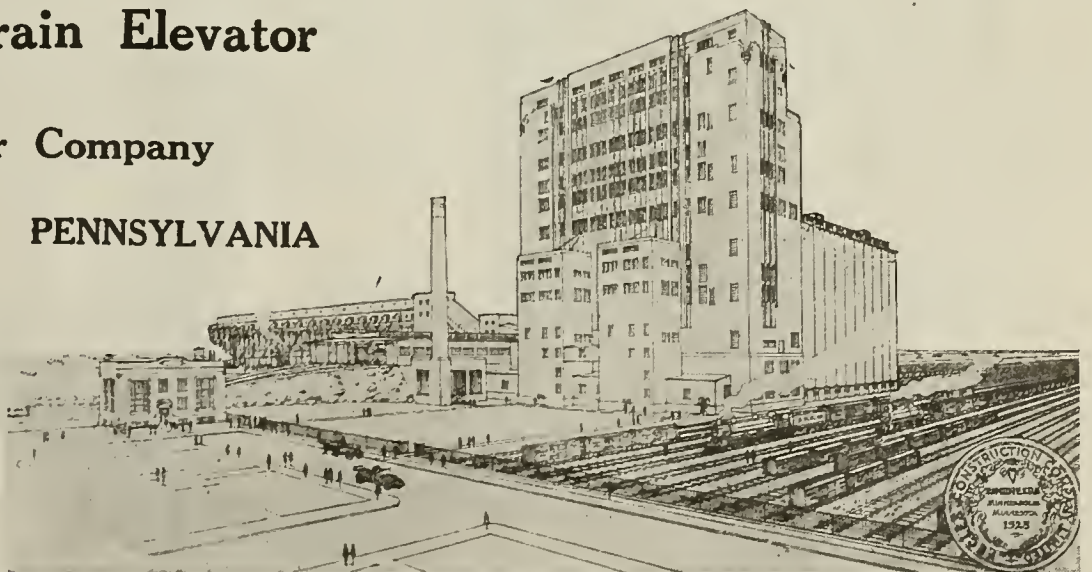
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**MINNEAPOLIS, MINN.
FORT WILLIAM, ONT.**



Baltimore & Ohio
Terminal Grain Elevator
Baltimore, Md.

Constructed by

THE **M. A. Long** CO.

The Long Building
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Engineers and Constructors
Grain Elevator Department



*The Most Efficient Grain Handling
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Capacity 3,800,000 Bushels



NEW CANADIAN GOVERNMENT ELEVATOR AT EDMONTON, ALTA.

This large modern grain elevator just completed at Edmonton, Alta., was equipped with

GURNEY SCALES

The Port Richmond Elevator (Philadelphia, Pa.) now under construction will be equipped with 11 2,500-bushel capacity Gurney Scales.

GURNEY SCALE COMPANY
HAMILTON, ONTARIO, CANADA



CAPACITY 800,000 BUSHELS

THOSE CONCERNED

Or even casually interested in concrete grain storages notice and usually comment on the accurate alignment, smooth walls, and clean cut appearance of

POLK SYSTEM BINS

We Design and Erect

Send us your inquiries.

POLK GENUNG POLK CO.

FORT BRANCH

INDIANA

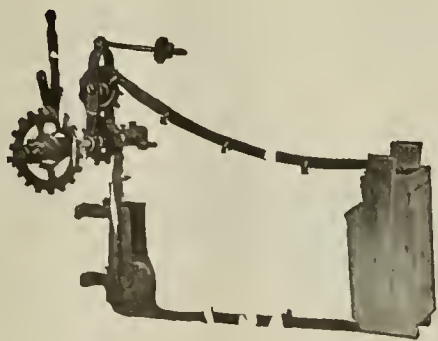
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PAYS FOR ITSELF
IN ACTUAL CASH**

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Mutual Fire Prevention Bureau

230 East Ohio Street, Chicago

Representing the Mill Mutual Fire Insurance Companies

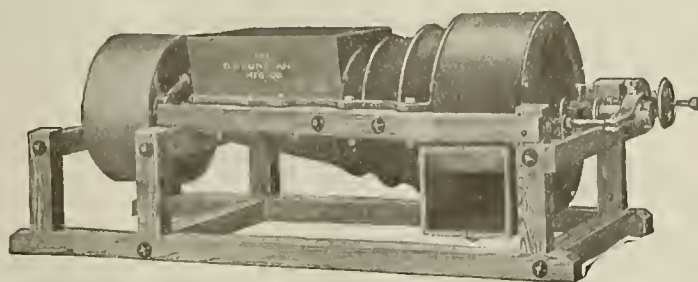


Get Your Grain in—and the Farmer Out—in a Hurry. The Cost Is No More.

Here is your combination for speed and insurance against the costly "Choke-up."

The U. S. Chain Conveyor and Feeder
The U. S. Pitless Corn Sheller
The U. S. "V" Type Elevator Bucket

We build our chain feeders to deliver the capacity of U. S. sheller which is sufficient endorsement of durability and capability.

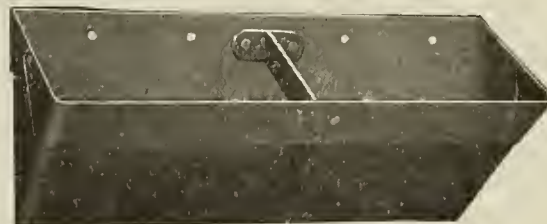


The "V" bucket completes a U. S. Sheller installation by giving the increased elevating capacity required. Manufactured in all sizes with dies stamping the bucket at one operation from a single sheet of metal.

Priced accordingly

Statement by Owner

"The U. S. Sheller has devoured everything from cog wheels to 40 feet of drag chain and seems to like it. Leaves the cobs cleaner and in better size than other shellers we are operating."



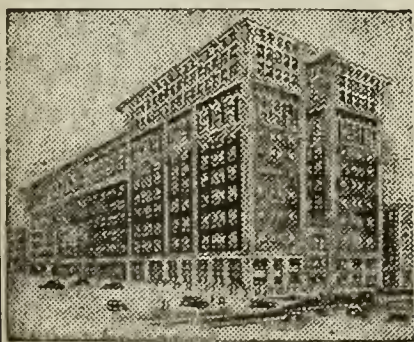
CONSTANT XXth CENTURY CORPORATION

Manufacturers of Grain Elevator Equipment and XXth Century Flour Mills

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You'll Appreciate

- the Attractive Rates
- the Dining Facilities
- the Handy Location



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Room without Bath . \$2.00 and up
Room with Bath . . \$2.50 and up
Double Room and
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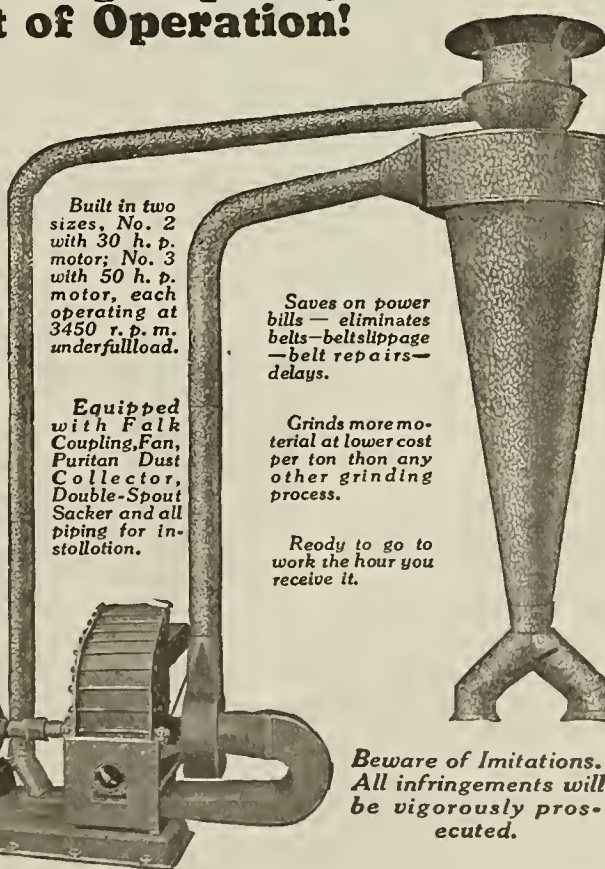
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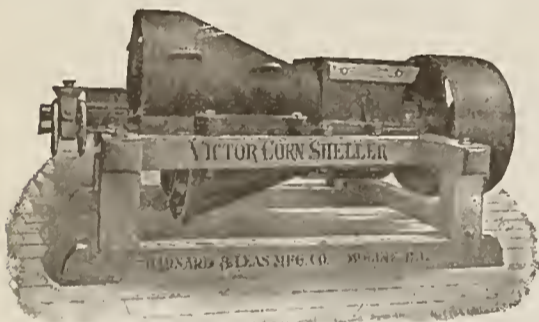
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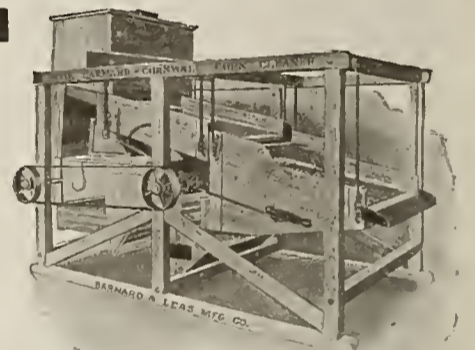
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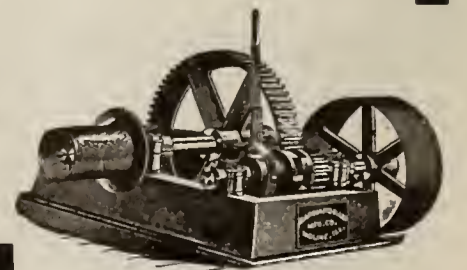
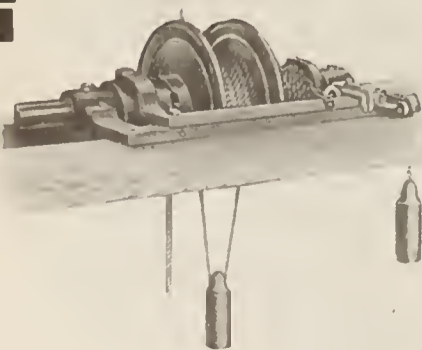
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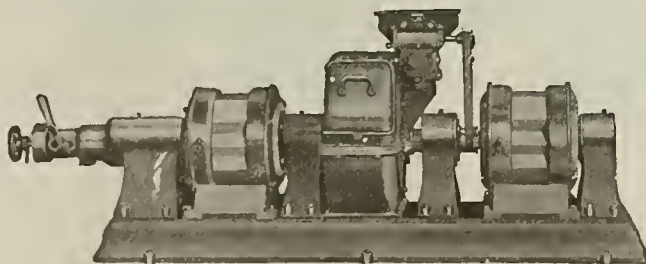
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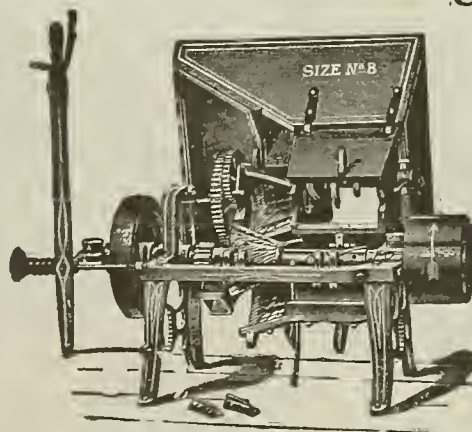
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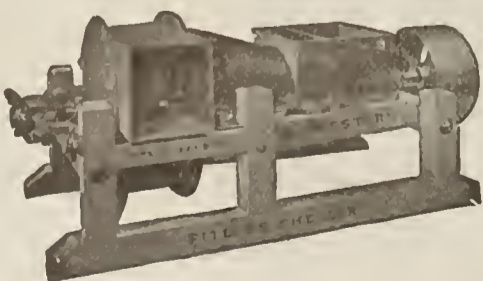
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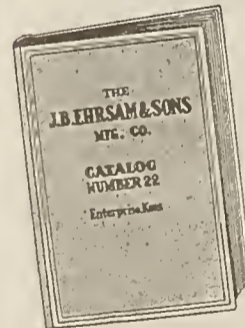
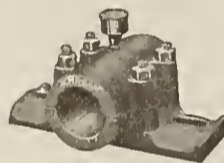


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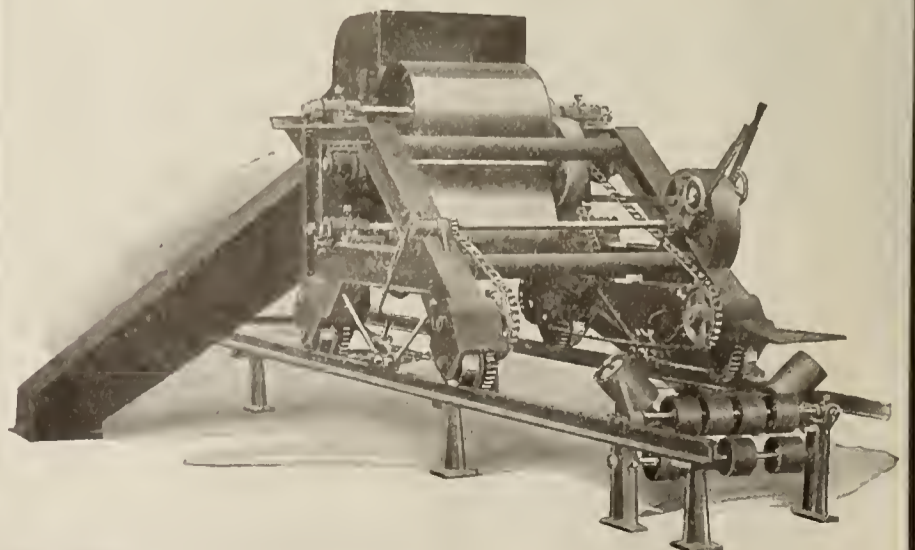
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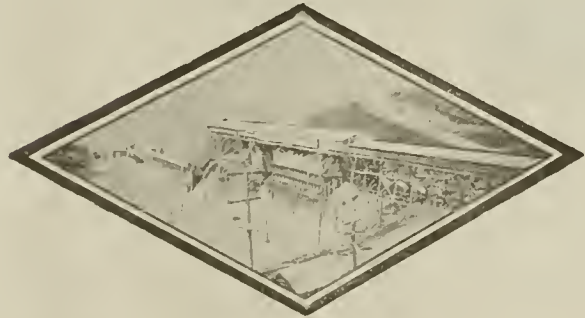
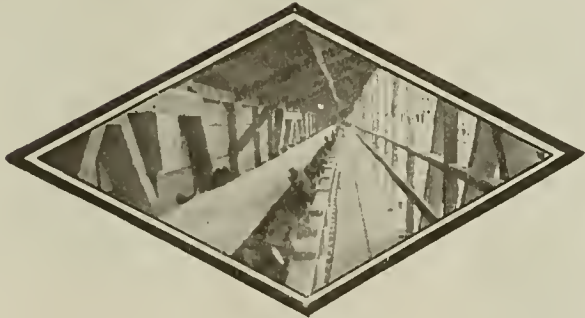
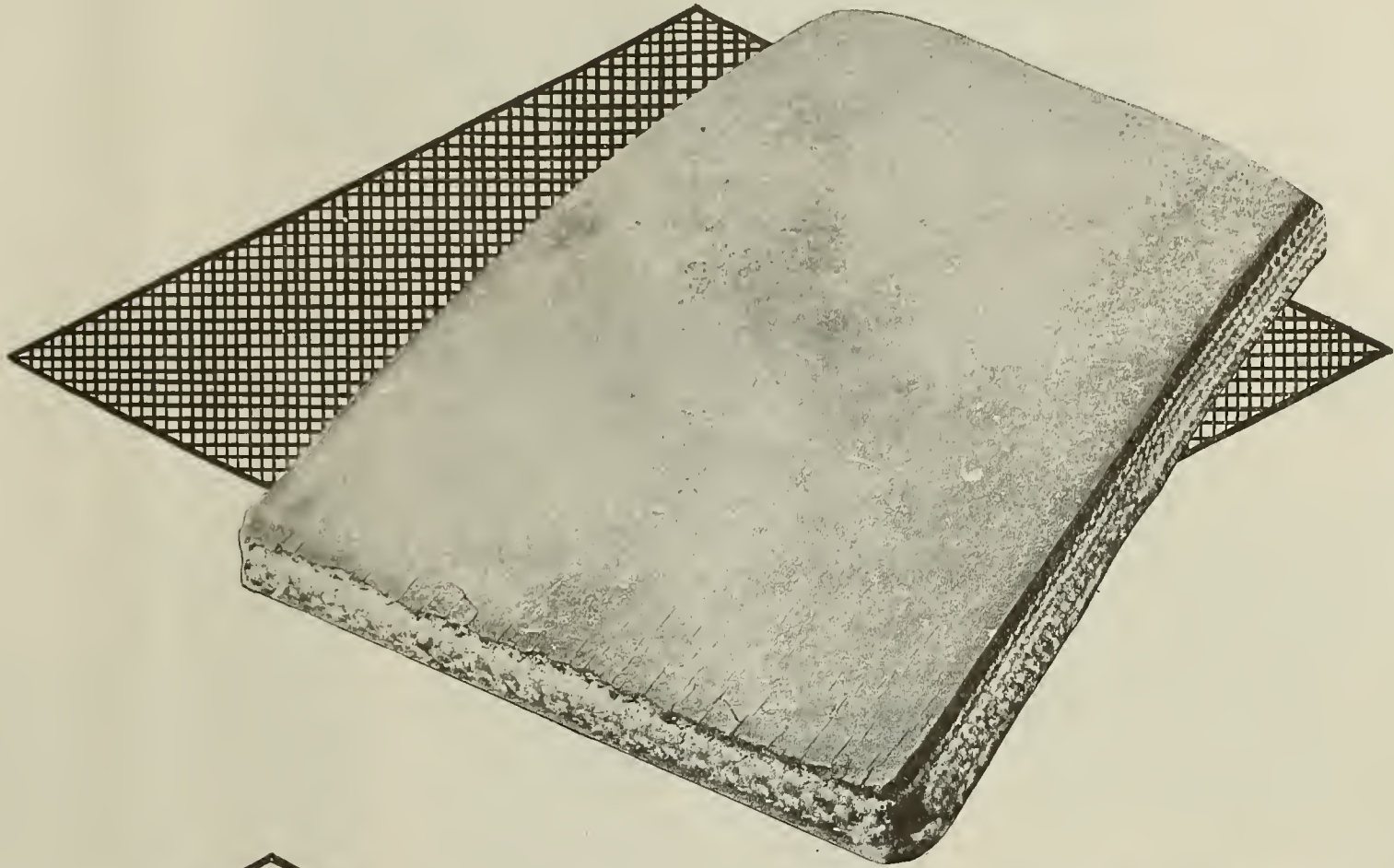
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Subscription price, \$1.00 per year. English and Foreign subscription, \$1.75 per year.

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VOL. XLIV

CHICAGO, ILLINOIS, APRIL 15, 1926

NO. 10

Three Generations of Buffalo's Marine Elevator

Third Generation of the Abell Family Completes Third Link in the Evolution of the Marine Elevator Company, Buffalo, by Erecting New 2,050,000-Bushel House

GRADUALLY the process of evolution in grain elevator construction has



THE ORIGINAL MARINE ELEVATOR, BUFFALO, N. Y., AND ITS BUILDER, WILLIAM HAWKS ABELL



Along with the other improvements brought about in the last few generations was the installing and operating of all machinery for unloading, handling and shipping in a separate unit—the working house. There was also the development of another important feature of primary design—the storing of



HAROLD L. ABELL, PRESIDENT MARINE ELEVATOR COMPANY

brought us to the point where the wooden elevator is as obsolete as the wooden battleship. Just as the age of sail gave way to the age of steam in ocean travel, so the era of wooden construction has given way for concrete, and the results have been surprising even to those who were most closely allied with the development of the engineering methods involved in the transition. Cost of erection of wooden houses had been steadily increasing, cost of maintenance was an ever present factor, and added to these features was the superior efficiency of the concrete house. So it was not surprising that the modernized house rapidly gained favor and supplanted its predecessor as numerous terminal elevators of increasing capacity were being built.

It has also been necessary for the personnel of the elevators to keep pace with the mechanical progress. More intricate machinery has not only meant a saving of money in the long run, but it has also meant that those in control have had to elaborate their ideas and acquire greater technical knowledge and skill. The primitive period of handling grain storage and shipment having passed, the present stage calls for up-to-date ideas and thoroughly competent management of highly specialized equipment. What was once a comparatively simple business has become something akin to a commercial science.



THE FIRST ADDITION TO MARINE ELEVATOR AND C. LEE ABELL



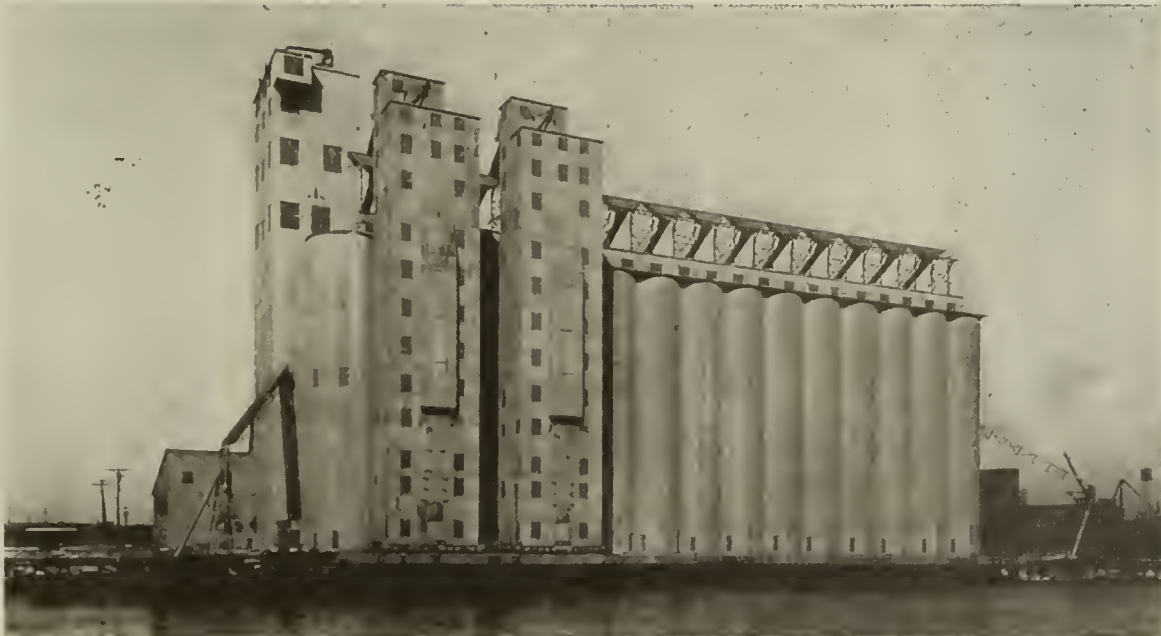
the different periods have been well demonstrated in the succeeding houses erected by the Marine Elevator Company; and, keeping pace with the physical development of the company, there has been a sequence of managers representing three generations in the Abell family. The original house was operated by the grandfather of the present manager, Harold L. Abell, and his father after taking over the responsibilities from the grandfather made the changes and additions which were consistent with the demands for modernization in his generation.

Possibly there has been no better example recently of the process of evolution in elevator construction than the Marine Elevator at Buffalo, N. Y. In this instance, the mechanical improvements of

The climax has been reached in the last year with the completion of the new Marine Elevator, a terminal house with 2,050,000 bushels' capacity. This latest building is entirely independent of the older ones and represents the latest and best in elevator design. The engineers and general contractors selected for the job were James Stewart & Co., Inc., of Chicago, Ill., of which W. R. Sinks is manager. The engineer under whose personal supervision

the work was planned and carried out was T. D. Budd, chief engineer of the company.

The photographs which have been reproduced here-with show the old elevator with the addition built by the present Mr. Abell's father, and also the new elevator which is now in operation. The old plant is located on Hatch Slip and the Buffalo River and has been handling grain continuously since it was built. Last year over 9,000,000 bushels of grain were handled through this elevator. In 1916 the Marine Elevator Company purchased the site on which the new elevator is built. This site has a frontage of 1,145 feet with an average depth of 267 feet, and it comprises 6¾ acres. There



NEW MARINE ELEVATOR, BUFFALO, N. Y.

is sufficient room to add 1,000,000 bushels more storage on the north end of the property and 2,000,000 additional bushels on the south end, or a total of 5,000,000 bushels. There is other property available and Mr. Abell says his company plans making these additions if business warrants it.

William Hawks Abell, the grandfather of the present president and manager of the Marine Elevator Company, was born in Bennington, Vt., January 29, 1814, and his parents moved that same year to Fredonia, N. Y., where he grew up. He spent four years in Texas as a young man and then settled in Buffalo, where he was at first employed by a firm of bankers, Oliver Lee & Co. He later was a freight clerk for the Buffalo & Attica Railroad, and then started his own business as a commission man in the transportation, storage and elevator business.

The Western Elevating Company, which afterwards became the Western Elevating Association, was organized in 1859, and W. H. Abell became president in 1866, retaining this office until 1884. The Hatch Elevator, which was built in 1848 on the site of the old Marine Elevator, burned and was rebuilt as the Marine Elevator about 1870 by Mr. Abell. Its capacity was, in round figures, 150,000 bushels. C. Lee Abell, the father of the present Mr. Abell, built an addition in 1894, making the total capacity of the house 650,000 bushels. At this time a traveling marine leg was also added.

At this old elevator, the company has loaded 35 cars in eight hours—close to 50,000 bushels of grain. "We can," says Mr. Abell, "load as many cars in 45 minutes' time at the new elevator as we could at the old house during an eight-hour working day. We figure the unloading capacity

hour for each leg installed at the new Marine Elevator."

This also may be contrasted to the handling con-



E. J. NOLAN, SECRETARY-TREASURER MARINE ELEVATOR CO. conditions at a still earlier date—before the addition in 1894 was erected. It was then possible to handle about 20,000 to 25,000 bushels of grain during an eight-hour day. This is about as much as

treasurer of the corporation. Thus three successive generations have had an interest in the elevator and have managed it, and with each generation the business has increased, necessitating enlarging the house and building large additions.

The new elevator has 30 tanks and 20 interstice bins, in addition to the 29 bins that are located in the working house. The tanks are 30 feet in diameter and 125 feet in height. The plant measures 340 feet in length and is 76 feet wide. Five-hundred feet of concrete dock extends along the river, this having been part of the contractor's job. The concrete dock is supplemented by 700 feet of temporary wood dock.

Four shipping tracks, with receiving pits on the first two, afford the rail facilities. The receiving pits have 1,000-bushels' capacity each, and are provided with extra heavy Clark Automatic Shovels. There is a carloading spout on each of the four tracks, and the object in laying out the scheme of track handling has been to achieve speed. A track shed covers the four tracks, and this structure is two stories in height, with a dust house above the tracks. This dust house has storage capacity for two carloads of sacked dust.

The handling capacity of this house presents one of its most important features. Conditions at Buffalo are such that rapidity in handling grain is vital in establishing the desirability of any one elevator, and accordingly when the plans were made for the new Marine Elevator instructions were given to arrange for all possible speed, commensurate with economical and efficient mechanical means. The house ranks among the best in the country in this respect.

The marine legs, of which there are two, have



BIN FLOOR "B" SPOUT TURNHEADS

of the old elevator at 10,000 bushels per hour for each leg; this compared with 30,000 bushels per



V-SPOUTS WHICH RECEIVE GRAIN FROM THE MARINE TOWER LOFTER LEGS

one shipping leg of the present elevator handles in one hour.

The grandfather, W. H. Abell, was 73 years old when he died, and his son became the active head of the business until his death October 15, 1920. He was then 64 years of age. Up to this time Harold L. Abell, of the third generation of Abells, had taken more interest in such things as golf, but decided it was necessary that he assume active control of affairs. Harold L. Abell had entered the business with his father in September, 1911, and he worked through different positions at the elevator, such as errand boy, clerk and during one fall acting superintendent. He also devoted a good deal of his time to the insurance business and for four or five years prior to his father's death acted as an understudy to him, learning all phases of the business.

March 1, 1919, his father became ill and it was at that time that Mr. Abell took entire charge of the elevator, Union Fire Insurance Company, C. Lee Abell Company, and other interests. Shortly afterward he was elected president of the Marine Elevator Company as well as of the C. Lee Abell Company, and secretary of the insurance concern. Associated with Mr. Abell in the managing of the elevator company is E. J. Nolan, secretary and



W. R. SINKS



T. D. BUDD

35,000 bushels per hour elevating capacity on the dip, and travel on four heavy rails, which are sup-

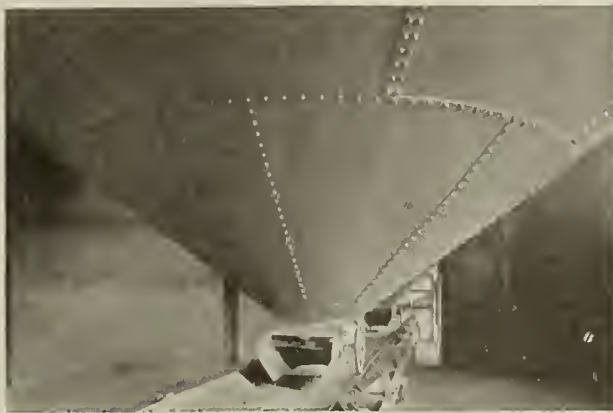
ported on a concrete dock. Ship shovel equipment is the fastest in Buffalo. For handling and shipping grain, there are three shipping legs of 20,000 bushels per hour capacity, each discharging into a 2,500-bushel garner, also two dock spouts which enable the elevator to ship 60,000 bushels per hour into boats.

The cleaner floor is situated midway between the first floor and the bin floor, and the cleaning equipment includes two S. Howes 1,500-bushel Clipper and Cleaners; two S. Howes 5,000-bushel Style "B" Receiving Separators, and a Giant Dust Packer, provided by the same manufacturer. For weighing, there are three 2,000-bushel hopper scales, with weight lifting devices and type recording beams.

The plant is electrically operated and lighted throughout. Twenty-five motors, ranging from 5 horsepower to 200 horsepower in size, and aggregating 1,855 horsepower, provide the needed motive power. The marine legs are driven by double chain drives, the first reduction being through a roller chain drive and the second a silent chain drive, both of them having been provided by the Link Belt

Company. The main legs and conveyors are driven by means of herringbone gear reduction units.

The entire plant is built on concrete calssons extending to rock.



CONCRETE AND STEEL BIN BOTTOM

The lofter legs in the marine tower have four rows of 14 by 8 by 8 buckets, on a 60-inch leg belt, and are driven by 200-horsepower motors. By

means of continuous V-spouts on the roof of the elevator—such as are shown in the picture on the opposite page—it is possible to spout over 300,000 bushels of grain without moving the marine tower or using the transfer belts on the bin floor of the elevator. To further augment the devices for developing speed, the movement of cars in the track shed is expedited by the provision of electrically operated drum-type controllers for the car-pullers.

Belting, of which there is about four miles in the plant, was supplied by the B. F. Goodrich Rubber Company, Akron, Ohio. The leg scales and garners are equipped with the Budd-Sinks Dust Prevention and Dust Collecting System, which was installed by the National Blow Pipe Company. The special steel and concrete bin bottoms covered in the Budd patent have also been installed and add to the economies of operation.

General machinery and equipment for the house was furnished by the Webster Manufacturing Company, Chicago; and conveyors and trippers—of the ball bearing type—were provided by the Weller Manufacturing Company, Chicago.

National Survey of Dust Control Methods in Elevators Completed

Best of Dust Handling Devices in America's Leading Plants Included in Outline Developed from Investigation

SINCE more than one-fourth of the loss of life and more than half the loss of property resulting from dust explosions from 1919 to 1925, occurred in grain elevators, special attention has been focussed on the problem of dust hazard in grain handling plants. Management in the industry has demanded better dust control equipment. Machinery manufacturers have put their engineers to work on the subject. Government engineers have also been active in this work. An especially valuable contribution from this last group is Bulletin No. 1373, the work of the Department of Agriculture Engineers, H. R. Brown and J. O. Reed. The work is illustrated by Robert M. Baker. A condensation of the engineers' investigation follows. Their conclusions were based on inspection of and reports from modern plants all over the United States.

Dust hazard in an elevator is, of course, controlled only when (1) dust clouds are eliminated at their point of origin by the application of suction (2) dust accumulations are promptly removed from the building, either by a vacuum cleaning system or by a floor-sweep system, and (3) the elevator and equipment are well ventilated.

The dustiest points of an elevator are usually about the discharges of the receiving or unloading pits. As a rule the discharges of these pits are

move the dust which escapes from the grain as it flows out of the pits upon the belts.

The suction system shown in Fig. 1 was applied to the receiving belts at the unloading pits in one of the elevators visited. The space between the hoppers is inclosed, and a six inch suction connec-

tion, but much simpler to install, can be adapted to a receiving-pit hopper of almost any type. A canvas curtain hangs down by the sides of the hoppers and drags on the inside of the receiving belt. The open spaces between the hoppers not covered by the belt are inclosed by either sheet metal or canvas, so that all the dust rising from the grain flowing on the belt is confined in the space between the belt and the hoppers. As a stream of air several inches deep follows a loaded conveyor belt at an average velocity of approximately one-fourth the belt speed, the space between the curtains is left open at the end where the belt first runs under the hoppers, making it possible for the

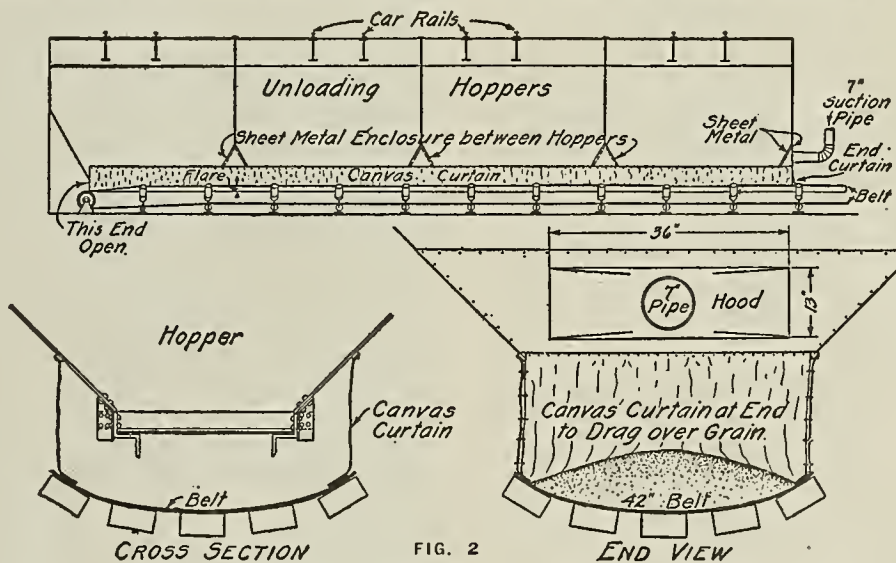


FIG. 2

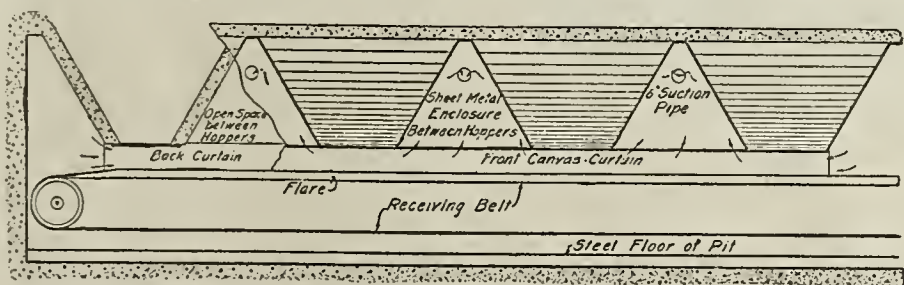
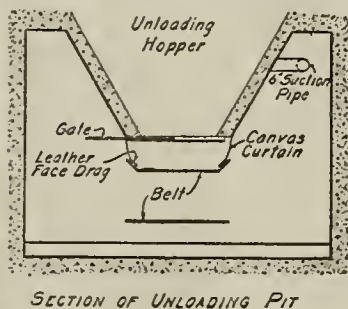


FIG. 1



SECTION OF UNLOADING PIT

tion is made near the apex of each triangular inclosure or near the point where the hoppers join. On each side of the belt, a canvas curtain, which drags on the inside of the upturned trough part of the belt, completely incloses the space above the receiving belts for the entire length of the hoppers. The dust-laden air, which rises from the belt when grain is being discharged from one of the hoppers, is thus confined and exhausted through the three six-inch suction pipe connections. This application has been very effective in controlling the dust clouds at the receiving pits. As no induced air currents come in contact with the moving grain, only the dust clouds which rise from loading grain on a belt being finally drawn from the inclosure, this installation has had no effect on the grain weights.

An installation (Fig. 2) similar to that shown in

air to flow in the direction of the belt and toward the other end of the inclosure. At the other end, however, the space between the curtains is inclosed by sheet metal and a curtain which drags on the grain. A rectangular suction hood is placed over the end curtain about 18 inches above the belt. Suction is supplied through a seven-inch pipe from the main duct of the dust-collecting fan system.

Feeding grain into an elevator boot, by either a belt or a spout, produces heavy dust clouds. As a large volume of air in the elevator buckets is being displaced by grain there is within the boot a surplus of air, which in coming in contact with the disturbed grain becomes heavily laden with dust. As a result, dust clouds issuing from the elevator boot, fill the basement, which is the most difficult floor in an elevator to ventilate and keep clean. The control of this dust condition about the boot therefore depends upon the removal of the surplus air in the boot, by means of an air suction connection from a fan system or a vent to the outside of the building. It is necessary only to exhaust the air from the boot as fast as it accumulates. No excessive velocities are required to draw out the dust.

It has been found difficult to apply suction to elevator boots in such a manner as to remove all suspicion that the installation may be able to lift grain, chaff, and other light material, thus inter-

under the track sheds, in small inaccessible tunnels, through which the receiving belts run to the workhouse. In many cases no natural ventilation exists, nor can it be provided in this areaway, making dust-collecting equipment necessary to re-

fering with the grain weights. In practically every dust-collecting installation at elevator boots, it is necessary to use a hood so designed that the air enters the hood, preferably in the form of a curtain, and is not of sufficient velocity to lift dust particles from the grain stream. The United States Department of Agriculture hood, shown on this page, was made to meet all the requirements for such an installation.

Many methods of applying suction to elevator boots are in use. The suction may be made on the front leg, on the back leg, on the side of the boot, on the top of the boot, or on the spout feeding the leg. Not all of these methods, however, are satisfactory.

When a belt discharges directly into a boot, the common practice is to place a dust-collecting hood in a vertical position at the boot opening. In some cases the hood is placed in a horizontal position. Both of these installations have advantages and disadvantages. For equally effective results the vertical hood must be larger and handle more air than the horizontal hood. The horizontal hood, however, is more likely to draw in grain that is thrown into the mouth of the hood. In some cases an elbow at the opening of the vertical hood gives the good points of both hoods. A vertical hood, having the proportions of the United States Department

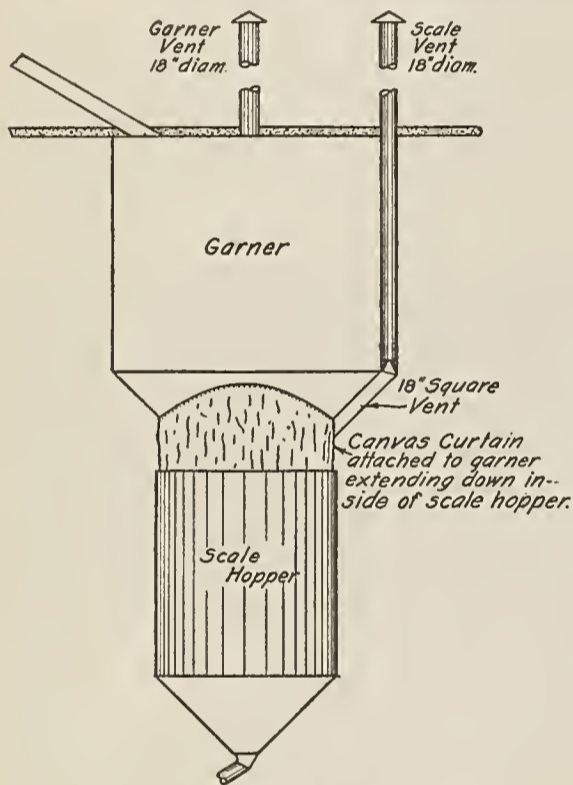


FIG. 3

of Agriculture hood, with the elbow having a radius one and one-half times the width of the hood, is satisfactory.

In the case of a spout feeding into the boot it is sometimes possible to place the hood above the point where the spout enters the boot. If the grain is far enough from the induced air currents, it may be possible to make a direct connection at this point. The application of suction to the front leg or the back leg or on the side of the boot is not satisfactory. When connections are made in the front and back leg, the dust conditions in the boot are not very well controlled. The installation of hoods in the front leg and the side of the boot gives too great a chance for the removal by suction of the grain and heavy dust particles. The most satisfactory point is at the boot opening or on the top of the boot.

A satisfactory method of caring for dust within a boot is to place a hood between the legs. This installation removes the air replaced by the grain, especially when the grain is being fed into the back leg or side of the boot. For spouting connections to boots, this system is satisfactory. At this point grain cannot be lifted, even when there is a choke-up in the boot.

Feeding a boot through a floor grating, by either a tripper or an open spout, presents a difficult problem in controlling the dust cloud from the boot pit. Hoods connected to large suction pipes have not proved entirely satisfactory. In most cases a fixed

hood can not be used. A hood similar to a window awning is sometimes attached to the elevator leg. To be effective, these awning hoods must be close to the grating and attached to a large suction pipe. If properly designed, there seems to be no reason why they can not control the dust at this point.

In one grain elevator natural vents are used where the belt discharges into the boots. The rectangular vents, more than 12 inches wide, extend over the full width of the belt. Such an installation can seldom be used, but in this particular elevator it is possible to run a vent pipe from a point directly over the belt discharge, vertically through the cement track-shed floor overhead. The duct runs close to the workhouse wall, to a height of approximately 15 feet, and exhausts above the track shed. This surprisingly effective method is operated by the pressure created by the surplus air in the boot.

IN ELEVATOR HEADS AND LEGS

The most satisfactory and usual method for controlling dust in elevator heads and legs is to run a vent pipe from the elevator head to the outside of the building. Some operators have applied suction to the heads, but most of them have replaced these suction connections by vents. Instead of a connection on the elevator head, some installations have a vent pipe leading from the garner to care for the head as well as the garner. In one grain elevator the dust in both the garner and the elevator head is controlled by a vent from the discharge spout near the elevator head.

These many methods of controlling the dust conditions in elevator heads are the result of the difference in opinion concerning the dust and air conditions in an elevator head when grain is being thrown from the elevator buckets into the discharge spout leading into the garner. The prevailing opinion is that a pressure exists within the head and that a vent pipe over the front leg is necessary to relieve this pressure which is supposed to be produced by the fanning action of the buckets. Some contend that a vent over the elevator head is unnecessary if the garner is vented. Objection has been made to placing large vent pipes over the elevator heads because of the intimate contact of the grain with humid outside air, which, it is claimed, would change the moisture content of the grain. However, it seems unlikely that the moisture content of grain can be appreciably affected during the short period that the grain is in contact with such air.

At first thought the quantity of air required by the discharging buckets may seem negligible, but an elevator handling 15,000 bushels of grain per hour requires 310 cubic feet per minute. Additional air is also carried down the back leg with the buckets. The only natural source of air supply outside the vent is up the front leg. As this leg is partially sealed by grain in the boot, the flow of air up the front leg is somewhat restricted and is insufficient to meet the air needs at the head. To make up this deficiency air enters through the vent. If no vent is provided, a slight negative pressure will exist in the elevator head. Therefore the quantity of air required to replace the grain in the buckets, added to the quantity which goes down the spout into the garners, plus that which goes down the back leg, must equal the quantity which is supplied by the front leg and through the vent to produce an equilibrium.

Where the vent was placed over the discharge, to serve both the head and garner, a great deal of dust, chaff, etc., was discharged through the vent. Such an installation might create a decided shortage in weight because of the large quantity of chaff, dust, etc., exhausted. The reason that so much material is thrown out in this installation is that the air must flow from the garner to the vent through the discharge spout in a direction opposite to the flow of grain and natural flow of the air. Thus dust particles and chaff are picked up from the grain and discharged through the vent.

The presence of dust on the scale floor is particularly objectionable, because of its effect on the scale mechanism. Grain entering the scale hopper displaces the air already there; and this air, carry-

ing large quantities of dust, will escape into the building unless some provision is made to prevent it. The same conditions exist at the garners.

Many attempts have been made to control the dust so that the weights would not be affected. Air ducts connecting the garners and scale hoppers have been developed to permit the passage of air from the scale hopper being filled into the garner being emptied and vice versa. A more general practice, however, is to inclose the space between the garner and the scale hopper with a curtain of cloth, which acts as a filter and permits the air to escape while the dust is retained in the grain. When such curtains are made of loosely-woven cloth, to permit the air to pass through so as not to create a pressure within the scale hopper, the light, fine dust escapes and settles on the scale floor. A curtain of canvas or tightly-woven cloth, inclosing the space between the garner and scale hopper, and a vent pipe leading from this inclosure to the outside of the building, are better. A vertical pipe extending through the roof creates a slight natural draft, so that the light, fine dust which would escape inside the building is drawn outside. This vent pipe should be of sufficient diameter (about 18 inches) to permit the escape of the air without creating an excessive pressure or velocity. On a tightly-covered garner such an installation is very effective in controlling dust clouds. A compact

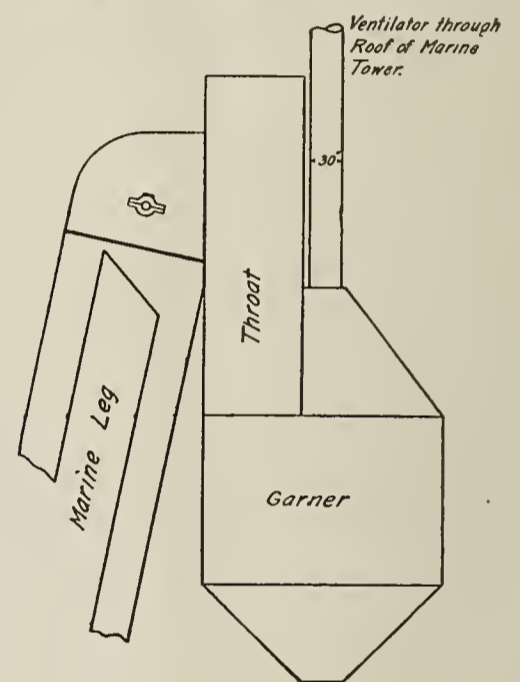


FIG. 4

arrangement of vents for both scale and garner, with a canvas curtain inclosing the space between the garner and scale hopper (Fig. 3), is an economical way to control the dust.

AT BELT LOADERS

When grain is discharged from a bin hopper or spout onto a moving conveyor belt a cloud of dust is produced by the impact of the grain upon the belt and by the air currents following the belt. Belts are often loaded in a tunnel or basement, places where dust control is particularly important. In most elevators the shipping belts run through tunnels or areaways under the bins and are loaded by fixed spouts. The receiving and transfer belts are usually loaded by fixed spouts, leading from distributing heads or from transfer spouts. Some elevators are movable belt loaders which commonly consist of a covered sheet-iron hopper with a short spout at the bottom extending close to the moving belt. The opening in this spout is controlled by a gate or valve. In operation, the belt loader is placed over the belt in the desired position and grain is fed into the hopper from one or more movable spouts, from other belts, or by hand.

AT BINS

When grain is run into a bin from a spout, conveyor, or belt tripper the air in the bin is displaced and as the air is forced out of the bin it carries with it the dust separated from the grain entering the bin. The filling of a modern grain-storage bin displaces about 40,000 cubic feet of dust-laden air. Exhausting this dust-laden air inside the plant constitutes one of the greatest dust-explosion hazards and

makes it almost impossible to keep the elevator properly cleaned. It is difficult to understand why this practice is continued, when the method of controlling the dust is so simple and inexpensive.

To care for the air displaced by the grain entering the bin, a galvanized-iron pipe, 12 inches in diameter, or of such dimensions that the velocity of the air in the pipe will not exceed 500 feet per minute, should lead by the most direct route from the bin to the outside of the building. Where fans installed on trippers exhaust into bins the vent should be larger. Some progressive elevator operators have vented to the outside air every bin in the house. This highly commendable practice is applicable to closed bins only. A hood to exclude rain, snow, etc., should be placed over the end of the vent.

AT DISCHARGES OF CONVEYOR BELTS

When grain is discharged from a conveyor belt, the air traveling on its surface is disturbed and forms a large dust cloud unless some system of controlling it is provided. As conveyor belts may discharge into elevator legs, spouts, or bins, or upon

other belts, different methods of dust control may be necessary for the different installations. Equipment designed to collect the dust at points where conveyor belts discharge should collect only the light floating dust and keep the grain from entering the suction hood. When a belt discharges into an elevator boot, a hood at the edge of the receiving hopper of the leg can be used. When the belt discharges into a spout, a hood attached to the side of the spout opening can be used.

It is impossible to enumerate all the places about an elevator where some dust control measure should be applied, because a dusty point in one elevator may have been eliminated in another plant by a difference in construction. The marine tower in elevators where boats are unloaded is usually very dusty, and the control of the dust at this point is given little attention. One elevator superintendent has partially met this situation by installing a vent leading from the garner bin through the roof of the tower (Fig. 4). This vent, a 30-inch pipe, capped with a ventilating hood, relieves the pressure created in the bin by the grain discharged from the

leg and prevents to some extent the dissemination of dust within the tower. The principle of this installation is the same as that for the installation recommended for the control of dust in garner, scale hoppers, and bins.

Another point where dust clouds generally prevail is around turn heads or circle spouts on the distributing floor or in the basement, especially where two or more of the spouts are connected or where they enter elevator boots, hoppers, or bins having other spouts leading into them. In such cases the pressure produced by the grain flowing into the boot, hopper, or bin forces dust-laden air out of any open spouts leading from a turn head or circle spout to the same boot, hopper, or bin. A simple way to remedy this condition is to place in each spout a flap valve consisting of a piece of belting, which is so suspended that the spout will always be closed except when grain flows through it. In addition, the boot, hopper, or bin into which the grain is discharged should have adequate dust-control equipment.

(To be Continued)

INDIANA SETS GRAIN RECORD

Indiana's grain trade is founded on its grain production. That the latter is in a healthy condition is proven by the summary of crop conditions made public by a Purdue University statistician.

The total production of grain in Indiana last year was the largest in the last 25 years and the yield of corn an acre exceeded all records for the state in the last quarter of a century.

One reason assigned for the record-breaking yield of corn for the 25-year period, was that the relatively dry spring permitted early planting. The frost in May nipped corn to the ground, the report points out, but most of the frosted plants recovered and much of the crop was not up at the time.

The average yield of wheat an acre was slightly below average. Drought and frost were the damaging factors.

Rye was affected by the season in much the same way as Winter wheat. The acreage of oats was increased over the previous year. The need of early grain feed was one cause and another was the loss of wheat acreage.

FIRST BARGE CARGO DISCHARGED

The first barge load of grain floated by the new Illinois Waterway Company has been unloaded at the elevator of McFadden & Co., reports the Havana, Ill., *Democrat*. The steamer *Lancaster*, leased to do the company's towing, furnished the power that brought the barge carrying 63,000 bushels of grain from Holmes Landing. The cargo was then discharged into the elevator by the new leg, recently put in working order.

A huge flood light is to be placed on top of the elevator to give workmen light, as it is planned to do much of the barging work at night. This light, it is claimed, will serve as a beacon at points five miles away. F. E. Haefner, traffic manager for the new barge company, is quite enthusiastic over the prospects for a big business and is well satisfied with the way the first cargo was handled and the way the machinery and equipment operated.

POOL LAWYER HARD LOSER

The latter part of March, a decision was rendered by District Judge Jewell at Chappel, Neb., stating that two certain grain producers could not be forced to deliver their wheat exclusively to the Nebraska Wheat Growers Association. The decision does not stump the pool's attorney. While in Omaha recently he said: "It was reported that Judge Jewell's decision would have an extremely far-reaching effect. This is not the case. His ruling applied only to the growers, Shutte and Smith, and the association expects to be able to hold them to their contract after the case is heard on appeal in the Supreme Court."

A GREAT LOSS

After many years of daily association with a man of sterling character and whose outlook on life was tempered by a great and all-embracing friendliness, it is difficult to realize and more difficult to set down in fitting terms the fact that he is gone to return no more. In the death by apoplexy on April 2, of John E. Bacon, for 33 years associated with this company and for the past 14 years its vice-president, the Mitchell Bros. Pub-



THE LATE JOHN E. BACON

lishing Company sustains a great loss. On the individual members of the firm, and indeed on every employe, the great void occasioned by the bereavement, lays a burden of profound sorrow. But we shall cherish always the memory of his friendship, and his splendid and untiring devotion to the duties he had to perform will continue to be an inspiration and guide for all who remain.

Perhaps no truer index of the man can be found than in the fact that almost everyone with whom he had contact called him John. Modest, almost diffident in his mental approach, the kindness he felt for others made it easy for everyone to feel at home in his company and won for him a great host of friends.

John Bacon was born in Wilton Junction, Iowa, 61 years ago. His father was the pioneer merchant in the community and the general store which he founded and conducted successfully through his lifetime is still a family possession. After attending Grinnell College and the University of Iowa, John

came to Chicago and engaged in a number of occupations until he found his real place that he filled so ably with this company. He was strong in his attachment to his family, and only recently made the long trip to California to visit his aged mother and his sister who reside there. He was a faithful member of the Methodist Church, a loyal citizen and a fine neighbor, a man of affairs and large capacity, but one who never forgot the kindly small town traditions in which he had been reared. Our sympathy goes out to his widow and those others who survive.

At eight o'clock on April 5 a short service was held at the home, 4546 Clarendon Avenue, before taking the body to the train which carried him to his final resting place at Wilton Junction.

We will miss him sorely, and we will never forget John Bacon.

DECIDE WIRE-ORDER CASE

A firm offer by telegraph for immediate answer, which is accepted within five minutes of receipt, must be confirmed unless some unreasonable delay is shown on the part of the telegraph company.

That, in brief, is the decision rendered by the G. D. N. A. arbitrators in the case of G. O. Moon & Co., Binghamton, N. Y., (plaintiff), vs. C. A. King & Co., Toledo, Ohio.

On December 3, 1925, defendant wired the plaintiff offering five cars of No. 3 Yellow corn at 90½ cents Philadelphia, for immediate shipment. The evidence showed that this wire was filed in Toledo at 10:25; was received by the telegraph company at Binghamton, New York, at 10:40; delivered to the plaintiff at 10:45 and plaintiff's reply accepting five cars was filed with the telegraph company at Binghamton at 10:50; received at Toledo Exchange at 11:04 and delivered to the defendant about 11:10. The defendant wired the plaintiff in a message filed at 11:19, delivered in Binghamton, New York, about 11:35, that the market was higher and that they should book at 92½ cents. Further telegrams were exchanged in which the plaintiff maintained that the offer had been accepted immediately and insisting on the contract being filled. The defendant claimed that they were not obligated to fill the sale. The plaintiff was awarded the full claim.

NEW GRAIN SALES CONTRACT

The millers and grain dealers of Indiana have gotten together on the matter of a new grain sales contract. It is for use in the Hoosier State and goes a long way toward solving the problem of grain dealers and millers who are not prepared to store wagon grain with all the obligations that are involved under Indiana statutes. If one undertakes to legally store grain, he must qualify under the Public Service Commission law of the state and become a "public store house," compelled to accept all merchantable grain of the kind provided for in

the qualifying certificate, irrespective of when or by whom delivered. "But by this contract," says Secretary Riley, of the Indiana Grain Dealers Association, "you don't have to accept any grain if you don't want to. When you accept it you can sell it, grind it, ship it out and hedge, or store it in this or other states, or dispose of it in any way you choose. The farmer has your obligation to pay for it, but he has no lien or other interest in it for you own it."

Certain phrases of the contract make this plain: "The purchaser hereby purchases and accepts and the seller hereby sells and delivers . . . bushels, etc. . . . The purchaser agrees to settle and pay for such grain . . . the current market price for such grain . . . The seller has the right of election as to accepting such settlement at the time indicated, etc."

SIXTH GREAT LAKE PROPOSED

A project which, it is claimed, will solve for all time the grain shipper's lake level problem, eliminate need for dredging, and produce over 1,000,000 horsepower besides, has been offered for the consideration of those interested in the improvement of American waterways. C. L. Campbell of Toronto, Canadian engineer and railroad builder, is now active in promoting the idea.

From personal observation and investigation made during several years' interest in the situation and the major part of several summer seasons spent in the Far North, Mr. Campbell formulated a plan that he believes will offer a permanent solution of the lake-level problem and in addition produce an annual income of more than \$15,000,000 from waterpower alone.

An expenditure of about \$150,000,000 would provide more than 1,000,000 horsepower at hydroelectric plants along the lakes and the St. Lawrence River, save large sums that must be spent for harbor and channel dredging, restore full cargo-carrying capacity of all vessels plying the Great Lakes, open up to navigation a country rich in

southern side of this watershed, to flow from there south into Lake Nipigon and on through Nipigon River into Lake Superior. The accompanying map pictures the general plan.

In first placing the plan before the public, Mr. Campbell had depicted the creation of a new Great Lake 15,000 square miles in area, but this he does not consider of vital necessity to the project of diverting these waters in itself, but rather as an after consideration should a great storage reservoir become desirable. To complete the various parts



ELEVATOR AND WAREHOUSE PROPERTY OF THE SUDAN GRAIN & ELEVATOR COMPANY AT SUDAN, TEXAS

of construction necessary to effect the diversion would require six years. Mr. Campbell was of the opinion that the full effect of the water would be felt in the Great Lakes within two or three years after construction was completed and would ultimately bring back the level of the lakes to their original normal. After this the excess water might be either stored in the great reservoir of the sixth lake, or be allowed to run down its original course to James Bay, as then would be deemed most advisable.

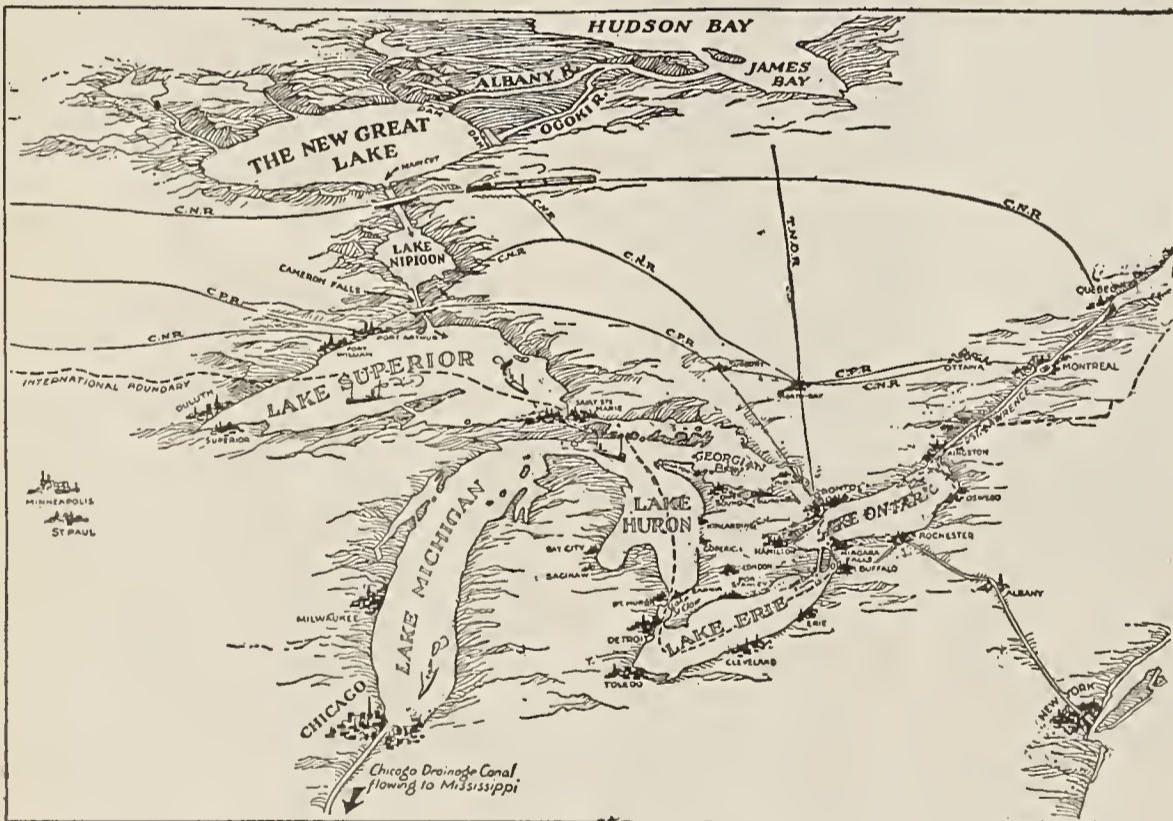
Within the confines of the governing heights of

Texas, supplies the "juice" for the elevator which is electrically operated throughout by the 7½ horsepower Fairbanks-Morse Motor. This prime mover is dust proof, being fully enclosed and of the latest type.

Located on the "trail of the Santa Fe," the shipping can be handled directly at the rate of 800 bushels per hour. Receiving capacity is the same. The grain is run into five main bins, and two pit bins located under the cleaner. There are also two screenings bins, making a total of nine bins, holding 4,000 bushels. The ground area taken by the ironclad elevator at Sudan is 18x30 feet, while the warehouse which adjoins the elevator proper measures 24x72 feet. The intake volume of grain can be cleaned at a speed of 400 bushels per hour. One cleaning machine of the dustless type gives the plant this capacity. Belt drive is used generally for power transmission purposes.

The corn mill and feed grinder for which a 20-horsepower motor is provided, is in the warehouse building. This is a busy part of the plant, for Mr. Hay and Mr. Mayfield, officers of the concern, have built up a good trade on this line. The company specializes in the handling of high class seeds, especially milo maize, hegari, kafir, and cane seeds. The seed and feed lines run close to coal in the matter of yearly profits.

In May, 1925, the Sudan Grain & Elevator Company was incorporated to succeed the firm of Mayfield & Hay. Both Mr. Hay and Mr. Mayfield remain with the new company in their old positions of president and manager respectively. Mr. Mayfield is also secretary-treasurer. The owners report that about 200,000 bushels of corn, milo maize and other sorghum grains are handled yearly. The Sudan house is the only one operated by the firm. The undivided attention of the owners is thus given to the management of the one elevator. An increasing business is the result.



LOCATION OF THE PROPOSED SIXTH GREAT LAKE

minerals and timber and provide for Chicago an adequate drainage system. It was his estimate that the decline in lake levels from natural causes in the next 10 years would necessitate an expenditure of at least \$500,000,000 for dredging harbors of the Great Lakes so that shipping could continue.

The plan proposed by Mr. Campbell has primarily to do with the diversion of the waters of the watershed of the Albany River and its main tributary, the Ogoki, by the construction of two great dams here illustrated, one on each of the two rivers, and to bring these stored waters southward through a canal cut through the height of land on the

land, the interior was a great level basin of rock, muskeg, swamp, vast timber areas, innumerable lakes and streams constituting a great natural reservoir. The average yearly minimum flow of the waters to be diverted was placed at 20,000 cubic feet per second. At flood periods, which could be controlled, the flow would exceed 30,000 cubic feet per second.

In Portugal, flour mills have been authorized to import, within the usual legal provisions, up to 2,900,000 bushels of foreign wheat, of best quality, at any time before July 1, 1926.

MORE ABOUT SMUT

There seems to be no last word on the subject of wheat smut prevention. The Department of Agriculture's latest p. s. on the subject is entitled "A Better Method of Controlling Loose Smut of Wheat." The modified hot-water treatment of seed wheat for control of loose smut is somewhat difficult of application. The seed is soaked, and, when there are broken seed coats, germination is reduced, says the department. Because of this objection, experiments were undertaken for the purpose of developing a more acceptable method of treating wheat, the results of which have been published in De-

partment Bulletin No. 1383, "Single-Bath Hot-Water and Steam Treatments of Seed Wheat for the Control of Loose Smut."

Single-bath hot-water treatments were applied by immersing wheat in half-filled sacks in water held at a constant temperature during definite periods, the duration of treatment extending from 30 minutes to four hours, and the temperature from 46 degrees to 51 degrees C. A number of the single-bath treatments with different durations and temperatures controlled loose smut and bunt, but the treatments at 48 degrees C. for one hour and 50 minutes and at 49 degrees C. for one hour and 35 minutes gave best results.

ANOTHER CZECH DUTY CHANGE

The Czecho-Slovakian Government now proposes to establish fixed import duties on grain and cereals to replace the system of sliding scale duties now in force. Under the slide rate system, says J. F. Hodgson, American representative at Prague, Czecho-Slovakia, the import duty on cereals may be changed each month in conformity with the variations in the average domestic market price during each preceding month.

GRAIN COMPANY FURNISHES ELECTRICITY TO THREE TOWNS

It was not so many years ago that the man who wanted to select a suitable location to establish a waterpower plant had a choice between numerous favorable locations. Comparatively recent has been the fullest development of such natural resources in the West—and even in the more remote sections of the Mississippi Valley. The topography of many of the Middle West States, such as Wisconsin and Minnesota, is such that almost unlimited resources were available, and much of the prosperity of the smaller, and many larger communities in this part of the country has centered around the harnessing of this natural power.

When Edwin Clark went up into Minnesota in 1867 to select a site for his waterpower plant he had a choice of practically all the waterpowers west of St. Paul. After an extended examination of the territory, he decided to assume a position on the Sauk River. Accordingly, it was at a strategic point on that stream that he settled, and established the business which is still operated at Melrose, Minn. The present Independent Grain Company at that point had its inception in the Melrose Milling Company, which he started there in 1867.

He put in a timber dam and two run of stones and was soon doing a rushing business with the

towns and some farmer lines. The new owners have made certain installations since getting the plant, including an attrition mill and a motor for their feed mill. They have also added a 150-kilowatt electric generator and are operating the business as a grain elevator and feed mill. In conducting the power business, they are selling the current on a wholesale basis to the city, which does the distributing. The plant is in charge of Nels Enge, who is secretary and treasurer of the grain company.

The dam is 165 feet in length and has a 14-foot head. The equipment includes two 150-horsepower turbines and one 25-horsepower unit. In the plant 350 horsepower is developed, which is in excess of the present needs, but inasmuch as the electric load has been increasing fast, there is a good prospect for it being needed. The waterpower is owned in fee simple by the company and the eight-year contract to furnish the city with electric current has just commenced. The flour mill which is part of the property is not being run at present.

The plant is situated adjacent to the right of way of the Great Northern Railway, and the carrier company has just completed the laying of heavy steel on the spur for the plant. As part of the structure is being used for commercial grinding of screenings, one of the important features is the fact that the company has obtained the transit rate from the West and Canada.

Grain storage is afforded in the wooden elevator which has a capacity of 60,000 bushels. In addition, there is warehouse capacity on three floors which measure 80 feet by 30 feet. There are two grain separators, both of which are of the Eureka type, made by the S. Howes Company, of Silver Creek, N. Y. One of them has a capacity of 1,000 bushels and the other 300 bushels.

In 1895, when the mill's capacity was doubled, the grain storage was also increased, bringing it to its present size. At the same time the dam was rebuilt and solid masonry was substituted for the old wooden dam.

The officers of the company are N. M. Enge, president; James K. McGuire, vice-president; Nels Enge, secretary and treasurer.

NINE OUT OF 19 CO-OP ELEVATORS SHOW LOSS

A recent analysis of the results of operations of 19 grain elevators near Springfield, Ill., for the past year, discloses that almost half of them, 47 per cent to be exact, sustained a loss. Ten of them made a profit which averaged \$3,127.25 per elevator for the year. In the report of the auditor for the

given as one of the chief reasons for so heavy a loss sustained by some of the organizations.

Farmers elevators in general have had tough sledding during the last few years but Mr. King believes that a lot of the heavy losses can be covered by better management, such as there is in the privately owned grain trade. He points with hope to the 10 elevators which last year made an average profit of over \$3,000 as good examples.

PROMINENT ILLINOIS DEALER DIES

Grain elevator operators all over the Middle West will join with Illinois grain men in their sorrow over the death of Victor Dewein, one of the



THE LATE VICTOR DEWEIN

most important figures in the country grain business in that state. Mr. Dewein died on March 8, at a Decatur, Ill., hospital to which he had been taken the week before for treatment for an obstruction of the bowels. He was 51 years old and is survived by his widow and two children, Margaret and Victor C.

Mr. Dewein entered the grain business at Warrensburg, Ill., as a young man and conducted an elevator there for several years before moving to Decatur. Later Mr. Dewein bought elevators at Forsyth and Emery from the American Grain Company. He then entered into a partnership at Decatur as the Dewein-Hamman Grain Company, operating a 100,000-bushel elevator. Finally he returned to his country business, conducting his old line.

Mr. Dewein was president of the Illinois Grain Dealers Association from 1914 to 1917, and had been closely associated with its activities for many years. He also served as a director of the Grain Dealers National Association. No task was too arduous for him to tackle when it concerned the welfare or interests of his fellow grain dealers.

GOVERNMENT SELLS ELEVATORS

The Manitoba Government has consummated the sale of 18 of its elevators to the United Grain Growers, Ltd., the company of farmer stockholders of which Thomas A. Crerar is president. Lieutenant Governor Aikins has signed the order-in-council necessary to conclude the transaction. The total sale price is around \$101,000.

The grain company had previously bought 43 other elevators belonging to the province. This leaves 56 elevators still owned by the Government. They are under lease to the United Grain Growers, as were the ones it has now acquired. The lease expires in the autumn of 1927. Proposals of the wheat pool to buy the elevators of the Crerar organization do not thus far appear to have brought the expected results.



INDEPENDENT GRAIN COMPANY'S PLANT AT MELROSE, MINN.

Indians and trappers, as well as with a few settlers who were located within reach of the site. The waterpower available has always been more than would be required for the operation of the machinery, and this has led to expansion of the business.

In September, 1925, the Independent Grain Company of Minneapolis, acquired the property. They are furnishing the city of Melrose electric current for their entire requirements, covering three inland

Springfield district of the Illinois Agricultural Association, J. W. King says that the principal reason for the failure of farmers' elevators can be attributed to the improper organization of the company relative to the amount of invested capital necessary to build or purchase plant facilities and to provide the necessary working capital for the proper conduct of the business. Loose credit policies in customers' book accounts and insufficient margins between the purchase and sale price of grain also is



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

Official Paper of the Grain Dealers National Association and of the Illinois Grain Dealers Association

CHICAGO, ILL., APRIL 15, 1926

**DON'T BLAME IT ALL ON THE
MANAGER**

ONE of the serious weaknesses of many co-operative elevator concerns is the tendency of board members to shirk responsibility in the matter of management. "Too frequently," says an aide of Secretary Jardine, "the individual member looks upon his elevation to the office of director merely as a recognition of his standing in the community." He accepts the honor, accepts the profit (if there is any) and rejects responsibility. Two heads are better than one in running the affairs of the plant. The combined heads of the directorate offer great possibilities—providing they are not "big-heads."

Directorship is trusteeship. It obligates every director to inform himself thoroughly respecting the operations of the business. If he "has not time" for this, he thereby admits to co-operative marketing foes that he is what they claim, a grain dealer in name only. Hiring a manager is only the beginning. Intelligently helping him is the rest.

WHEAT GAINS

CROP reporters at Washington, D. C., say that the average condition of Winter wheat for the country as a whole on the first of this month was 84.1 per cent normal compared with 68.7 on April 1, 1925, 83.0 on April 1, 1924, and 79.2, the average condition for the last 10 years on April 1. There was an increase in condition from December 1, 1925, to April 1, 1926, of 1.4 points, as compared

with an average decline in the last 10 years of 5.7 points between these dates.

The average condition of rye on April 1, 1926, was 80.2 per cent of a normal, compared with 84.0 on April 1, 1925, 83.5 on April 1, 1924, and 86.6 the average condition for the last 10 years on April 1. There was a decrease in conditions from December 1, 1925, to April 1, 1926, of 3.6 points as compared with an average decline in the last 10 years of 2.1 points between these dates.

The report as a whole shows a healthy gain in wheat condition and indicates that growers have a running start toward a profitable harvest.

PENALIZING OPTIMISM

A RESOLUTION declaring the office of the secretary of the Kansas State Board of Agriculture "seems to perform no useful service to agriculture", and recommending to the 1927 legislature that the position be abolished, was adopted recently at a meeting of the Kansas Co-operative Wheat Marketing Association. The resolution was provoked by a statement made by J. C. Mohler, Kansas Secretary of Agriculture, in which he said that if present conditions continue, "the prediction of an eminent authority of a 200,000,000-bushel crop was in a fair way to be realized." The co-operative directors characterized the prediction as unreasonable and tending to reduce the price of wheat to the farmer.

This co-operative thunder seems very heavy in volume, considering the conservative statement of Mr. Mohler. In 1914, it will be remembered that Kansas had a crop of 180,000,000 bushels. Crop authorities say that the Kansas Winter wheat crop today is in better condition than in 1914. In addition to that fact, is the tremendous increase in wheat acreage which has taken place since the first war year. Co-operatives will get nowhere by trying to suppress crop news.

**ON THE WAY—RELIABLE GRAIN
STOCK REPORTS**

DEVELOPMENT of a system for reporting country grain holdings, as announced by W. F. Callander, head of the Federal crop reporting service, ranks above any other crop recording advance in two decades. Under the new plan, to be put into effect at once, 22,000 country elevators and mills will report their holdings of wheat, corn and oats as of the first of each April, July, October and January. These figures, together with the visible supply statistics from terminal elevators, will furnish a basis upon which Government agents expect to be able to announce within a few thousand bushels, the entire grain resources of the continent four times a year. The announcements will be made to the press on the fifteenth of the month.

To guard against leakage, the statisticians are to be locked in the rooms in which they are working. Any attempt to obtain information in advance of the release date will be

punishable by 20 years in the penitentiary. By arrangement with the Canadian Government, an inventory from the Dominion will also be incorporated into every quarterly announcement.

Report forms have already been sent to 25,000 elevators and mills and since the first of April replies have been pouring in steadily. This first tabulation will not be released as it is wanted for experimental purposes only. The first regular release will be made July 15. To the average grain dealer it will be more significant than any crop reporting advance made in the last 15 years. The founding of the International Institute of Agriculture in 1911, was hailed as a great benefit. In some ways it has been, but the new plan is 100 per cent American in its scope and so will be of greater interest to the grain trade on this continent than the working of the more remote crop recording machinery.

BASE HITS AND BILLS

TED HANSON'S bat, as it cracked out a nice single over second, sounded a curt death knell for present public interest in Congress. That was in the "opener" for the baseball season in one of America's famous ball parks. Baseball is beginning. Congress is quitting. The session will last about a month longer. Already more than 10,000 bills have been introduced. Baseball headlines come as a welcome relief to "New Farm Relief Measure Proposed."

The most important and persistent issue before Congress pivots upon one of the 10,000 bills, the Dickinson measure. The spirit of compromise has grown but feebly during the last 30 days, although it has been emphasized by administration leaders that the part of the Dickinson bill providing for a Federal Farm Board to study the surplus problem and mark it out in any way possible without special legislation, is acceptable. This has brought forth no great amount of cheering from the farm "bloc", however. The "bloc" heads have been putting forward some new methods for imposing the equalization fee, but President Coolidge still turns his back on any such idea. Hearings on farm relief legislation before the Senate Agricultural Committee closed April 12. It is expected that this group will give a report by the twentieth at least, but grain dealers have not much to fear now from that quarter. The surplus problem will be with us for a year or two or three yet. In some form it will be one of the great political issues of the near future. But for the present it can be said that no major legislative proposal has had so much sympathy (largely forced by strong organization in the Middlewest) with so small amount of approval on *methods*, as this surplus proposition.

It is reported that the North Dakota Wheat Growers Association will buy, lease or build from 200 to 250 elevators in North Dakota. The system is expected to be ready for reception of the 1926 pool wheat. Governor Sorlie's statement that the state elevator is for experimental purposes only, seems to have given impetus to non-political enterprise in North Dakota's grain trade.

EDITORIAL MENTION

May 1 is to be "National Egg Day." That means April will have to be egg mash month.

Nation's Business says: "There is no chance of passage of the bill prohibiting trading in grain and cotton futures."

The April fool blizzard over the wheatlands has given the new crop a good sendoff as far as moisture goes.

Electrical storms, just as severe and unexpected as the recent blizzards are on their way. Watch the elevator's rodding.

With Meredith, America's foremost farm paper editor, turning his back on the Dickin-son bill, the farm bloc's hope of a united effort goes glimmering.

G. D. N. A. Arbitration Committees have been busy the last month. Most of them would rather handle grain than disputes. That very fact makes them good judges.

Atlantic City has been chosen for the May 10 convention of the National Fire Prevention Association. In its honor, fire extinguishers should be installed along the famous board walk.

Barley, corn, and wheat exports for the week of April 3 showed increases over the previous week's shipments. Oats and rye took big slides, the former falling from 99,000 bushels to 5,000 bushels.

An arbitration committee of the Grain Dealers National Association has disposed of an appeal case coming from arbitrators of the Indiana organization. The "supreme court" affirmed the Hoosier decision.

Consumption of corn gluten feed in the Southern States is rapidly increasing. In 1925 with a surplus of cottonseed meal, southern feeders bought and fed twice as much corn gluten feed as in 1924.

For grain dealers who want to keep up on the latest thought being directed toward co-operative wheat growing associations, we recommend a reading of "Wheat Studies No. 3," published by Stanford University, Stanford, Calif.

Mr. Brookhart of Iowa, one-half-of-one-per cent Republican, has been forced to hand over his senatorial toga to Mr. Steck, Democrat. Brookhart was an enthusiastic supporter of the McNary-Haugen bill. He has always hitched his wagon to falling stars.

This year's short crop of Hard and Soft Red Winter wheat is reflected in smaller exports. During the five preceding years Hard Red Winter made up 45 per cent of our total exports of wheat, and Soft Red Winter furnished 15 per cent more. This year they rep-

resent only 22 and 4 per cent respectively. Durum and White wheat on the other hand accounted for 17 and 13 per cent in the past five years while this year to date the percentages stand at 31 and 26 respectively.

Were a grain dealer from Mars to alight in any part of the United States, he would likely be impressed with the epidemic feature of all our farm relief talk. It is an industrial "flu." There should be some way of vaccinating congressmen against it.

The volume of United States grain exports is still running on a low level. There were 803,000 bushels shipped out from our principal ports during the week ending April 3. That is almost exactly a third of the volume credited to the corresponding week last year.

The seed-staining bills now in various stages of growth at the capitol are all right in principle, but call for too complicated a color system to be practical. Seedsmen's organizations are therefore opposing them. Grain dealers are not the only ones having legislative worries.

The metric system bill is having a rough time of it in Washington, D. C. Witnesses appearing against it have suggested two main objections: The cost of changing over to the system is prohibitive. The grain trade and all other industries have many things more important to deal with than the scrapping of a weight system that is working satisfactorily.

The privately owned plant and the co-operative elevator have one bond in common, freedom from Governmental management. State ownership of mills and elevators is not referred to now even in North Dakota where the Non-Partisans, in 1919, so strongly urged it. After putting in operation one state mill and elevator, and letting it go at that, their silence is eloquent.

The United Kingdom has taken approximately 67 per cent of our 10,000,000-bushel corn export since January 1. The fact that even a suggestion of fixing prices for our corn surplus would arouse the ire of our best corn customer, has been glossed over by certain farm relief promoters. The millions of bushels of corn which the United Kingdom takes from us every month can be obtained elsewhere. Prices in other markets might not vary much, if at all, from our own if they were Federally maintained. But the grain could be gotten on a "regular," non-government market, an institution to which the English have ever been loyal.

An extensive program of elevator construction is under way in Russia, according to advices from that country. In Northern Caucasia the elevators will have a capacity of 6,100 tons; in the Ural district, 4,900 tons; in Siberia, 12,200 tons in addition to a proposed elevator at Aramayir with a capacity of 24,000 tons. It is also proposed to erect a large elevator at Tuapse with a capacity of 32,000 tons and at Feodosia with a capacity of 16,000 tons.

These elevators are to be built within the next three years. The Gosplan has asked the State Bank to erect also an elevator at Petropavlovsk in the Cossack Republic. The Knebeproduct proposes to build 27 elevators, the Gostorg six, and the Selskosoyuz, two. All this is very impressive. Yet we would remind our readers that Soviet facts and figures are subject to change without notice.

The United States commercial attaché in Prague has been cabling good news for American exporters in regard to the Czecho-Slovakian market. Next to cotton, other raw materials such as grain and fats rank in import volume. More of every product was shipped from this country to the Czechs in the first 10 months of 1925 than in the 12 months of 1924. Now a new record is in the making.

Nebraska grain dealers and farmers are having some grief over a recent decision of the state's Supreme Court which held that the owner of an elevator destroyed by fire could recover only for the value of grain personally owned. Because every Nebraska elevator is made liable by law for the total value of the grain stored, the ruling seems supremely unjust. The decision deserves a reversal.

The Department of Agriculture's index of purchasing power of farm prices has remained stationary at 87 for the past five months, the 1909-14 five-year period being used as a base of 100. Among the farm commodities which are higher than the pre-war average in purchasing power is wheat at an index figure of 111. Agricultural products below the pre-war average include corn at an index figure of 68; and hay at 69.

Cane sugar men say that even if corn sugar were substituted for all of the sugar used in canned goods, it would only require about 200,000 tons. Since it takes 100 bushels of corn to make a ton of sugar, only 20,000,000 bushels (less than 1 per cent) out of our 3,000,000,000-bushel crop would be utilized for sugar. That is one estimate. The cane sugar interests' great concern over corn sugar suggests that the volume of corn sugar used, if the Food and Drugs Act were amended to put it on a parity with the cane product, would be impressive rather than inconsiderable.

A single moisture determination test can be made in half an hour by certain improved devices. With a six-compartment tester, six tests can be made in about the same time as for a single test. One man and a helper, using three six-compartment machines, can make over 200 tests in eight hours. A description of the apparatus and construction specifications have been published in the United States Department of Agriculture's Bulletin No. 1375, "The Brown-Duvel Moisture Tester and How to Operate It." Were it not to be had for the asking, there would undoubtedly be a great call for this excellent technical bulletin.

J. C. MURRAY
Chicago

NEWS OF THE TERMINAL MARKETS

E. E. McCONNELL
Buffalo

BOSTON MAKES PLACE FOR ALL NEW ENGLAND DEALERS

Boston grain and feed dealers met last month in the reading room of the Grain and Flour Exchange and organized a committee to interest dealers throughout New England in the Exchange as a clearing house through which all the common problems of the dealers could be discussed and settled.

Associate memberships in the Exchange are provided for these outside dealers, and it is felt that a great number will avail themselves of the opportunity when they learn the benefits of unison of action in legislative and other matters. The committee was organized for the purpose of presenting these benefits to the trade, and should the response be as great as anticipated the influence of the Exchange would be considerably augmented.

W. A. HOTTENSEN ELECTED PRESIDENT OF MILWAUKEE CHAMBER OF COMMERCE

At the annual election of officers of the Milwaukee Chamber of Commerce on April 5, William A. Hottensen was elected president; G. W. Kruse, first vice-president; A. L. Johnstone, second vice-president; H. A. Plumb, secretary-treasurer. Directors elected for three years: George D. Weschler, John V. Lauerand, L. J. Keefe, who will serve with the following holdover directors: A. L. Flanagan, L. J. Beck, Otto R. Sickest, L. R. Fyfe, P. P. Donahue, and E. La Budde. The Board of Arbitration consists of E. C. Christl, E. S. Terry, C. A. Houlton, M. H. Kleser and F. J. Phelan, the last three being newly elected. The Board of Appeal is comprised of J. J. Crandall, A. R. Taylor, H. H. Peterson, Thomas M. Corcoran and A. G.



WILLIAM A. HOTTENSEN

Courteen, again the last three being newly elected.

William A. Hottensen, the new president, is president of the W. M. Bell Company, having been with that firm since 1897, when it was known as the Bell Commission Company.

He has been actively connected with the affairs of the Chamber of Commerce since 1910, serving on the Board of Arbitration of Grass and Clover Seed during that year, and was chairman of that com-

mittee in 1912; a member of the Board of Appeals from 1912 to 1915; a director from 1916 to 1922, and vice-president from 1924 to 1926, two terms. He is also treasurer of the Chamber of Commerce Clearing Association, which office he has filled since 1915.

KANSAS LAW IN TEST CASE

In 1925 the Kansas legislature passed a law prohibiting boards of trade from expelling members who divide profits on the basis of grain shipments. The Farmers Co-operative Commission Company, however, specifically agreed not to pro-rate dividends on business submitted by members, when it applied for and was granted admission to the Wichita Board of Trade. The commission company violated this agreement and sought an injunction restraining the Board from expelling them.

The injunction proceedings were taken on appeal to the Sedgwick County District Court, where Judge I. N. Williams dismissed the appeal and stated that the legislative act was a subterfuge, which amounts to the same thing as calling it unconstitutional. While no further action has been reported, it is thought likely that the case will go higher for final action, and a highly controversial question be finally disposed of in Kansas at least.

DEMAND HEAVY AT CINCINNATI

We are advising that the demand for corn and oats with us is very heavy. The same applies to wheat. We are running to capacity and have considerable business booked ahead.

The receipts from the country are dropping off. We will have a period of very light receipts from that territory in the next 60 days. See no reason why the cash demand should not continue to be good.—Recent letter from *The Early & Daniel Company, Cincinnati, Ohio.*

CORN ABSORBED READILY AT PEORIA

The Peoria market has been a good big buyer of corn ever since the movement of new corn started last fall. It has usually been in good line with any other market and is often better. For the past week receipts have been light, mainly on account of bad condition of country roads for making deliveries. The situation has been much unsettled but our local industries, that are using approximately 70,000 bushels daily, have been good buyers practically all of the time. Some days there is a halt on account of values but for the most part the situation has been well cleared every day.

Prices for the past week have been considerably higher than other markets and yet the general conditions of low prices and bad roads have given us light receipts. Right now it looks as if there should be no great movement this way and we are looking for a light to moderate movement next week, providing weather is suitable for country deliveries. Farmers are very busy and it is not likely there will be much effort to move anything except scattering lots.

In oats—the movement into Peoria has been very light for some time. This is a common condition in all markets. There have been fair sales out of Peoria from elevators and the million and a half bushels stock that we had here a while back is moving out moderately and steadily and will soon be gone. Values here have been about in line—taking freight rates into consideration—with Chicago.—A recent letter from *P. B. & C. C. Miles, Peoria, Ill.*

FROM MANAGER TO OWNER

After serving for 12 years as general manager of Richardson Bros., flour, feed and grain brokers of Philadelphia, Pa., James J. Rodgers has purchased the business and will conduct it under his own name at the same location, 416-18 Bourse Building, Philadelphia. William M. Richardson, the former owner, will retire.

James J. Rodgers has rarely missed a convention of importance for years and few men in the grain, feed and flour trades are better known than he is.



JAMES J. RODGERS

He has worked indefatigably in the interest of his firm, and its high standing is in large measure due to the sound business methods which he used in the conduct of the business.

Mr. Rodgers was born in Cornwall, N. Y., but went to Bucks County, Pa., with his parents at an early age, and until he was 25 years old spent most of his time there. On first going to Philadelphia he worked for A. B. Porter & Co., but three years later joined the Richardson organization and has been there ever since. He has had an active part in the commercial life of the city and his opinion and judgment are sought in all progressive undertakings.

The transfer of ownership of the firm will make no differences in the personnel of the business except as the organization is enlarged to take care of the further expansion and development which is already planned. We feel sure that the success and good will which came to Richardson Bros. will be continued through the years under the firm's new name, James J. Rodgers.

PROSPECTS BRIGHT FOR AMARILLO

Panhandle grain dealers, and particularly those located at Amarillo, Texas, are looking forward to the building of the proposed Rock Island extension from Liberal, Kan., to Amarillo. The new line has been approved by the Interstate Commerce Commission, and if it is completed it is expected that 50,000,000 bushels of wheat will pass through Amarillo each year. It would naturally follow that a

considerable proportion of it would be handled at that point and make of the city one of the principal grain markets of the Southwest. The Panhandle has a wheat acreage of about 1,000,000 acres, which is pretty good contributing territory for any ambitious grain center.

BOSTON EXCHANGE'S NEW PRESIDENT

Albert K. Tapper, the newly-elected president of the Boston Grain and Flour Exchange, was born in 1869 at Georgetown, P. E. I. His father was the general superintendent of the Intercolonial Railroad. Young Tapper spent considerable time at the



ALBERT K. TAPPER

railroad office, assisting in keeping books and acquiring a knowledge of telegraphy. On the death of his father, which took place when he was about 17 years of age, he came to Boston, and after a while entered the employ of the old firm of D. K. Reed & Son. After he became familiar with the flour and cereal business, his work was that of a travelling salesman for this firm. Through this employment for several years, he acquired a wide acquaintance with the trade in New England. He remained with D. K. Reed & Son until 1903, when he became the Boston representative of Norton Chapman Company of Portland, Maine. In 1906 he formed a co-partnership with Horace F. Webster, who for several years had been with Albert Dodge & Son of Boston and Gloucester, and the new firm engaged in the grain business, with offices in the Chamber of Commerce Building, under the style of Webster-Tapper Company. About five years ago Mr. Webster's health became so impaired that he was obliged to withdraw from active business.

Mr. Tapper has always been an active worker in the affairs of the Exchange, and has served on various committees. For a number of years he was chairman of the Transportation Committee, and in connection with that office made a very thorough study of railroad rates, differentials and classification. He is a member of the National Industrial Traffic League and other business organizations. Mr. Tapper's long experience in the grain and flour business and wide acquaintance, coupled with excellent executive capacity, will enable him to do yeoman's service as the official head of the Exchange.

OATS USED FREELY ON FARMS

There has been very little grain moving for the past two months. Prices have not been satisfactory to the producer and weather conditions have been very unfavorable. Corn has been quite heavy with moisture but we anticipate with the advent of warm weather that this surplus moisture will rapidly disappear.

Oats have been used very freely by the farmers for feeding and we doubt if there are as many remaining on the farms as some people think. We

anticipate a free movement of both corn and oats during May and June if crop prospects are favorable. If unfavorable, then the movement will be light.

Seed business has been fairly satisfactory in volume. Weather conditions the past two or three weeks have been against the trade, but now that it is becoming more settled we can see a decided improvement in the buying.—*Crabbs Reynolds Taylor Company, Crawfordsville, Ind. Letter of April 10.*

CHICAGO TALKS COTTON TO TEXAS

The convention of the Texas Cotton Association at Galveston last month was made the occasion for an excursion of members of the Chicago Board of Trade who are interested in the cotton futures market at Chicago. It is felt that Chicago is the logical point for trading and financing cotton, rather than the East, and President John A. Bunnell of the Board of Trade brought this home to the Southwest in an address which he made over the radio while in Houston. In part he said:

For many years the possibilities of a futures market in Chicago, with delivery on contract at this great spot cotton basin, had been apparent to some men of vision. But it was only a little over a year ago that the step was actually taken by the Chicago Board of Trade, after an excellent contract had been worked out in co-operation with the able cotton men in this district.

This contract has several distinct advantages. First of all, it provides delivery at Houston and Galveston. These two points handle more than one-half of the cotton exported from the United States. Indeed, they handle more than one-half of the cotton crop of the entire country. Cotton produced in the western belt moves freely into commercial channels. On the other hand, cotton of the southeastern states goes largely into local mill consumption and is not free for delivery on future contract.

Therefore, the Chicago cotton contract directly represents that portion of the American cotton crop which moves most freely in domestic and foreign commerce, and which has superior spinning value. It is eagerly sought after by European and Japanese spinners. Hence, it may be seen that the Chicago cotton contract is of prime importance to Texas and western cotton people.

Another point in connection with the Chicago cotton market should be kept foremost in mind. Chicago has enormous financial facilities. The banks of our city are desirous of co-operating to the fullest extent in the transaction of cotton business. They are most anxious to work with the business interests of this district in the upbuilding of the Chicago cotton market.

When all these conditions are weighed, the advantages of the new market are clearly apparent. Every economic fact favors its success.

In conclusion let me say that the Chicago cotton market has forged a new link in the commercial relations of the great Southwest and the upper Mississippi Val-



THE CHICAGO COTTON DELEGATION STARTING FOR TEXAS

ley. Needless to say, these two vast districts have for years maintained the most friendly business relations. But there are possibilities of further immense development. We can do still more for each other, and there is every reason to believe that the new market is a step in this direction.

Representatives of the Board of Trade and of commission and investment houses connected with it, who were in the party, included: John A. Bunnell, S. P. Arnot and wife, Siebel C. Harris and wife, Luther S. Dickey and wife, Frank L. Schreiner and wife, W. R. Meadows, J. A. White, E. A. Doern, L. E. Winter, W. R. Pharr, Fred H. Babcock,

Thomas A. Carter. The party also included Harry Salinger and Walter M. Heymann, of the First National bank; J. G. Wakefield, of the Illinois Merchants, and B. G. McCloud, of the Union Trust Company.

TRANSIT PRIVILEGES AT DENVER THREATENED

The Burlington Railroad proposed to restrict transit privileges on grain and grain products at Denver, Colo., but the Interstate Commerce Commission has suspended the proposed order from March 10 to July 8.

The Burlington proposed that these privileges would not apply in connection with commodities received from points on other lines and delivered to it at various junction points in Iowa, Montana and Nebraska, on and west of the Missouri River when such commodities have had a previous transit at river cities; and also proposed to cancel transit privileges at Denver, Colo., on all grain and grain products originating at Omaha or South Omaha, Neb., on the Burlington.

This order would have seriously affected many important flour and feed mills located at Denver which supply the intermountain territory.

DRIERS BUSY AT CANADIAN TERMINALS

Grain drying capacity at the Canadian Head of the Lakes is being tested to the limit according to Leslie Boyd, chairman of the Board of Grain Commissioners of Canada. There are at the present time about 13,000,000 bushels of tough and damp grain in storage at Fort William and Port Arthur, and with drying capacity of 1,000,000 bushels per week the attempt is being made to put all of this grain in condition before the end of cold weather. With a material rise in the temperature the grain in store will be in serious danger of heating and spoiling. The difficulties are augmented by the fact that there are a great number of cars under load in the railroad yards, and the damp grain in these cars has to be taken to the driers and then put back into the cars after conditioning.

OATS MOVING OUT OF BUFFALO

The trade in wheat remains rather slow in this market. Millers' stocks which they have had in store are getting cleaned up, however, and it is expected there will be a good business for wheat to come down at the opening of lake navigation. De-

mand for Winter wheat has been slow all winter and there are no prospects of any immediate improvement.

The winter movement of corn which started last November has finally shut off, having lasted longer than any previous year within the memory of the "oldest inhabitant." Cash demand at present is very quiet, but an early improvement in this respect is looked for. Stocks in store, however, are expected to take care of any demand which may arise between now and the opening of lake navigation, which will be considerably later than usual

this year owing to the late winter and heavy ice in the lakes at the western end.

There has been some improvement in the domestic demand for oats and also a fair demand for export with the result that elevator stocks, which looked burdensome a few weeks ago, are melting rapidly and it looks like the elevators would be pretty well cleaned out of oats by the time the lakes open. Better weather resulting in the eastern farmers getting into their fields is expected to improve the demand from the East during the next few weeks.—Recent letter from J. G. McKillen, Inc., Buffalo, N. Y.

VOLUME OF GRAIN FUTURES TRADING IN MARCH

The trading in grain futures on the Chicago Board of Trade aggregated a total of 2,055,145,000 bushels during March, according to the report of the Grain Futures Administration. This total was divided among the different grains as follows, the figures in parenthesis being for the February total: Wheat, 1,647,196,000 bushels (1,125,041,000); corn, 294,824,000 bushels (217,029,000); oats, 76,094,000 bushels (53,629,000); rye, 37,031,000 bushels (38,162,000). A year ago the grand total of all grain traded in March at Chicago was 3,219,506,000 bushels, over half again as much as this year.

The average open contracts in futures in Chicago during March were, for the different grains: Wheat, 95,431,000 bushels as compared with 111,991,000 bushels in March 1925, and 109,023,000 bushels in February 1926; corn, 59,434,000 bushels, as against 83,546,000 bushels last year and 54,717,000 in February; oats, 50,350,000 bushels, compared with 96,067,000 last year and 53,664,000 in February; rye, 14,875,000 bushels in March as against 19,805,000 in March last year and 15,015,000 in February 1926.

ILLINOIS FARM WORK DELAYED

That famous dollar corn proposition made by International Harvester Company about New Years produced some results. Every once in a while you strike a community that made the exchange of corn for machinery on that basis, or have made the contracts to do so. We have heard it stated that at least a million dollars' worth of such business has been consummated. One can hardly figure how Illinois farmers will be able to spare the time to haul any great amount of corn to market until after oats sowing and corn planting are over with. At the present time Illinois prairies are dotted with innumerable ponds, that must disappear before field work will proceed regularly. Since April 1 we have received practically three inches of rainfall and a total of about 11 inches since January 1.

As oats prices improve we find more disposition to sell some. A price of 40 cents to the farmer would likely make same roll to market rapidly.

Many think that reduced freight rates as soon as practical and improved water transportation from the great prairie states to the Atlantic and the Gulf are measures of farm relief that need serious attention. A public speaker in Decatur recently called attention to the fact that prosperity and advanced civilization were not and have never been evident on any continent 500 miles from the seaboard or from open water transportation, the United States, owing to use of its great rivers and lakes, being a partial exception.—H. I. Baldwin & Co., Decatur, Ill. Market letter of April 10.

MARKET AT PITTSBURGH QUIET BUT FIRM

There has been a fair inquiry for various grades of oats, here for the past week with lower grades neglected. Shipments are light and stocks gradually withdrawn from the elevators here, but demand is somewhat below normal. The better weather conditions the past few days will permit seeding of oats. The values here are well in line with the western offerings and spot oats today are selling readily.

Corn receipts have been lighter and while the demand is very small arrivals are well cleaned up each day. Natural corn is coming in good condition

and No. 4 corn is now bringing a premium of 2 cents a bushel over No. 5. All shipments of natural corn are made to this market for Pennsylvania Lines delivery. Consignments can be recommended at this time.

There is an occasional inquiry for hand husked assorted sound Yellow ear corn, basis 70 pounds to the bushel, but the demand is very disappointing on this commodity.

The local wheat situation is unchanged. The growing crop looks much better the past 10 days, than it did prior to that time. Fields are looking very green and the pastures coming along fine. There is sufficient local wheat being delivered in the territory adjacent to this market to take care of the mills requirements for Winter wheat, and some being offered for shipment. It now appears that there is more wheat than was thought possible several months ago.—Harper Grain Company, Pittsburgh, Pa. Letter of April 12.

BARGE LINE HEADQUARTERS AND TWO NEW BRIDGES FOR CAIRO

Chambers of Commerce in several cities are registering agitation over the Government's announcement that Cairo will probably be made general headquarters for the Mississippi-Warrior barge line service when the line to Minneapolis and St. Paul is opened. Some claim that nothing definite has been done in regard to this matter, but with Cairo's water route open to the sea 12 months in the year, its natural advantages are such as to justify the reported decision of the Government to make the headquarters at Cairo.

That city is coming in for its full share of recognition at the capital. The House of Representatives and the Senate have now passed the bridge bill involving the contract of the Cairo Bridge & Terminal Company. The bill permits building of both vehicle and railroad bridges across the Ohio and Mississippi Rivers at that point. President Coolidge's approval of the project has long been known. A celebration of Cairo's progress was held April 12, at Hotel Halliday.

OATS STRONG AT DULUTH

Our elevators have not been buying corn this season so only a limited amount finds its way to this market. The local feeding trade is the only source of demand.

There has been an exceptional demand for oats, No. 3 White now trading at 2½ cents over the Chicago May option. Good quality easily bring a premium over that figure.

Since the break in premiums a short time ago our Spring wheat market has been very slow. Receipts have been small and the demand extremely limited. Ordinary No. 1 Northern is now selling on a basis of the Duluth May option. The mills have been buying most of the protein wheat at comparatively slight premiums.

Durum wheat has been in very good demand the past few days. Several sales have been reported to the seaboard. It is thought that a fairly good percentage of the present stocks of Durum has been sold for shipment after the opening of navigation.

Business during the early months of the year was dull but there has been a very noticeable improvement the past three weeks.—White Grain Company, Duluth, Minn. Letter of April 12.

WORLD REQUIREMENTS LOOK BULLISH

Broomhall cables on European crops reflect in the main favorable conditions. North Africa needs more rain. Argentina reports too much rain, unfavorable for handling their new corn. Russels, N. Y., reviewing Broomhall's figures on supplies and requirements the balance of the crop year, makes a bullish showing, i. e. deficiencies in supplies, but concedes that the generally favorable outlook for growing crops in Europe and North America presents a very hopeful position. There were good rains over the Southwest and central Winter wheat areas, but Nebraska, South Dakota and northwest Iowa are still badly in need of abundant rain soon.

Wheat closed May 1½, July ¾, September ¾

lower. The business for export includes about 100,000 Durum. Full premiums are maintained in domestic markets for cash lots, but sentiment turns chiefly on new crop prospects.

Corn closed about ¼ lower. Arrivals are light; the cash trade moderate. Hogs closed 10@15 cents. Cattle steady, 10@15 cents higher. Sheep strong. Liverpool & Buenos Aires unchanged. The heavy rains in Argentina should prompt a good business for export from North America. Spot lots higher; receipts light and a better demand.

Oats, May and July ¼ lower, September unchanged. Cash sales here include 25,000 bushels to seaboard exporters. A good demand for cash here, spot and to arrive.

Rye, May ½, July ¾ lower. Closed.—Pope & Eckhardt Company, Chicago, Ill. Market letter of April 12.

RECEIPTS LIGHT AT TOLEDO

Wheat is coming in freely. Premium is unchanged for Soft Winter. Local mills are fair buyers, with a scattered outside demand. Cash corn is higher. Prices gained on futures again. Receipts are light, and are expected to continue so until spring farm work is over. Spot cars are selling at strong figures and we solicit consignments. Late season has kept up the demand for seed oats longer than expected. Nearby heavy oats of good quality are bringing 1 to 2 cents premium over ordinary. Receipts for week—Wheat 70 cars, corn 35, oats 30.—Market letter of April 10 from Southworth & Co., Toledo, Ohio.

CHANGES IN MEMBERSHIP

Chicago.—The following memberships on the Board of Trade have been transferred: Ernest B. Norman, John J. Wade, Grant Harper, Albert E. Lucius and John Gammie. Memberships on the Board have been granted to Ben B. Singer, David G. DeRiemer, Ray W. G. Eyster, Lee Louis Tabor II, Lucien Voorhies. Reported by Secretary James J. Fones.

Kansas City.—J. H. Martin has been elected a member of the Board of Trade.

New York.—Memberships on the Produce Exchange have been granted to: Fred J. Bomm, Joseph B. Schank, Henry C. Zwing and Charles M. Schlenker. Harold L. Abel has applied for membership.

TERMINAL NOTES

Logan & Bryan, grain and stock brokers of Chicago, Ill., and New York City, have lately remodeled and enlarged their offices at Minneapolis, Minn.

J. L. Bowlus, has been reappointed manager of the Transportation Department of the Milwaukee Chamber of Commerce, by the directors of the chamber.

Stanley Newton has retired from the jobbing business in grain and feeds in which he has been representing the J. W. Eshelman Company, on the Boston market.

The Updike Grain Company of Chicago, Ill., has established a branch office at Des Moines, Iowa, at 303 Fleming Building. M. A. Swanson is in charge as manager.

Following the death of Elmer A. Cope, the grain business of Cope & Co., of Omaha, Neb., was closed down. The affairs are being adjusted by the administratrix of the deceased.

May 1 will see B. L. Hargis, Kansas City manager of the Lamson Bros. & Co., grain merchants of Chicago, in new quarters on the ground floor of the Board of Trade Building.

Angus A. Clark is now connected with Ichtertz & Watson, commission merchants of St. Louis, Mo. He was formerly manager of the St. Louis Grain Clearing House Company of that city.

Announcement was recently made that Wilbur B. Christian, who was formerly with the Feed Marketing Company of St. Louis, Mo., has become associated with the Von Rump Grain Company.

A new type of sound proof broadcasting booth is being built on the main floor of the Merchants

Exchange. It overlooks the pit and it is expected that it will be a great improvement over the old booth and improve the broadcasting of Station KMOX, St. Louis, Mo.

A Delaware charter has been secured by the Continental Grain Company, Philadelphia, Pa., which has capital stock of \$1,000,000. The company does a grain brokerage and commission business.

On March 22, a change became effective in the by-laws of the Philadelphia Commercial Exchange making Durum wheat by-products not deliverable on contracts for wheat feeds unless so specified.

The courts upheld the decision of the Boards of Trade of Hutchinson and Wichita, Kan., in their refusal to admit to membership the Farmers Equity Brokerage Company operating in those two cities.

During February, grain futures to the amount of 7,795,000 bushels were handled on the St. Louis Merchants Exchange. Of this amount, 6,775,000 bushels were in wheat and 1,020,000 bushels in corn.

George S. Jackson has returned home after a month spent in the West Indies and on the Mediterranean. Mr. Jackson was formerly of the Barnes-Jackson Company, Inc., grain exporters of Philadelphia, Pa.

The annual meeting of the Vancouver Board of Trade was held on March 9. At this meeting, Robert McKee, managing director of the Canada Grain Export Company, Ltd., was elected vice-president by acclamation.

R. D. Abraham has joined the sales organization Schwartz & Ferry, dealers of millfeeds, beans and cowpeas, in the New Orleans, La., market. Mr. Abraham was formerly a grain broker in that city on his own account.

Harry J. Hannon will engage, beginning May 1, in the grain and feed business on his own account at Buffalo, N. Y. He recently resigned as manager of the grain and feed department of the Co-operative G. L. F. Exchange.

The Bartlett Frazier Co. has moved its Omaha offices into larger quarters in the Grain Exchange Building. It will occupy the rooms formerly used by Logan & Bryan on the floor on which the trading room is located.

J. H. Martin has been made manager of the cash grain department of the Simonds-Shields-Lonsdale Grain Company of Kansas City, Mo. He was formerly associated with the Lathrop-Marshall Grain Company at Kansas City.

L. H. Pettit of the Pettit Grain Company of Hutchinson, Kan., has been selected to fill the vacancy in the Board of Directors caused by the withdrawal of Phil Clarke, formerly manager of the Security Elevator Company there.

A set of chimes, valued at \$30,000, has been given to the St. George Episcopal Church at Guelph, Ont., by Arthur Cutten, commonly known as the corn and wheat "king" of Chicago. This is the church which Mr. Cutten attended as a boy.

April 1 marked the removal of Emmett L. Betzer, successor to Charles R. Matthews & Bro., grain dealers of New Orleans, La., from 331 Magazine Street to 208 Board of Trade Annex. The old office is now occupied by a railroad company.

Articles of incorporation have been filed for the B. Sherman Grain Company which will operate at Omaha, Neb., capitalized at \$40,000. The incorporators are listed as: David Sherman, T. M. Waxman, J. J. Greenberg, S. C. Poska and David Greenberg.

A partnership has been formed between F. J. Sennott and Thomas J. Maloney to conduct a grain brokerage business with offices in the Grain & Flour Exchange Building, at Boston, Mass. Mr. Sennott was for years associated with the Boston grain jobbing house of Jaquith, Parker, Smith & Co., as salesman, and Mr. Maloney was associated with Fred J. Volkmann in the sale of feeds.

The St. Louis Merchants Exchange is to be represented at the hearing before the Interstate Commerce Commission in Kansas City, on April 21, by Charles Ripplin, traffic commissioner of the exchange, and William T. Booking, chairman of the

Transportation Committee. They will protect the interests of the St. Louis market in the matter of reduced rates on export grain from Kansas City to gulf ports of 3 cents per 100 pounds. This rate has been suspended temporarily.

On March 17, the Chicago Board of Trade began broadcasting its official open quotations over Radio Station WLS, the Sears-Roebuck Agricultural Foundation. It takes the place of the Westinghouse Station KYW. WLS's wave length is 345 meters.

The grain futures market which Secretary Jardine authorized for Seattle, Wash., will become a fact on April 15, according to the announcement of Francis R. Hanlon, manager of the Merchants Exchange. Trading will open at 8:30 a. m. and close at 11 a. m.

W. B. Fox of C. B. Fox, Inc., grain exporters of New Orleans, La., is taking an extended trip through Mexico, studying the wheat and corn situation there. He planned to visit Progreso, Vera Cruz, Tampico and Mexico City, coming back to New Orleans by the first of May.

The firm of Grant, Starrels & Co., member of the Chicago Board, has been dissolved. J. P. Grant retains his membership on the Board, but will not clear transactions direct. Joel Starrels will be associated with Lee Louis Tabor II, as Starrels & Tabor which firm opens for business about April 15.

The resignation of C. H. Cotton as manager of the millfeed jobbing department of Goffe & Carkener, Inc., at Kansas City, Kan., has been accepted. D. P. Moore, traffic manager of the company, will be in charge of the department. Mr. Cotton, in all probability, will continue his connections with the feed trade of Kansas City.

The Boston Grain & Flour Exchange has been admitted to membership in the National Federated Flour Clubs. The Boston Flour Club disbanded because its membership was identical with that of the Grain & Flour Exchange. Following the dissolution of the flour club, the grain exchange was admitted to the national flour organization.

W. E. White has been admitted to membership on the Kansas City Board of Trade on transfer from W. W. Leeds. Mr. White recently became associated with the Davis-Noland-Merrill Grain as manager of the grain futures department. He was formerly in charge of the futures department of the Rosenbaum Grain Corporation of Chicago, Ill.

A railroad consolidation committee has been appointed by President L. A. Fuller of the Kansas City Board of Trade, for the purpose of keeping in touch with railroad consolidations and mergings in which the Board might be interested. The committee consists of Harry J. Smith, chairman; J. S. Hart, B. L. Hargis, W. C. Goffe and R. A. Jeanneret.

A large delegation recently visited Washington, D. C., for the purpose of advocating the improvement of the Missouri River for navigation purposes between Kansas City and Sioux City, Iowa. Included in the group were C. D. Sturtevant, president of the Trans-Mississippi Grain Company of Omaha, Neb., and C. E. Childe, manager of the Traffic Bureau of the Omaha Chamber of Commerce.

The grain interests of the S. P. Wallingford Grain Corporation at Wichita, Kan., have been bought by H. E. Wiley and his wife and mother. The new owners will operate as the Wiley Grain Company. R. L. Dunmire, sales manager of the Wallingford corporation, and Miss Opal Startzman, office assistant, are being retained by the new owners. S. P. Wallingford who by this transaction sells his grain business, has been buying and selling grain for 31 years, having been engaged in business with the Wallingford Bros., at Ashland, Kan., since 1895. In 1911 the company opened its offices in Wichita, and about a year ago Mr. Wallingford formed the corporation of which he has since been the head. Mr. Wallingford has extensive interests in the oil business to which he will devote most of his time hereafter.

Editor American Grain Trade:—I have sold my elevator at Galloway, Ohio, to Kunz Bros. of Galloway, Ohio. C. W. GRAUL, Grove City, Ohio.

Trade Gossip

The elevator which is neglecting the feed trade possibilities of its neighborhood is overlooking a profitable sideline, one, indeed, which has proved the salvation of many plants which found the quantity of grain being shipped out from its station decreasing year by year. A number of efficient feed grinders are shown in the advertising pages of this issue, any one of which will mean extra dividends to you.

The Huntley Manufacturing Company of Silver Creek, N. Y., is making rapid progress on its new plant at Brockton, N. Y. The work of transferring all machinery and other equipment to the new plant while at the same time keeping up production, called for the most careful planning and hard work, but it is being done successfully and very soon all shipments will be made from Brockton where the facilities are much superior to those in the old plant. Announcement of the change in address will be made in due time.

The Mutual Fire Prevention Bureau has been emphasizing the need of lightning protection at this time when electrical storms are so prevalent, and points out that such protection pays for itself in the savings on insurance premiums. The W. C. Shinn Manufacturing Company of 2026 North Racine Avenue, Chicago, Ill., furnishes the material with which you can build your own lightning protection as efficiently and more cheaply than others can build it for you. You have found how much can be saved in setting up your own radio from the purchased parts. Similar savings can be made in rodding your elevator and the instructions are simple and easy to follow.

In a pamphlet recently mailed to the trade, the Webster Manufacturing Company of Chicago, tells in an interesting way of the value of its grain handling equipment, by describing its various installations in the new Santa Fe Elevator at Argentine, Kan., which can handle 250 cars in and as many out each day. The pamphlet is illustrated by many exterior and interior views of the Santa Fe plant and also of views of other plants in which Webster equipment is responsible for the efficiency of operation. There are also illustrations of many kinds of equipment used in handling grain. If you have not received your copy, a card to the company will bring one promptly.

Link-Belt Company, of Chicago, Indianapolis, and Philadelphia, has recently announced that Mr. Nelson Brandt has rejoined their sales management force, and that he will manage a new branch office which is to be opened up in Florida. He will not only solicit sales for both engineering and merchandise material throughout the State of Florida—with office location at, or in the vicinity of, either Jacksonville or Orlando—but he will also establish and maintain contact relations with the Link-Belt Company's agents, Cameron & Barkley. It is also reported that he will work hand in hand with L. J. DeHoney, the Chicago sales representative at Miami.

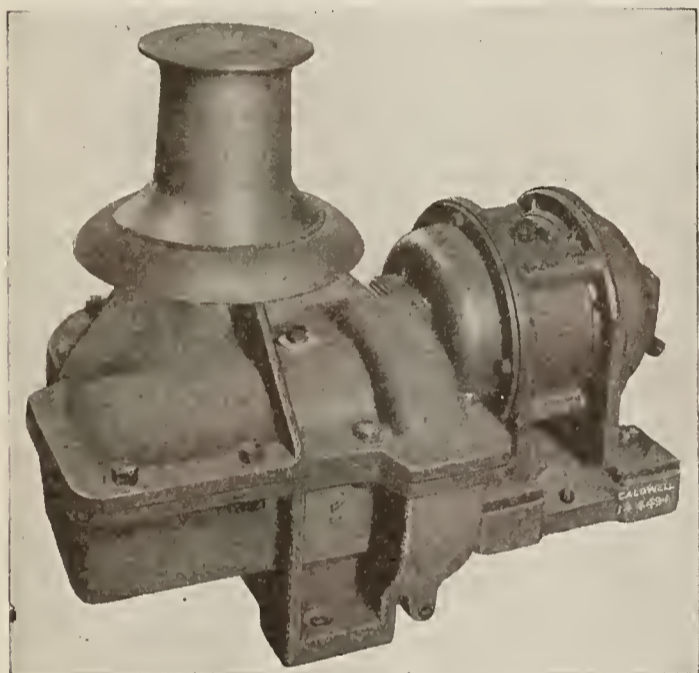
The Weller Manufacturing Company of Chicago whose elevating, conveying and power transmission machinery is so well known to grain elevator operators everywhere, has just issued an attractive and well illustrated booklet covering Weller Bucket Elevators for Sand and Crushed Stone. Many of the great elevator plants in which the grain trade carries on its business, were constructed with the aid of Weller equipment. Some of the large structures illustrated in the booklet, in which the sand, gravel, and other materials were carried by Weller buckets, are the Fort Des Moines Hotel, the Edgewater Beach Hotel, the Pennsylvania Freight Station at Chicago and the Chicago Municipal Pier. This booklet will be of particular value to the elevator operators who handle building material and coal, for in it they can find the answer to many difficult problems having to do with the moving about the yard of those materials.

TO SPOT CARS EASILY

Something entirely new in a design for a car puller has been announced by H. W. Caldwell & Son Company, Chicago, after months spent in perfecting the machine under actual operating conditions. The Caldwell Car Spotter meets the demand for a small, self-contained and compact motor-driven unit, which is simple in design and, it is said, sells at a very low price. The name "car spotter" was adopted because, in addition to being "pulled" a car must be spotted. In addition to spotting cars, through the 360 degrees working radius of the capstan, the machine can be used to move lumber, building material, or any other heavy commodity which elevators handle.

This car spotter seems to be quite simple to operate. One merely attaches one end of a rope or cable to a car—or other object to be moved—winds several turns of the other end around the capstan—and turns on the power.

Two sizes—No. 1 and No. 2—are announced by the manufacturers of this unit. The former size has a speed of 40 to 60 feet per minute, while moving one, two or three cars; and the latter size is said to move between three and six cars at the rate of 26 to 42 feet per minute. That this car spotter is rugged of build and compact in form is



CALDWELL CAR SPOTTER NO. 1

apparently borne out by its simple yet sturdy construction, as shown in the illustration.

The upper bearing of the vertical capstan shaft is especially long, to take the pressure from the rope pull. The capstan has a large flange on the lower edge, the radius of which allows it to fit over the end of the bearing. This reduces the bending moment of the shaft. A cut steel spur pinion mounted on the motor shaft meshes with a cut cast iron spur gear on the worm shaft. The worm is of hardened steel, integral with the shaft, running in roller bearings, and with a ball bearing for taking up the end thrust. These bearings are mounted in a cast iron frame, which is bolted to a cast iron center, and there is a bronze thrust washer between the hub of the worm gear and the lower bearing of the vertical shaft.

A summation of the various points and features of this car spotter rather induces one's predicting that the use of units embodying these self-same principles will, in all probability, become quite widespread throughout a very large number of industries—and even jobs which normally required slow, uncertain and expensive manual labor.

THE GRAIN MARKET SITUATION

By G. A. COLLIER

Bureau of Agricultural Economics, U. S. Department of Agriculture

The grain market during the past month has been quite unsettled and prices have fluctuated over a comparatively wide range. At this writing (April 9) prices of wheat are but little changed from those of a month ago but corn prices are

down about 5 cents and oats prices are about 1 cent higher. During the past month both wheat and corn prices reached new low levels of the present crop.

The unsettled political situation in Europe, which has caused buyers to be very cautious in the purchase of their supplies, together with favorable prospects for the Winter wheat crop in the United States, has been the principal weakening factor in the wheat market. Europe has taken considerably less wheat than last year and exports from the United States, Argentina, Australia and India together show a decline in eight months this season, compared with the same months last season, of about 218,000,000 bushels. This has been offset somewhat by an increase over last year of 106,000,000 bushels in the shipments from Canada and the Black Sea area. At the last of March, stocks of wheat in Canada and of Canadian wheat in United States markets totaled about 115,500,000 bushels, a decrease of about 15,000,000 bushels for the month. Argentina has shipped about 35,000,000 bushels of the estimated surplus of around 110,000,000 bushels. Australia has shipped out nearly 41,000,000 bushels from an estimated surplus of about 60,000,000 bushels.

Stocks of wheat in the United States are about 35,000,000 bushels smaller than at this time last year. At the first of March stocks on farms totaled about 99,000,000 bushels; in country mills and elevators about 75,000,000 bushels and at the principal terminal markets about 48,000,000 bushels. These stocks do not include those in merchant mills or in transit to market. During March the receipts have been running of moderate volume but stocks in the markets have been reduced about 16,000,000 bushels, totaling April 5 about 32,000,000 bushels.

The weather during March continued favorable for the development of the Winter wheat crop, although the growth was somewhat checked toward the close of the month by colder weather. A heavy snow over a large portion of the belt, however, during the period provided needed moisture in most of the area. The condition of the Winter wheat crop April 1 was reported by the United States Department of Agriculture at 84 per cent of normal as compared with 69 per cent on April 1, 1925, and 79 per cent, the average condition for the past 10 years. This condition, according to trade estimates, would indicate a crop of Winter wheat about 75,000,000 bushels larger than last year.

The seeding of Spring wheat got away to a good start but has been delayed by the recent colder weather. Farmers have expressed an intention of decreasing their Spring wheat acreage about 2 per cent for the whole area. In the Hard Spring wheat region, including Montana, an intended decrease of Hard Spring wheat of about 8 per cent is reported and an increase of 20 per cent in Durum. The principal intended increase in the Durum acreage was in North Dakota, the report showing an intention to increase Durum about 23 per cent and decrease Hard Spring wheat 12 per cent. In Idaho, Oregon and Washington the reported intention to decrease Spring wheat 26 per cent will restore the Spring wheat acreage to about normal as compared with Winter wheat in those states. If the intended decrease of 2 per cent in the total Spring wheat acreage is carried out and a yield equal to the 10-year average is secured the Spring wheat crop would be about midway between that of 1923 when Spring wheat was on an import basis and that of 1924 when Spring wheat was on an export basis.

The demand for wheat at the principal markets has continued dull and the cash market has at times been relatively weaker than the future markets, premiums for cash wheat having been reduced $\frac{3}{8}$ cents per bushel for the various classes of wheat. High protein Spring wheats have been rather weak, mills giving preference to heavy test weight rather than protein. In the Hard Winter wheat markets offerings of wheat while of only

moderate volume have at times exceeded the milling demand. Interior mills have recently been offering their stocks on the market, and if favorable prospects continue for an early harvest it is expected that offerings from this source may continue. Stocks of Soft Winter wheat have been very small but the mill demand is also limited and premiums for this class of wheat have declined more than for Hard Winter and Spring wheat.

Some wheat continues to go out by export but the amounts exported have been ranging recently between 200,000 and 300,000 bushels per week. Exports of wheat and flour from July 1 to April 3 have totaled about 75,583,000 bushels. About 13,625,000 bushels of wheat and flour in terms of wheat, however, have been imported, making the net exports of wheat and flour in terms of wheat 61,958,000 bushels.

MORE ACTIVE DEMAND REVIVES CORN MARKET

Relatively heavy marketings of corn during March increased commercial stock to around 37,000,000 bushels, the largest amount in store since April, 1922. These heavy offerings weakened the market and prices during the month reached the lowest level of the crop. Toward the close, however, a better demand developed, receipts fell off slightly, the increase in stocks was checked and prices showed a tendency to advance. The poor condition of a large percentage of the arrivals on account of heavy moisture was an additional weakening factor, but recently the quality has shown some improvement and the amount of damp corn has decreased. Farmers have become busy with their spring work and are not offering as freely as some weeks ago. Prices for livestock continue favorable for feeding and it seems probable that as the season progresses more corn will be fed.

Stocks of corn on farms are much larger than last year and were estimated by the Department of Agriculture on March 1 at about 1,318,793,000 bushels or 45.5 per cent of the 1925 crop. In spite of the large supplies and the low prices, farmers apparently are expecting to plant about as much corn as last year. If farmers carry out their intentions as reported to the Department, the corn acreage will be decreased only about one-tenth of 1 per cent, or about 100,000 acres. If the 10-year average yield of corn should be obtained about 2,792,000,000 bushels of corn would be produced as compared with 2,901,000,000 bushels in 1925. Planting of corn is quite general in the South and at this writing is beginning as far north as southeastern North Carolina. Early planted corn has been damaged in Oklahoma and germination is reported slow both in that state and in Texas, necessitating much replanting. Field work has been delayed in the corn belt by the recent cold and wet weather.

The oats market has developed considerable independent strength during the past two weeks and the demand has become more active, current requirements at the markets exceeding the receipts and resulting in a decrease averaging about 1,500,000 bushels each week in the commercial stocks. These stocks, however, are still relatively large, totaling April 3 about 52,000,000 bushels compared with 61,000,000 bushels at the same time last year. Prices at the close of March were firm.

Notwithstanding the heavy consumption of oats, total stocks are larger than last year. According to the March 1 estimate of the United States Department of Agriculture about 577,064,000 bushels were on farms at that time. This constituted about 38.5 per cent of the 1925 crop. Farmers have shown an intention of increasing their acreage this year about 4 per cent over that of last year for the country as a whole. The North Central States, which ordinarily produce about 80 per cent of the total crop and most of the commercial supply, show an increase of about 2 per cent in the intended acreage, the South Atlantic States 16 per cent and the South Central Group 34 per cent.

If present intentions are carried out the total acreage in oats would establish a new record and with an average yield would produce a crop about 11,000,000 bushels larger than that of 1925.

Hints for the Elevator Millwright

"Big Bill" Davis Gives Advice for Completing A Hay Carrier and Storage System for An Elevator

By OLD TIMER

IN response to a night letter to Morris Marston, "Big Bill" Davis left the Square Deal Elevator and went to consult Mr. Shattuck, to assist in planning hay carriers, pilers and loaders for developing the hay business at Mr. Shattuck's elevator.

Before leaving, Bill had sent letters to a number of machinery houses, requesting that their sales engineers appear on the scene to assist in arranging about continuous package carriers, loaders, unloaders and piling conveyors for handling hay.

"Good morning, Mr. Shattuck," greeted "Big Bill" Davis, as he walked into the office of the Hayville Elevator and found Mr. Shattuck busily dictating.

"Good morning, Mr. Davis. I'm mighty glad you came, and you arrived at exactly the right time, too. I need your help, and need it right now."

"What's the matter? Have you started something and can't finish it?"

"No, not exactly, I have—or rather you have—started something all right, and I am pushing it hard. So hard in fact, that I have to be everlastingly on the jump in order to keep one jump ahead! But I'm doing it all right. You remember now, when you were here last November, you mighty near took my breath away by talking two hay sheds, each 40x400 feet? Well, those sheds don't look half as big to me now as they did then, and I just must have at least one of them built and ready for use by the time the 1926 hay crop is ready to move—and that will be mighty soon after the Fourth of July. Now, how soon can we get those sheds laid out, carpenters at work on them, and the conveying machinery put in?"

"It seems to me," replied Big Bill Davis, "that we can start in a week, getting foundations in, ordering material, etc., and can start putting up the sheds as soon as we can get the material schedules out and get material on the ground. I took the liberty of making appointments for you, with three or four sales engineers who handle conveying machinery. With those engineers on the ground, and bidding for the machinery needed, we can pick out the best there is, among all their home houses, and can also get ideas of economy and efficiency from them which, knowing their own machines better than I do, they surely can hand to us readily, in the competition for our business."

"Yes, but what have we for them to work on? I don't know what had best be obtained, and I reckon that part of the work is up to you!"

"Sure, Mr. Shattuck, I will take good care of that end of the business. I have been studying your problem a whole lot and have made a good many sketches and calculations, and here is a sketch, or rather, four of them in duplicate, which we will let the sales engineer have for a starter. When I was here before, you may remember, it was suggested that we build sheds over both sidings, of which you have one on either side of your elevator and its strip of land. Well, let's forget that plan. Instead, we will build the sheds as close to the tracks as possible, and drop a siding of galvanized corrugated steel down from the roof as far as conveniently possible, and rig steel sliding doors continuously under the siding along the side of the shed next to the railroad siding. Why? Well, on thinking the matter over, it doesn't look a bit good to me, the idea of running a locomotive down into a shed filled with dry hay. I believe it will be better to keep the locomotives outside, with closely fitting steel doors between them and the hay.

"Now, you will see by this sketch that I have laid out both sheds, beginning at your elevator building, and running the entire length of your land. I have also laid down two cross-connecting sheds of rather narrow width, and intended mainly to house cross carriers, by means of which you can at will, transfer bales of hay, or sacks of meal or grain, from one shed or railway siding to the

other. I have planned flat-top slat carriers set flush with the floor, extending from the elevator building the entire length of the storage sheds. These carriers are to be made reversing, so they can be operated in either direction. All that will be necessary to do this is to put in reversing electric alternating current motors. The two cross-connecting carriers are also reversible."

"Hold on a minute, Mr. Davis. Aren't you biting off more than I can chew? I've got some money ready, but it will take a whole bank full to put in 1000 feet of sheds, another 1000 feet of carriers, and a lot of motors, unloaders and stackers or pilers."

"Don't worry about that, Mr. Shattuck. These sketches are so worked out that you can begin as small as you wish. Start at the elevator by all means, and build one shed as long as you think necessary. Then, as required, you can add to the shed and to the length of conveyor inside of it. But, here is the way I have laid out the starter, and I think by all means, it will be better than building a single shed along one siding. Start both sheds, and pretty close to the elevator building, put in one cross-connecting shed. You can make each shed one-half the length that a single straight shed would be. Then, with a short carrier in each shed and a cross carrier in the connecting shed, you will have perfect control of the situation, as fully as when both sheds and carriers have been built full length, and the second connecting shed and carrier installed. The only difference will be the lesser capacity of the short storage sheds.

"The ground here is high and dry, the drainage good, so, put the carriers flush with the shed floor, which should be concrete by all means. Put pits alongside of the carrier, one pit between each 'bent' of building supporting posts, with upward lifting trap-doors over the pits. The pits are for inserting the lower ends of the piling carriers, when receiving hay bales from the main carrier or from car-unloader carriers. Similar pits should be placed on the outside length of the shed carriers, as well as on the inside. These outer pits are for the ends of the car-unloader carriers, which, also being made reversible, and portable, same as the piler or stacker conveyors, may be used to load-out, or load-in at will. Arrangements will be provided in the several pits, that the short carriers may be placed a few inches lower than the main carrier when hay is being delivered from main carrier to stackers or car-loaders. Also, that the short carriers may be placed a few inches higher than the main carrier when hay is being deposited on the main carrier from the loaders or piler-carriers.

"As many of the shorter portable carriers may be provided as you may find necessary. Probably a 20-foot stacker will be found long enough, as it is possible, when piling clear back to the far side of the shed to use two of the stackers tandem, then one stacker and a loader, according to the distance the hay bales must be carried. These stackers, being mounted upon a pair of wagon wheels well toward one end, are easily moved from place to place as the hay-piling demands. Furthermore, being reversible, they may be used for taking hay-bales from the top of storage piles and delivering same to the long carrier, and thence to a car-loader, anywhere along the shed carrier."

"Well, Mr. Davis, I have been wondering for weeks, how a system of carriers could be worked out, and I declare, it's very simple, isn't it, after you see just how it is to be done? Now, why can't we start right away, and have a carpenter and a concrete contractor figure the sheds from those sketches and be going ahead with them?"

"That could be done, Mr. Shattuck, and after you decide just how long the sheds are to be built, you could have a carpenter figure the lumber and order it, together with the steel corrugated covering, for

I certainly would never build wooden sheds over my hay. The galvanized steel will stand the weather of any climate, and it is fireproof. But, I would not start in the concrete until after the sales engineers have been here, and the carriers have been ordered. Then, we will have the manufacturers' plans of the machinery to work to, and can get the concrete just right without any cutting or fitting—and that means a whole lot with concrete work."

"That looks good to me, Mr. Davis. Now, let's go over to my house and see Mrs. Shattuck. She has been to more than 200 farmers in this and the neighboring county, and has contracted with them to supply hay, in large lots and in small, 'on the stump' or cut and cured, and stacked or baled, as circumstances make profitable. She has clinched matters with a large number of farmers by entering into regular written contracts with them, for certain grades of hay at a certain price per grade, per ton, certified weight, after being baled or otherwise weighed as convenient. She has arranged a sliding scale, whereby the best grade of hay, baled, is purchased for the highest price per ton, while the poorest grade we handle, bought 'on the stump' receives the lowest price of all. She has been out among the farmers and induced them to raise hundreds of acres of Alfalfa, hay and straw."

"Yes, Mr. Davis," explained Mrs. Shattuck later, "I also want to tell you how Mr. Shattuck has 'been in 'ca-hoots' for a long time with a professor in an agricultural college, an official of the United States Department of Agriculture, two of the heaviest wholesale dealers in hay that he could learn of, and the county agents of this and adjacent counties. They have been in correspondence for some time, and in a very short time, they are all to get together and evolve a grade list for all the varieties of hay, Alfalfa and straw that is grown in this portion of the United States. Then, after having established all the grades necessary, or desirable, each grade is to be given a number, from No. 1, up, and one of those numbers is to be attached to each bale of hay put up by Mr. Shattuck. The hay will be stored and sold by those numbers, and it is pretty sure that 'Shattuck's Hay' will soon become known as being always reliable and true to grade.

"How is he going to tag each bale so the number can never be lost? In just this way. A big lead seal will be squeezed over and around the baling wire of each package, and the grade number will be plainly stamped in that lead seal, which will stay there as long as the wire lasts. When that gives out, there won't be any bale."

WHEAT POOL BUYS CO-OP PROPERTIES

At a session which closed April 10, the shareholders of the Saskatchewan Co-operative Elevator Company voted to sell its system of 500 country elevators and large terminals at Port Arthur and Fort William, Ont., and Buffalo, to the Saskatchewan Wheat Pool. The special meeting at which this decision was made was held at Regina, Sask., and the reported consideration was \$15,000,000. The session was a stormy one and lasted two days, concluding after a hard struggle by the minority to prevent a sale.

The consummation of this transaction places the Saskatchewan, Manitoba and Alberta wheat pools in a key position insofar as wheat markets of the world are concerned at certain periods of the year. The Saskatchewan Co-operative concern was the largest organization of its type in the world.

IN 15 countries of the northern hemisphere, winter wheat seedings to date amount to 117,859,000 acres compared with 120,608,000 acres in the same countries last year, a decrease of 2.3 per cent. The principal countries for which no reports were available when these figures were assembled were Russia, Spain, Yugoslavia, Germany and Hungary. The International Institute of Agriculture has reported that the Russian winter cereal acreage is expected to be .6 per cent above the percentage which was recorded last year.

NEWS LETTERS

DULUTH

S. J. SCHULTE - - CORRESPONDENT

ELEVATOR and grain commission men on this market are gradually getting back from vacations spent at winter resorts. H. A. Starkey, president of the Consolidated Elevator Company, is back from a vacation spent at San Antonio, Texas. He brought back word that his son W. F. Starkey, who has been wintering there for the benefit of his health, is getting on nicely and that he plans to leave there for home about June 15. H. J. Atwood of the Atwood-Larsen Company, is back from a month's vacation spent at Los Angeles, Calif. James S. Graves, manager of the Capitol Elevator Company, has returned from a vacation spent at New Orleans, La. He confirmed statements in his letters to the effect that it is difficult for winter visitors down there to pick up any easy money in making wagers on sporting events. Horse races on their track, he concluded from his experiences, are not conducted on the square, and he declared that even their dog races are crooked, it being, he claimed quite a common thing to fix canine favorites by some such expedient as sand-papering their feet so that they would be unable to win. Ray Helm of D. T. Helm & Co., was given a hearty reception upon his first appearance on the trading floor after a three-months' Mediterranean trip. Benjamin Stockman, manager of the Duluth-Superior Milling Company, is away upon a three months trip with Mrs. Stockman, during which he plans to visit the countries of central Europe and France and Belgium.

A gratifying recent development on this market is the springing up of an active eastern and export demand for oats, of which 11,650,000 bushels are carried in elevators at Duluth and Superior. The Globe Elevator Company's holdings of oats are placed at approximately 8,000,000 bushels and that company in addition estimates its holdings of oats in interior elevators over the Northwest at more than 8,000,000 bushels. The extent of the late eastern inquiry for oats was illustrated in sales of approximately 3,000,000 bushels for shipment from the elevators at the opening of navigation. Operators who have been interesting themselves in the oats trade have all along expressed confidence that sufficient demand would develop for them during the spring months to clean up elevator holdings and to enable holders to realize fair margins of profits in handling them.

The Durum market has been relatively more active than Spring wheat during the last three weeks. Good export buying in Durum has come about in spurts and substantial sales have been made for shipment from Georgian Bay ports around the opening of navigation. The Occident Elevator Company, A. D. Hallet & Carey Company, the Cargill Elevator Company, and the Barnes-Ames Company have been active in that trade. While top premiums on Durum have been cut recently, they are regarded as liberal in trade circles. At this writing premiums up to 18 cents over the May price for Amber Durum and 14 cents over May for Mixed Durum are current.

Buyers for the mills have been showing a disposition to cut down their premiums upon Spring wheat and Durum carrying high protein contents lately. In explanation it was claimed that the Minneapolis mills covered their needs in those grains some time ago and that they are now more inclined to look around for lower protein content Spring wheat and Durum for mixing. It has been a subject of general comment that the Duluth market has shown its ability to absorb substantial quantities of Spring wheat this season as a result of buying by the Occident Elevator Company on account of its Buffalo connection, the Russell-Miller Milling Company, and by the Barnum Grain Company on account of the Washburn-Crosby Company.

Elevator and commission men here have been receiving confirmations of early reports to the effect that the acreage seeded to Durum wheat over Minnesota and North Dakota is likely to be greatly increased this spring. In spite of the fact that Durum has been selling at a discount from 14 to 20 cents under Spring wheat so far this season, the average larger yields of it have made it a relatively profitable crop for growers. The Durum plant has furthermore demonstrated its ability to withstand dry weather conditions better than

Spring wheat and the demand for it for making macaroni flour is claimed to be broadening both in this country and Italy. Grain handlers on this market are living in hopes the Northwest will produce a good average Spring crop this season. It is felt that the agricultural districts of this territory would be placed solidly upon their feet economically through the raising of good crops of Spring wheat and Durum and the establishing of their market at a living price for producers.

William F. Converse, manager of the Occident Terminal Elevator Company at Duluth, died at a hospital here on April 10 after a lengthy illness. Mr. Converse came to Duluth two and a half years ago from Minneapolis when the Occident elevator was opened for business. He won recognition as a clever and reliable grain man and he was popular in trade circles. He was 46 years of age and is survived by a widow and one daughter.

Apart from Spring wheat and Durum to be moved out for Buffalo delivery after the opening of navigation, chartering of steamer space has been slow. The opening lake rate for Buffalo delivery was set at 23½ cents a bushel and space for Georgian Bay ports was booked at 2¼ cents. All the vessel interests represented on this market have been dead on the trail for any business in sight. With the full fleet of grain carriers scheduled to be in commission again this season, shippers are banking upon reasonable lake freight rates prevailing during the season.

Strong bidding turned up in rye at stages during the last month, that trade having been prompted to some extent by the impression that rye is selling at too great a discount under Spring wheat. Booms in rye that appeared at times failed however to get very far and reactions have come about on the appearance of even light selling. As compared with a month spot No. 1 rye at this writing, is quoted 4¼ cents up to 86½ cents.

Apart from the Consolidated Elevator Company, which still has approximately 6,000,000 bushels of storage space available, and the Great Northern Elevator "S," which has around 1,000,000 bushels of space left, elevators at the Head of the Lakes are fairly well filled up and they are compelled to figure closely to avoid bidding for more grain than they might be able to take care of. Stocks of all grains in the houses at this writing aggregate approximately 29,000,000 bushels, including nearly 7,000,000 bushels of Durum wheat and 3,000,000 bushels of Spring wheat. Figures compiled by the elevator companies have shown that fully 30,000,000 bushels of all grains remain over this territory to be moved to the terminals here, and that, it is inferred, will give operators on this market something to occupy their time during the early summer.

What has been a subject of comment in trade circles here is that growers have been disposing of their storage tickets for Spring wheat and Durum upon a substantial scale during the last three weeks. That is taken as an indication that holders generally are satisfied with the high premiums current for the better grades of those grains. Commission men on this market have been greatly heartened by the cordial relations that have been prevailing between them and their former patrons, from which they are assuming that the radical element is not making any headway over the Northwest. In the meantime directors of the Board of Trade here are keeping a close tab upon the progress of marketing proposals at Washington and they are ready to send a committee down to present their views whenever the time for action on the part of the exchanges appears to be ripe. Members of the committee appointed to look after the Federal regulation situation are sanguine that no bill providing for the Government injecting itself into the marketing field by price fixing or handling surplus productions will be passed at this session of Congress. It is being assumed that the administration's measure looking to the establishing of a bureau to render marketing advice and assistance will become law.

An improvement in the district demand for feeds on this market was noted by R. M. White of the White Grain Company. This he attributed to the remarkable development in the dairying industry over this territory during the last three years. Special arrangements for developing that branch of the feeds trade have been made by Mr. White's firm.

George F. Foster, manager of the Duluth Clearing House Association, has been heard to complain that time has been hanging heavily upon his hands during

the last several weeks for the reason that the course of marketing has been so orderly that margin calls have been few and far between. Operators in flaxseed were practically the only ones here forced to respond to margin calls during the last month. That is in distinct contrast to conditions that prevailed a little more than a year ago when prices of wheat, flaxseed and rye often covered wide ranges from day to day.

Smutty Durum and ergotty rye are still the banes of the trade on this market. A portion of the cars of those grains coming in daily are off-grade and commission men have been experiencing increasing difficulty in handling them as buyers have been showing a disposition to back away. Ergotty rye has been subjected to heavy discounts lately, but the one compensation in the opinion of operators is that growers will show greater care in their selections of seed this spring, and thus aid in eliminating that handicap to a great extent.

INDIANAPOLIS

H. M. RUDEAUX - - CORRESPONDENT

EARLY sown wheat in Indiana has stood the winter well, but the late sown fields look very poor. The late planting and the late spring seems to have retarded the growth, and it is very apparent that most of the late sown seed lay dormant during the winter, and had little growth before cold weather set in. Up to the present time little headway has been made, and it is almost too late to make up the lost time, which condition might result in the plowing-up of some of the acreage. Only about 75 per cent of last year's acreage was planted owing to the adverse weather last fall, and with the present condition prevailing there is likely to be a very short crop. Little farm work has been done, and very few oats have been planted, which crop should be in the ground, but the weather conditions have not permitted. There is very likely to be a surplus corn crop since the condition has brought about a lot of surplus ground, which will be planted in corn.

The Kinney Grain Company reports a brisk demand for seed corn, which was brought about by the company issuing a warning in the form of a circular letter; in which they point out that examinations have shown conclusively that not half the supposed seed corn will grow. They also point out that the danger in delaying to order early before planting is at hand as prices are likely to advance. All corn is carefully tested and it has been found that while one side of the ear will test, the other side will not. The situation is very serious and should be given careful consideration.

The movement of grain in this market has been very light, which no doubt has been caused by the rainy weather. In some places the roads are impassable and very little grain is leaving the farms. Many farmers are holding their corn for a better price, and it is predicted that when the prospect for next year's crop appears there might be a heavy movement which might have a tendency to weaken the prices, and corn might see lower prices instead of higher, since there are not many hogs in the country to consume it.

Bert Boyd, of the Bert Boyd Grain Company, reports the movement of grain very light and lays it on the weather. However, as soon as the weather permits Mr. Boyd predicts the usual receipts of grain in this market will appear.

E. K. Shepperd, who has just returned from a trip through western Indiana and eastern Illinois, reports the streams out of their banks, and in many places the lowlands are covered with water. Receipts of grain will be very light until after farm work is over according to Mr. Shepperd, who has turned prophet, by predicting frost in May; when asked how he figured there would be frost in May, he contended that since there were thunderstorms in February there was sure to be frost in May.

The average yield of wheat an acre was slightly below average. Drought and frost were the damaging factors. Rye was affected by the season in much the same way as Winter wheat. The acreage of oats was increased over the previous year. The need of early grain feed was one cause and another was the loss of

wheat acreage. The hay crop was one most injured by the drought in May and June. A considerable acreage of both Timothy and Clover was used as supplemental pasture instead of being harvested as hay.

Harry Berry, who has been in bad health for some time, is on his way to California for a short visit.

Bert Sloan, of Kendrick & Sloan Company, has returned from California, where he was visiting his daughter.

The total production of grain in Indiana last year was the largest in the last 25 years and the yield of corn per acre exceeded all records for the state in the last quarter of a century, it is shown in a summary of crop conditions, just made public by Miner M. Justin, agricultural statistician for the department of agricultural statistics at Purdue University.

NEW YORK

C. K. TRAFTON - CORRESPONDENT

ACCORDING to many well informed members of the local grain trade, the outlook seems to be growing brighter for the resumption of trading in grain futures in this market. It was asserted that the special committee having this matter in charge has been making good progress. As already stated this plan embraces the delivery of Canadian as well as domestic wheat on contracts with Buffalo, the delivery point. Those who favor this proposition contend that it will be regarded with favor by other speculating markets as it will stimulate hedging operations both for domestic and foreign account. All the necessary papers and documents, etc., bearing on elevating rules and grading in Buffalo have been completed and sent to that market with every reason to believe that they will prove acceptable with possibly a few minor modifications. Nesbit Grammar, who is one of the most active and progressive elevator operators in Buffalo, was seen conferring frequently, during several days early this month, with prominent members of the local trade on 'Change and it was the consensus of opinion that in the main his visit here had to do with the formulation of plans anent the proposed resumption of trading in wheat futures in this market.

Eugenius H. Outerbridge, of Harvey & Outerbridge, who was recently especially prominent as first chairman of the Port Authority of the Port of New York, which has control of transportation and traffic affairs within the bounds of the port of this city, has been suitably honored by having the bridge from Tottenville, S. I. to Perth Amboy, New Jersey, named the "Outerbridge Crossing". In announcing the bridge, J. A. Gregory, present chairman of the Port Authority, said: "The Port Authority is a monument to the foresight, sagacity and vision of Mr. Outerbridge. His sound business advice, as well as the confidence of the financiers of this country in his judgment, has brought the Port Authority to the point where its financial credit is established beyond question."

A. M. Adams, trader on the Chicago Board of Trade, was visiting friends in this market late in March.

Frank L. Carey, formerly president of the Chicago Board of Trade, and president of Nye & Jenks Grain Company, spent several days late in March with friends and associates on the New York Produce Exchange.

Harold L. Abell, of the Marine Elevator Company, Buffalo, N. Y., has been elected a member of the New York Produce Exchange.

Charles Baker, grain broker of Chicago, has been elected a member of the New York Produce Exchange. It was the consensus that he had been led to join partly because of the proposed resumption of trading in grain futures in this market.

Barnett Farroll, of Farroll Bros., dealers in grain provisions and stocks, of Chicago and New York, is an applicant for membership on the New York Produce Exchange. He is an older brother of Joseph Farroll who is already a member.

Joseph Feuer, vice-president of the Continental Grain Company, sailed for Europe on the S. S. *Majestic* late in March and will remain abroad until fall. G. DuRietz, well known importer of Stockholm, Sweden, was also a passenger on this steamer, returning home after an extended visit to this and western grain markets. Another well known grain man was also a passenger, viz: Fred Uhlmann, of the Uhlmann Grain Company, Chicago, who expects to remain in Europe three months. Geo. C. Bryant, crop expert with Jackson Bros. & Co., was another member of the trade on this steamer. It was said that he had gone to in-

vestigate matters on the Continent for his firm and with a possibility of getting into Russia, but definite particulars on this score were not available.

Emanuel B. Rosenfeld, who is a son of Morris Rosenfeld, of Morris Rosenfeld, Inc., flour distributors, is an applicant for membership in the New York Produce Exchange.

Jos. W. Hatch, a member of the grain elevating and distributing firm of Leverich & Hatch, Inc., met with a serious accident recently while crossing the street near his home in White Plains, N. Y., having been struck by an automobile, which put him in the hospital with a broken collar bone.

Jas. Stewart, who is president of the Maple Leaf Milling Company and also head of the Jas. Stewart Grain Corporation, spent several days with friends and associates in the local grain market this month.

John B. Yeager, who is well known in the grain trade throughout the country but especially in Wilkes-Barre, Pa., was visiting friends in the local market early this month.

W. Leroy Snyder, a son of the late John W. Snyder, an old member of the New York Produce Exchange, is an applicant for membership to succeed his father. Mr. Snyder is president of the Hammond, Snyder Company, Inc., grain commission and forwarders of Baltimore.

Members of the New York Produce Exchange were sorry to hear of the death of Edgar D. George, age 69 years. Mr. George had been a member of the grain trade for 45 years which embraced 25 years at the outset with the Hancock Grain Company of Philadelphia and New York. Subsequently he was 17 years with the Brainard Commission Company as vice-president and treasurer and finally was associated with the export house of E. A. Straus & Co., Inc.

The New York market heard with much regret of the sudden death of Arthur B. Raymond, age 69 years. Previously his health had been fairly good and his sudden passing away was ascribed finally to heart disease, which followed three strokes. He had been identified with the flour business for about 45 years. His first prominent appearance was as partner in the firm of Ahles & Raymond, who were large receivers of flour. Following the retirement and death of Mr. Ahles he became secretary-treasurer of the large receiving and shipping house of Copeland, Raymond Company. After the death of Mr. Copeland the firm name was changed to Raymond-Hadley & Co., which was organized in 1906. In 1917 Mr. Raymond retired from active business, selling his interest to his old partner, F. E. Hadley, who continued the business under the title of the Raymond-Hadley Company, Inc.

H. C. Gibbs, an old grain broker and commission merchant, received a hearty welcome back on 'Change early in April, looking much improved by his visit to the Bahamas.

Seemingly there has been a revival in the ancient game of bowling. At least sharp competition has sprung up between members of the Produce and Maritime Exchanges. Teams of five men each rolled a series of three games for a handsome silver cup which was finally won by the Maritime team which made an excellent showing, the team working in better form, displaying longer practice together. The Produce team while showing good individual scores apparently lacked practice together.

Alfred H. Hurst, vice-president and head of the local office of E. A. Strauss & Co., Inc., exporters, who went to manage the London office several months ago, has returned and resumed management here.

CINCINNATI

HARRY A. KENNY - CORRESPONDENT

NOTWITHSTANDING adverse weather conditions and a scarcity of supplies along certain lines, the grain and hay trade in this territory enjoyed a fair volume of business last month. There were no violent fluctuations in prices and as a result business booked by the dealers was of a satisfactory nature. Lack of receipts hampered activity in the hay situation. Receipts of grain, hay and feed combined decreased 105 cars for the month as compared with March 1925. While grain increased 73 cars, hay fell off 169 cars and feed 9 cars. The increases in grain were: Wheat 32 cars, shelled corn 28 cars, rye 5 cars, ear corn 10 cars, and barley 1 car, while receipts of oats were 5 cars less. Dealers contended that the light receipts were due to the fact that farmers are holding their stocks in anticipation of a higher market. With the racing season soon to open in this local-

ity manufacturers of feeds are expecting a marked improvement in their business.

Letters signed by every member of the Cincinnati Grain & Hay Exchange have been sent to United States Senator Frank B. Willis and Simcon D. Fess of Ohio, protesting against certain provisions in the bill recently passed by the House of Representatives providing for the creation of a Division of Co-operative Marketing. According to the members, the bill in its present form discriminates against thousands of grain dealers, as well as producers who are not interested in co-operative enterprises.

"It is our interpretation of the bill," A. M. Braun, president of the Exchange said, "that a co-operative market division will be established in the United States Department of Agriculture with authority to assemble information voluntarily given by the independent grain dealers and others who will not be allowed the facts and figures disseminated by the division. We have no objection if the farmers use their organizations and money to assemble this information, but if the Government is to do it, we feel it is not fair to withhold the benefits of the researches from those who have been perhaps the principal contributing factors."

It is the opinion of the members that Section III of the bill should be amended so that the dissemination of the information shall not be exclusively to co-operative organizations, but to all interests, firms or organizations engaged in the handling of agricultural products.

The Exchange also sent a letter to Congressman Nicholas Longworth urging him to have a hearing on the postal rates in an effort to remove the unscientific features from the present law.

F. F. Collins of Collins & Co., has been elected to fill the unexpired term of H. E. Niemeyer on the Board of Directors of the Cincinnati Grain & Hay Exchange. While Mr. Niemeyer has not withdrawn from the grain business, for the time being he is looking after some other business matters in Florida.

Albert A. Wood, 75 years old, retired grain dealer, died at his home on Walnut Hills, March 25, following a lingering illness. Mr. Wood, who was for many years engaged in the grain elevator business with his brother at Court Street and Broadway, retired about 15 years ago.

D. W. Hopkins, president of the Mutual Commission Company, has joined the ranks of the benedicts. He and Miss Neva Stewart of Covington, Ky., were married last month. They are now on a honeymoon trip in the East.

D. J. Schuh, executive secretary of the Cincinnati Grain & Hay Exchange, will represent that organization at the thirty-third annual convention of the Illinois Grain Dealers Association at Decatur, Ill., May 11 and 12.

MILWAUKEE

C. O. SKINROOD - CORRESPONDENT

THE report on receipts of grain at Milwaukee for the past month is mixed, but the most outstanding factor is the big slump in corn offerings. During most of the season the supply of corn has run strong, offsetting in large measure the small marketing of other grains. Now the other grains are coming in more liberally and the slump has shifted around to the corn trade. The supply of corn here for March was only 602,000 bushels against receipts of 1,294,000 bushels for the corresponding month a year ago.

Milwaukee grain men say it is hard to predict what will happen in the way of receipts for the rest of this crop season. In general, it is believed that marketing will be light as this has been the tendency all year. With corn also joining the procession of small receipts, the discouragement has about reached the limit, except for the fact that the same conditions prevail at other markets, so that Milwaukee is in the same boat as other cities. A few grain traders say that grain has been held back all year and that it will have to come out in the next two or three months if it is to be sold at all. This view is based on the large yields last year and the persistently small marketing all season.

Harry N. Wilson, who was 92 years old, a former grain broker of this city and resident here for 40 years, is dead. He is survived by five daughters.

One of the pleasant occasions of the year at the local grain exchange was the recognition given to Miss May Guy, who has just completed her twentieth year of service as 'phone operator on the floor of the Chamber of Commerce. She was presented with a purse contributed by 100 members of the Board. Former members of the local Chamber who now are on the Chicago Board of Trade also sent her flowers and she received congratulations and telegrams from members of the Chamber of Commerce in Minneapolis, New York and Palm Beach.

Miss Guy has witnessed many wild scenes on "the floor" including bear and bull markets and not a few panics as well as the last great war boom in prices. The traders in the pit say that no matter what the excitement Miss Guy is a regular "guy" who never loses her head and that she can put in half a dozen 'phone calls and talk to a half dozen people all at the same time and never perpetrate a "wrong number."

Despite the small receipts of grain, the supply on hand was piling up at the opening of the month. The maximum will be reported shortly before navigation opens. More grain has been placed on board ships to have it ready to rush out promptly at the opening of the lake movement.

The supply of wheat in elevators is approximately 244,000 bushels, while the supply afloat is 205,000 bushels. The corn holdings are largely in elevators with 1,504,000 bushels reported, while the supply afloat is only 92,000 bushels. The oats supply is also largely in elevators with 1,207,000 bushels there and only 127,000 bushels are reported as afloat.

Milwaukee malt companies will petition the railroad companies for a change in the carload requirements on malt. The domestic minimum weight on a carload of malt, it is explained is 40,000 pounds, while the corresponding minimum rate for export is 60,000 pounds. The additional amount required for carload lot rates, it is declared is retarding the shipments for export. Much of the malt produced in Milwaukee is sent out to almost all the countries of the world. Hence there is keen interest in the shipping requirements on export malt.

The Milwaukee city council has approved the contract of the city for taking over the south half of Jones Island from the Illinois Steel Company for the building of a modern harbor for grain and other products. This will give the company a large tract of land, all it needs for its expanding manufacturing facilities and the city in turn will get the south half of Jones Island for the harbor terminal. The council also adopted a resolution creating two new departments in the Milwaukee Harbor Commission. With the port development now coming on at a rapid pace, it was declared necessary to have two new departments in the Harbor Commission to take care of the expanding plans.

William George Bruce, head of the Harbor Commission, has made an announcement and declaration that within five years Milwaukee will have direct water facilities to Europe, with enormous advantage to the grain trade and to other industries as well.

The Chicago Milwaukee and St. Paul Railroad has started its operations toward rebuilding and improving Elevator "E," destroyed by fire some months ago. The concrete tanks which were not damaged by the fire have been in use by Armour & Co., for a storage house and they contain at present between 700,000 and 800,000 bushels of oats. The Armour company will also operate the elevator after all the improvements are completed. The rebuilding should be finished by the time grain is ready for handling the new crop, it is expected.

Reports have been given to the grain in Milwaukee indicating that the Great Lakes grain movement is likely to open very late this year. On Lake Michigan the ice in Green Bay is decreasing. Escanaba, Mich., reported about 23 inches of ice. Sturgeon Bay has about 18 inches of ice, according to the latest reports. Along the east shore, as far north as Manistee, the ice fields are drifting with the winds and from Sleeping Bears Point north to the Straits, the ice fields are reported to be solid and stationary. The local report also shows that 19 to 20 inches thick extends along the north shore of Lake Superior beyond Grand Marais and at Port Arthur the solid ice extends out to Isle Royale. Most of the Lake Superior bays are closed still with solid ice. Estimates are made that the navigation season will open probably 10 days to two weeks late, unless there is a decisive switch to warmer weather than prevailed during the first 10 days of April.

J. L. Bowlus has been reappointed transportation manager of the Chamber of Commerce for the coming year. For several years Mr. Bowlus has been performing satisfactorily for grain men in taking care of all rate matters and his reappointment was a mere matter of course.

An announcement of importance of the grain trade is that of the application of the Ann Arbor car ferry line for a berth in Milwaukee. At a recent session of the Harbor Board, Secretary Ernest Bruncken startled the commissioners by announcing that representatives of the Ann Arbor company had been in Milwaukee looking over all the available river landing places, with a view of routing their car carrying boats to Milwaukee for the coming summer.

Milwaukee now has two car ferry lines, the Grand Haven and the Pere Marquette companies. Both companies operate daily car ferries between the east and the west sides of the lake. On most of these trips some 25 or 30 carloads of freight are carried. The Ann Arbor line is expected to increase this cross lake car shipment very materially.

Milwaukee grain men report that the low prices of grain are discouraging grain shipments very materially. They point especially to the low prices for corn and for rye which are holding back shipments in all probability. About the only grain where prices are well maintained now is in oats. At the Milwaukee market the No. 3 White oats is ruling around 41 cents, or a shade higher, while a year ago the going price for the same grade of oats was 41 to 43 cents. Oats is therefore only about 2 cents a bushel under last year.

One of the most interesting announcements which the grain trade has received for a long time is the reopening of the Pabst brewery here for the making of malt tonics with 3.75 per cent alcoholic content which is expected to mean quite a considerable demand for malt and this will in turn mean a largely increased demand for barley, it is anticipated.

Early reports from the brewing officials indicate that the demand for the new tonic is very large. It has been impossible to keep up with the early demand until manufacturing facilities of the company are expanded to meet the unexpected demand. The new malt tonic contains 25 per cent of solids and is being distributed through the drug stores.

LOUISVILLE A. W. WILLIAMS - CORRESPONDENT

THE month has been a quiet one in the Louisville territory. Spring is bringing in grass and pasturage, in spite of miserable weather, and feeding demand is slowing down. Rural hay, grain and feed dealers, are buying sparingly, and general movement of feeding stuffs is light. Elevator stocks are low, movement light, and things are far from active.

Weather conditions have been very bad in Kentucky and southern Indiana since the first of the year, with snow in late March, and much rain and cold. Roads are deep in mud, and movement of hay to market is slow, resulting in prices being high, as stocks are low. Grain prices are so high that there is no speculative interest, and millers and other consumers are reducing stocks in hand, and buying very little.

Ed Scheer, of the Bingham Hewett Grain Company, reported that it was a quiet market, with light movement of grains, and rural districts buying very little stock of any kind, in anticipation of good grass before long.

The Kentucky Public Elevator Company, reported that stocks on hand were lighter than for a long time past. Flour mills have moved wheat to private storage, reducing wheat stock to 25,000 bushels; corn is down to 40,000 bushels; oats, 3,500; and rye, 5,000, or a total of 73,500 bushels, which is nothing for a plant of its size. Daily movement is about eight to 10 cars in and as many out of the plant. The company has been sacking a good many seed oats. Indications point to a very large spring oat acreage, as a result of bad weather last fall holding down fall planting of wheat, rye and oats.

Henry Freuchtenicht, of Henry Freuchtenicht & Co., local grain dealers and elevator operators, reported very fair demand for hay, with supplies abnormally light, and practically no stock coming in from Indiana, where roads are in bad shape.

Mills running three to four days a week are not accumulating any feed supplies, as demand is about taking care of production, and some mills are oversold. Manufactured feeds for poultry and livestock have been in very fair demand. Poultry men are taking greater care in feeding today, than ever before.

Marvin P. Evans, formerly a well known flour broker of Louisville, has been named chief deputy sheriff, to Aubrey Cossar, sheriff, former newspaper man, and at one time handling correspondence at Louisville for the Mitchell publications, under G. D. Crain, Jr.

Clifford Walters, Shelbyville, Ky., operating the Shelbyville Feed & Produce Company, has had two fires within a month, the first destroying his business establishment, and the second his \$18,000 suburban home. Only about one half the value was insured in the two fires.

Fire at Cave City, Ky., on March 25, destroyed the mill and elevator of the Cave City Milling Company, loss being \$35,000, partly insured.

Oscar Farmer, founder of the Louisville hay, grain and feed business of Oscar Farmer & Sons, died on March 19, at his home in Louisville. Mr. Farmer was 80 years of age, and suffered a fall in which he broke his hip, at a time when he was in poor health. He was confined to his bed and unable to get any exer-

cise, resulted in poisoning. Mr. Farmer was a native of Frankfort, Ky., entered the grocery business in Shelbyville and in 1882 established his Louisville business. He is survived by a son, Ed. F. Farmer, and daughter. Another son, Oscar Farmer, Jr., died during the war period.

Frank N. Hartwell, 72 years of age, one of the founders of the old elevator and grain house of H. Verhooff & Co., died at his home in Louisville on March 20, after an illness of several months, which had been critical since the death of his wife in February, they both having been ill and under the care of physicians in Baltimore. Mr. Hartwell started as a banker, becoming cashier of a local bank, and leaving that to establish the grain business with his father-in-law. Mr. Hartwell was very active in business and civic circles, for many years, was past president of the Board of Trade, Commercial Club and other organizations, member of the Pendennis Club, Louisville Country Club, Audubon Country Club, founded the Pure Food Exposition of Louisville, Good City Government organization and others. He was active in many drives and business movements. He is survived by two brothers and two sisters. Two sons died several years ago. The 1926 season in Louisville has taken a heavy toll in deaths from the grain and milling trades. In January S. T. Ballard, president of the Ballard & Ballard Company, died; and in March, Oscar Farmer and Frank N. Hartwell. The three men were prominent in three phases of the industry, Mr. Ballard as a producer of flour and feed; Mr. Hartwell as a grain and elevator man; and Mr. Farmer as a retailer and jobber.

Harry A. Volz, of S. Zorn & Co., representing the city council, is a member of a recently appointed Traffic Committee, named by Mayor Will, and composed of about 10 men from various organizations, clubs, city departments, business associations, etc., which is charged with working out some new traffic regulations for the city.

Winter wheat in Kentucky is reported to have wintered well. Acreage was light, but snow protection was good, and there were not so many freezes and thaws. It is believed that a good yield is in prospect. The same prospect is anticipated for grass seeds. Old crop seeds are about cleaned up at the highest prices known. Orchard grass has been selling at over 20 cents a pound; Bluegrass at 40 cents for best seed and Red Top at 33 cents, wholesale, with Timothy at around \$8.50 a hundred, Clover at \$30 to \$34, and other seeds as high. Large acreages of cow peas, soy beans, millet and cane seed are in prospect this year, as a result of inability to plant early seeds.

PHILADELPHIA WM. A. LOCKYER - CORRESPONDENT

ON APRIL 1, there were stored in Philadelphia public warehouses, 107,344 barrels of flour; 929,741 bushels of wheat; 212,993 bushels of corn; 239,736 bushels of oats; 14,207 bushels of rye, and 24,691 bushels of barley.

Ten counties produced more than one-half of the 22,719,953 bushels of wheat grown in Pennsylvania in 1925, officials of the state Department of Agriculture recently announced. These counties, constituting what is known as the "bread basket" of Pennsylvania, included Lancaster, York, Franklin, Berks, Cumberland, Chester, Adams, Lebanon, Lehigh and Bucks. The department's reports showed that the average yield of 22.9 bushels to the acre was almost twice the 1925 United States' average of 12.7 bushels. In the total acreage seeded to wheat in 1925 and in the yield to the acre, Lancaster takes first place with a production of 22,838,330 bushels. The same county was the banner corn producing center of the state, producing 6,978,170 bushels of the more than 72,000,000 bushels corn crop of 1925, having an average of 69.4 bushels to the acre, compared to the state average of 51 bushels.

Members of the Atlantic States Shippers Advisory Board, meeting at Rochester, N. Y., last week, adopted strong resolutions urging the prompt unloading and release of box car equipment to assist in the movement of what is expected to be a record crop of winter wheat this year in the states of Kansas, Oklahoma, Texas and Nebraska. This action followed presentation of figures by the American Railway Association indicating a production in these states of 340,000,000 bushels, as compared with last year's yield of 141,245,000 bushels.

The resolutions declared that "it is the duty of the railroads and shipping public alike to undertake all reasonable and proper preparations to meet this transportation demand." In order that this grain may be speedily marketed, members of the Board were therefore urged to adopt the following measures so far as individual local conditions permit:—

1. That box cars of western ownership be used

only for loading traffic that will take the cars to or in the direction of the home road.

2. That when such loading is not available for western ownership box cars released at local industrial plants, the cars be turned back empty to the railroad for movement home.

3. That in the selection of box cars for loading into western territory, when western ownership cars are not available, so far as may be possible, equipment used shall be in first grade condition, or suitable for return loading with grain and flour.

4. That all practicable effort shall be made to promptly release cars, that prompt relocation to loading territory may be effected.

Prominent Philadelphia grain men who have recently returned from winter vacations include G. P. Lemont, of E. K. Lemont & Co., who has been at Pinehurst, N. C.; Walter K. Woolman, of Woolman & Co., and vice-president of the Philadelphia Export Company, who has been at Miami, Fla., and I. G. West, of Samuel Bell & Sons, who has been visiting various southern resorts.

Some talk is being heard in local grain circles regarding the contemplated closing of the Keystone Elevator in North Philadelphia. There have been several conferences recently held between representatives of the Pennsylvania Railroad, which has been operating the elevator, and local grain factors, but no decision has been reached at this writing. The Pennsylvania Railroad took over this elevator after it had been given up by L. F. Miller & Sons.

TOLEDO

S. M. BENDER CORRESPONDENT

RAYMOND E. WICK of the East Side Iron Elevator Company is the proud daddy of a fine nine pound boy. Ray says he hasn't cried as yet, which clearly demonstrates he has his father's good nature.

Word was received from E. L. Southworth and Joe Doering of Southworth & Co. who have been taking the ocean trip from New York to San Francisco. A card from California said they were located at the Clark Hotel, Los Angeles, and that they had been able to take three meals a day throughout the ocean trip and keep them all down.

Fred Scholl of the Scholl Grain Company, Cincinnati, Ohio, called at several of the grain offices during the holiday on Good Friday.

Ed Nettleton, secretary and treasurer of the Imperial Grain & Milling Company, has returned from an ocean trip to the West Indies. Several cards were received from him during stops at Jamaica and Porto Rico.

Grain inspections during the month of March were 322 cars of wheat, 305 cars of corn, 212 cars of oats, 8 cars of rye and 1 car of barley.

W. H. Hill of Oakwood, Ohio, has leased his elevator to the Leipsic Grain Company, Leipsic, Ohio, and is now managing the Sherwood Co-operative Company, Sherwood, Ohio.

The regular monthly meeting of the Northwest Ohio Farmers Grain Dealers Association was held Monday evening, April 5, at Delta, Ohio. Lon Fetterman, manager of the Delta Farmers Co-operators Grain & Supply Co., was host. C. B. Krohn, Deshler, Ohio; Frank Johnson, Stryker, Ohio; Dr. Guyer, president of Findlay College and Carl Bryant of the Grain Dealers National Association were on the program. Bill Jackson of Holgate, Ohio, presided. Those attending from Toledo were Charles Keilholtz and Steve Bender of Southworth & Co., Joe Streicher and Bill Cummings of J. F. Zahm & Co., George Forrester of the Lake Erie Milling Company, George Woodman of Rosenbaum Bros., Lester Howard of the C. A. King & Co. and Harry DeVore of H. W. DeVore & Co. An excellent buffet luncheon was served after the meeting.

Farm reserves of corn in Ohio were unexpectedly large, being over three times as large as a year ago. In Michigan they were more than twice as large. It is believed that much of this corn is unmerchantable and will be used principally for feeding. Receipts here prove that there is a large amount of good corn, however, that can be used commercially.

Fred Winters, grain buyer for the Quaker Oats Company, with headquarters in Chicago, stopped off recently to call on friends in the trade and spent some time on the local floor.

Ohio farmers still have in their granaries 4,560,000 bushels of wheat, which is a million below last year's

holdings on the first of March. A smaller crop last year and higher prices have both tended to reduce holdings. Holdings of corn were estimated at about 90,000,000 bushels and oats were estimated at 34,000,000 bushels on March 1.

Thomas Randall of the A. H. Randall Milling Company, Teconsha, Mich. called on several of the grain firms here after a trip in the southern trade territory, where he reported conditions none too favorable.

Ohio millers say farmers still have the \$2 wheat bee in their bonnet. Some are holding for that price while others have decided to sell their wheat, but on the other hand, will hold their corn.

Soft wheat premiums have held remarkably well in the face of a rather spasmodic milling demand the past month. Outside mills have confined their buying chiefly to breaks in the market. Local mills have not been bidding half the time as local receipts on the cash tables have been freely offered. Buying has not been steady as it generally is when flour trade is active. Mill stocks of wheat are not large but appear to be sufficient for present needs. Receipts have dwindled lately and country dealers report a tightening of farm offerings. The new crop wheat is off to an excellent start according to news received here and with favorable weather should make a bumper crop. Not only Ohio, but nearby states, have had plentiful moisture all winter and the wheat plant should grow quickly with higher temperatures.

Millfeeds have not done so well the past month either and millers attribute most of the dullness to the weakness in grains. The volume of trade has been small and around here jobbers do not appear anxious for feeds at any price. Before the last break there were indications of a good buying power but this has faded away. Many dealers are short of supplies and if the spring demand is good they will need to replenish them. Mixers have not been so active since the break of the cold weather a week ago. Pig feeds have been the best sellers where business is being done. Coarse grain feeds have been attractive, too, on account of their cheapness. Local offerings have not been pressing on the market and this is considered a point in favor of feeds. The limited output of mills has also been a sustaining factor.

Corn and oats have struggled through the past month with offerings fairly heavy from this section of the country. The market has absorbed a large amount of coarse grains and most of them went into strong hands. Feed manufacturers have curtailed their buying to some extent but are ready to step into the market if feed demand picks up. Heavy weight oats have been sought by seed distributors and good premiums paid for them. Corn is grading better with the majority of cars now making No. 4 grade.

Hay has been more active lately with demand improved. Poor roads have been largely responsible for smaller receipts. Farmers are also busy with spring work and for the next 60 days it is probable that terminal market receipts will be much smaller. The southern trade has been negligent and racing stables are just beginning to show interest which could be expected in offerings.

Robert Himes of the Northwestern Elevator & Mill Company has returned from a cruise to the West Indies and Panama.

Effective April 1, 1926, the inspection fee on all straight cars of grain received in this market will be \$2 per car. The charge on bulkheads will remain at \$3 per car.

The Traffic Association of the Toledo Produce Exchange held its monthly meeting at the Elks Club the evening of March 18. About 30 members and guests were in attendance and several important subjects were discussed.

The Lake Erie Milling Company, whose plant was recently destroyed by fire, has taken over the old plant of the Metzger Seed & Oil Company on the East Side of the river. They will operate them temporarily at least.

J. Fulcher and John Lee have bought the Hazley Elevator at Milan, Mich., and have formed the new grain firm of Fulcher & Lee.

H. C. Dachsteiner, who started in business the first of the year at Bryan, Ohio, in the old R. P. Lippe Elevator, was calling on friends in this market recently.

Charles Keilholtz of Southworth & Co. celebrated his thirty-fourth birthday, March 25, and received congratulations, flowers and a shanty over his eye in a handball game at the Y. M. C. A. before the day was over.

P. W. Hipp, formerly manager of the Napoleon Grain & Stock Company, Napoleon, Ohio, and C. J. Schockey have organized the H. & S. Grain Company and taken over the old Snyder Elevator at Holgate, Ohio.

KANSAS CITY

B. S. BROWN - CORRESPONDENT

THE Chamber of Commerce recently distributed a questionnaire to Kansas City shippers for the purpose of securing their opinions on what the improvement of the Missouri River would mean in the saving of freight costs. The answers of Kansas millers and grain shippers indicate that it is the general opinion of all that the opening of the Missouri River for navigation would be of great benefit to the milling and grain interests. One milling concern estimates that if they could ship by water, they could save approximately \$1 to \$1.25 a ton on the shipment of meal and flour, to eastern and southern points. Other millers make similar estimates. Wheat producers would likewise receive tremendous benefits, from the opening of the Missouri. At present Kansas and Missouri wheat producers can not compete on equal basis with producers in the Great Lakes region, due to the low rail and water rates to the East Coast which are available to that region. The rate difference against the Kansas producer who sells his wheat at Gulf ports in competition with northern wheat at Atlantic seaports is approximately 7 cents per bushel. Missouri River navigation would eliminate this difference, and put wheat grown in the Kansas City territory on the same basis as wheat grown in the Great Lakes region, according to shippers here.

W. E. White, of the Davis-Noland-Merrill Grain Company, has recently been admitted into membership in the Kansas City Board of Trade. This membership was transferred from W. W. Leeds, of the same company. Mr. White has been in Kansas City just since the first of March, coming here from Chicago, to take charge of the future grain department and private wire department of the Davis-Noland-Merrill Company. Although new in Kansas City, Mr. White has been in the grain business more than 25 years, and for 20 years was a member of the Chicago Board of Trade. During that time, he was a partner in Finley Barrell & Co. of Chicago, and later was associated with the J. Rosenbaum Grain Corporation, as manager of the futures and private wire department. Mr. White says that he has always been interested in Kansas City and the Southwest, and because of the nature of his work in Chicago has kept in close touch with this section, so that in coming here he feels that it is a second home. Mr. Leeds, who has gone into the private wire department of Davis-Noland-Merrill, was for a good many years pit operator for the Armour Grain Company, and later for the Grain Marketing Company when it took over the old Armour Company. When the Davis-Noland-Merrill took over the Grain Marketing Company's property, after it had dissolved, Mr. Leeds went with that company, representing them on the Board.

Several grain men are planning to be in the party when the Kansas City Chamber of Commerce makes its sixteenth annual extension trip during the week of May 2 to 8. H. A. Fowler, of the Fowler Grain Company, is on the committee to arrange for the trip, and expects that at least six members of the Chamber from the grain trade will accompany the trippers. Although the territory is not good from the standpoint of the production of grain, it is a good territory for merchandising grain, and a number of grain men representing that phase of the business will make the trip. This trip, the thirty-fifth, will cover a territory including 60 towns in Missouri, Arkansas, Oklahoma and Kansas, with a total population of 392,000. In arranging the trip, special care was taken to select a territory in condition for immediate sales and one that would be generally acceptable to all lines of business in Kansas City.

Arthur H. Dillon, who had been connected with the grain and flour milling business in Kansas City and the Southwest for the last 15 years, died here in St. Luke's Hospital, Thursday, April 1. He had been ill for almost a year. Mr. Dillon was born in DePere, Wis., on April 10, 1882. He is survived by his widow. Mrs. Dillon is the daughter of the late Charles B. Reynolds, principal emeritus of the Northeast High School, and one of the early educators in this city. Mr. Dillon's father, two brothers, and three sisters, all of DePere, survive. Mr. Dillon was buried in Kansas City.

On Monday, April 26, the Kansas City Board of Trade will start operation on the daylight saving plan. As a result of the change, the grain market session will open at 8:30 in the morning, an hour earlier than at present.

William Murphy of the Murphy Grain Company, is something of a poet. At a dinner, given recently in honor of Edwin M. Clendening, secretary of the Chamber of Commerce and assistant to the president of that organization for 33 years, Mr. Murphy, an old friend of the guest of honor, read a poem of his own composition. The poem recalled an incident which occurred back in 1902, when the Chamber of Commerce was making a trade trip through western Nebraska, and demonstrated

Mr. Clendening's tact in turning what promised to be a very unsuccessful visit at Superior, Neb., into one which made a place for Kansas City in the regard of the business men of that town, which has never been altered. Mr. Murphy was one of the members of the Chamber of Commerce on this trip, and recalls that George Schouler of the Schouler-Bishop Grain Company of Superior, was the chairman of the committee to entertain the C. of C. members on this eventful visit to the Nebraska town. Since then, Mr. Murphy says, Mr. Schouler can always be counted on to take an active part in entertaining the Kansas City Chamber of Commerce members when they stop in his town. Several other members of the Board of Trade attended the dinner in honor of Mr. Clendening. C. W. Lonsdale was on the committee for arranging the program, while T. J. Brodnax, G. S. Carkner and W. C. Goffe were present.

The Missouri Grain Testing Laboratory, located on the fifteenth floor of the Board of Trade Building is preparing for its first big season since its opening in August, according to Roy H. Monier, state grain commissioner. The Missouri department, says Mr. Monier, is now prepared to give the most nearly complete service of any state, with the exception of Minnesota. The service now includes registration of receipts, official weighing, official inspection, and a protein analysis. Although there is no requirement that grain shall be inspected, nevertheless, 95 per cent of the wheat now received here is subjected to the protein test. According to M. C. Fears, chief inspector of the Missouri State Grain Department, official tests show that the high protein wheat is bringing a premium over wheat of less protein content although of higher grade. Mr. Monier says that not only is the laboratory service proving an inducement to the farmers to raise wheat that will pass a high protein test, but it is attracting millers to the Kansas City market, where they have the benefit of laboratory analysis on the wheat which is offered them. More than 8,500 samples were tested in the laboratory between its establishment on August 8, and January 1. Edgar Karbach is the chemist in charge of the laboratory, which comprises 104 testing units.

Considerable interest among Kansas City grain men has attached to the recent attack made by the Kansas Co-operative Wheat Marketing Association on J. C. Mohler, secretary of the Kansas Board of Agriculture. In their opinion Mr. Mohler's statement that there is a promise of a 200,000,000-bushel wheat crop this year is perfectly reasonable, and such a stand as this association has taken is unjustified.

The Ralston Purina Company's Kansas City plant is putting into operation a new grinding unit in its Alfalfa plant which will increase the output of Alfalfa meal by 50 per cent. The elevator and feed mill units are unchanged. To meet this increased production capacity an additional warehouse for baled Alfalfa to cost \$50,000 is being constructed. The entire addition of the plant will cost approximately \$100,000, according to Lewis B. Stuart, branch manager of the plant, the capacity of the Alfalfa warehouse facilities will be increased about 200 earloads when the new warehouse is completed in June.

MINNEAPOLIS

EDWIN O. WELDE CORRESPONDENT

ACCORDING to the April crop report of Paul H. Kirk, Minnesota agricultural statistician, the stand of winter wheat in Minnesota shows a satisfactory condition with that of a year ago which produced a good crop. The condition of the rye crop is not quite as good, however, as that of a year ago. The survey states that winter wheat condition on April 1 was estimated at 81 per cent normal, as compared with 81 per cent a year ago. Due to the rather open winter and lack of snow, the condition of winter wheat, while at present not making much growth, has not suffered any serious loss. It is expected that warmer weather will show only a small loss in the acreage planted last fall in many sections of the state. Rye condition on April 1, 1926, was estimated at 81 per cent of normal, as against 85 per cent a year ago. No reports of serious damage have been received but the crop needs warm weather to start growth.

Ralph Scroggins, secretary of the Scroggins Grain Company, died recently at the age of 36 years from spinal meningitis. He leaves a widow and two children.

The membership of O. A. Zimmerman in the Minneapolis Chamber of Commerce was auctioned off recently. The successful bidder was Hub Owens of the Cargill Commission Company, the bid being \$3,500.

Minneapolis grain interests have lined up in support of a move to broaden the Minneapolis grain market by equalizing freight rates on wheat and other grains to St. Joseph, Kansas City, Atchison and other southwest points, as compared with the grain tariffs in ef-

fect on shipments to St. Louis. The present rate on wheat from Minneapolis to St. Louis is 20 cents a hundred pounds, as compared with 23½ cents to St. Joseph, Kansas City and Atchison. On corn, the tariff from Minneapolis to St. Louis is 18½ cents, as against 21½ to other towns. A hearing is scheduled tentatively for April 22 at Des Moines.

Paul G. Sukey, formerly in the barley business here, is now local traffic manager for the Spokane Steamship Company, in the Builders' Exchange Building.

D. L. Raymond, manager of the Acme Elevator Company, and John McLeod of the John McLeod Company, grain commission, have returned from a trip to California.

J. R. Stewart of the Banner Grain Company, has returned from a vacation in Florida.

J. W. Avery, manager of the wheat department of the Pillsbury Flour Mills Company, returned recently from a trip to Nassau, Bahama Islands.

W. D. Gregory of the Gregory-Jennison Company is back from a trip to South America. He went via the Panama Canal.

Harry Murphy of the Continental Grain Company, and Shreve M. Archer, president of the Archer-Daniels-Midland Company, have returned from a trip to the Hawaiian Islands.

Gerald R. Martin, vice-president of the Brooks Elevator Company, has returned from a trip abroad. He was accompanied by his brother of Winnipeg.

Recent visitors to Minneapolis are: W. W. McKean of the Topper Commission Company, Winnipeg; Stephen Soars, treasurer of Sprout, Waldron & Co., mill and elevator machinery, Muncy, Pa.; Brigadier General R. P. Clark, the Vancouver representative for Logan & Bryan, grain; A. A. Lamark, traffic manager for the Newsome Feed & Grain Company, Pittsburgh; Harry G. Wolf, president of the Wolf Company, mill and elevator machinery manufacturers, Chambersburg, Pa.; Laurel Duval, chief grain inspector of New York City; W. P. Carroll, district superintendent; and F. H. Smith, Federal grain supervisor.

GRAIN NEWS FROM BOSTON

By L. C. BREED

A. W. Davis Company, Acton, Mass., has been incorporated to deal in hay, grain, etc. The capital stock is \$25,000. The incorporators are: George V. Mead of West Somerville; Alfred W. Davis, of West Acton and Francis V. Mead of West Somerville.

The appearance of two straw hats that are to be seen in 'Change would seem to be a harbinger of spring but for the fact that one of the wearers of said hats keeps his on the year round.

Boston seed dealers report a better demand for all kinds of seed than was the case for the first quarter of last year. Shipments of orders taken during the winter from dealers in New England, began early in last month and are about cleaned up. There are over 400 golf links in Massachusetts alone, which makes a good market for grass seed, to mention one item.

It is reported by the Maritime Bureau that there has been remarkable increase in the business of the port of Boston, particularly in coastwise shipping. The New England fight on rail rate differentials is being continued vigorously, and will in the near future, it is believed, be taken up in the U. S. Congress.

The Boston Fruit and Produce Exchange recently opened its new quarters in the rotunda of Quincy Market Building. This event was made the occasion of a reception and entertainment, at which several hundred market men and members of their families were present. The rotunda about 40 years ago, was the home of these grain and flour men, prior to the removal to their new building in Milk Street.

Receipts of grain at Boston during the month of March were as follows: Wheat, 258,775 bushels; corn, 10,300 bushels; oats, 163,500 bushels; rye, 400 bushels; barley, 118,600 bushels; malt, 4,550 bushels; mill feed, 169 tons; cornmeal, 393 barrels; oatmeal, 8,692 eases; ditto, 235 sacks.

The demand for feed is quite moderate, but prices are firm, as offerings are not large. The mills are not, for the most part, running full, and in some sections are marketing most of their output locally. The demand is mainly for high grade protein feeds, the sale of corn feeds being limited. Spring bran is offered at \$32 to \$33 per ton.

Hay is ruling quiet, and receivers of late have discouraged free shipments to this market in order not to bring about a further accumulation of stocks, though strictly top grade hay, in large bales, is meeting with moderate demand. No. 2 and lower grades are dull.

Rye straw is in light supply. Oat straw steady in price. Receipts of hay for March 322 cars; rye straw, 9 cars.

Stocks of grain in public elevators, as of March 29, are as follows: Wheat, 64,288 bushels; corn, 14,122 bushels; oats, 54,316 bushels; rye, 4,315 bushels; barley, 254,135 bushels.

Coarse grains have of late ruled irregular, prices fluctuating from day to day. The rapid increase in motor vehicles is being felt, and operates to curtail very considerably, the sale of oats and hay for local consumption, the number of horses being greatly reduced.

The steamer *Adra* recently loaded 264,000 bushels Canadian wheat for Lisbon, Portugal. The steamer *Seattle Spirit* loaded 190,000 bushels barley for Bremen. The steamer *Nitonian* loaded 50,000 bushels grain for Europe.

Among the visitors to the Exchange during the month of March, outside of New England, were the following: M. L. Hollowell, Minneapolis, Minn.; Fred W. Peck, Troy, N. Y.; A. W. Jennison, Williston, N. D.; K. L. Burns, Watertown, Wis.; R. C. Mead, Kansas City, Mo.; K. L. Juve, Battle Creek, Mich.; G. W. Hales, Chicago, Ill.; Barnett Faroll, Chicago, Ill.; W. L. Preyer, Buffalo, N. Y.; E. J. Grimes, Minneapolis, Minn.; H. E. Tweeden, Buffalo, N. Y.; H. M. Meech, Red Wing, Minn.; A. C. Wassard, Portland, Ore.; Fred Burrall, Wichita, Kan.

WESTERN POOL DISSOLVES

The Montana Wheat Growers' Association decided to go out of business at a recent meeting in Lewistown, Montana. The Association was formed in 1921 and operated again in 1922, but then suspended for one year. Assets will be converted into cash and a final distribution made to stockholders. Internal disagreements of the co-operatives are reported to have caused the decision to go out of business as finances were said to be in excellent shape. The dissolution will be permanent.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912,

of AMERICAN ELEVATOR AND GRAIN TRADE, published monthly at Chicago, Ill., for April 1, 1926.
State of Illinois } ss.
County of Cook }

Before me, a notary in and for the State and county aforesaid, personally appeared A. J. Mitchell, who, having been duly sworn according to law, deposes and says that he is the Business Manager of the AMERICAN ELEVATOR AND GRAIN TRADE, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management and (if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 411, Postal Laws and Regulations, printed on the reverse of this form, to-wit:

1. That the names and addresses of the publisher, editor, managing editor and business managers are:
Publisher, Mitchell Brothers Publishing Co., 431 S. Dearborn St., Chicago, Ill.
Editor, John E. Bacon, 4546 Clarendon Ave., Chicago, Ill.

Managing Editor, Richard Pride, 2878 N. Clark St., Chicago, Ill.
Business Manager, A. J. Mitchell, 4820 Kimbark Ave., Chicago, Ill.

2. That the owner is: (If the publication is owned by an individual his name and address, or if owned by more than one individual the name and address of each should be given below; if the publication is owned by a corporation the name of the corporation and the names and addresses of the stockholders owning or holding one per cent or more of the total amount of stock should be given.)
A. J. Mitchell, 4820 Kimbark Ave., Chicago, Ill.
A. H. Mitchell, 4818 Dorchester Ave., Chicago, Ill.
John E. Bacon, 4546 Clarendon Ave., Chicago, Ill.
M. B. Mitchell, Ottawa, Ill.
John W. Mitchell, 307 Thirteenth St., N. W., Washington, D. C.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages or other securities are: (If there are none, so state.)
None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed through the mails or otherwise, to paid subscribers during the six months preceding the date shown above is: (This information is required from daily publications only.)
A. J. MITCHELL,
Business Manager.

Sworn to and subscribed before me this 24th day of March, 1926.
(SEAL)
W. F. WARRICK,
(My notarial commission expires May 8, 1928.)

THE GRAIN WORLD

Wheat and linseed harvesting in Argentina gave results below expectations. Conditions have been considered favorable for the final maturing of the corn crop, according to cables received last month.

* * *

Spain, according to official estimates, expects a wheat crop large enough for the requirements of national consumption.

* * *

The German Reichstag has passed a bill granting a loan of 36,000,000 marks (\$7,150,000) to a German grain trading company composed of farmers, fertilizer syndicates and others, according to a cable to the United States Department of Agriculture from Berlin. The purpose of this company is to study ways and means to render German agriculture profitable and also to stabilize grain prices by buying, storing and selling German grain. Doubt has been expressed as to whether or not the company can organize in time to affect grain prices before the next harvest.

* * *

The American trade commissioner at Calcutta recently reported to the Government that imports of wheat into India in February amounted to 478,000 bushels. During the same month wheat exports amounted to 61,000 bushels.

* * *

Since the first week in January, the weather in Argentina has been very unusual because of persistence of high temperature. Official reports indicate that not a single week has been cool and the period has averaged more than five degrees per day warmer than normal. Most of the time the rainfall has been more than normal. These conditions prevailing in the corn growing sections have caused general comment.

* * *

The Department of Agriculture recently commented at some length on the "Depression in German Agriculture," saying in part:

During the past few months, German agriculture has been suffering from a circumstance similar to that existing in the United States in the years of 1921 and 1922. Though blessed with a large rye and a good wheat crop this past season, the countries to which Germany sells her surplus rye, likewise had good rye crops. The result is that prices of rye within Germany are exceedingly low. Then too, Germany, as well as her neighbors, had extraordinary crops of potatoes. Low prices for potatoes and rye (which in themselves might not be so depressing upon the agricultural situation) were particularly unfortunate this year. These crops were produced at high costs to the German farmer. High land values or rentals, high labor costs, extraordinarily high interest rates as well as taxes, were the components of unusually high total production costs. Costs in most cases exceeded prevailing selling prices. Bad as the situation might have been, had only this factor prevailed, the situation is made still worse by the maturing of short term loans contracted by German farmers last spring. The result of these unfortunate advanced maturings of loans was to force much of the harvest prematurely upon the market with concomitant downward price tendencies.

The item ends by saying that the economical advantage gained by the increase in wheat, butter and milk, was offset by the lowering in the prices of rye, barley, meats and lard.

* * *

This year's short crop of Hard and Soft Red Winter wheat is reflected in smaller exports. During the five preceding years Hard Red Winter made up 45 per cent of our total exports of wheat, and Soft Red Winter furnished 15 per cent more. This year they represent only 22 and 4 per cent respectively. Durum and White wheat, on the other hand, accounted for 17 and 13 per cent in the past five years, while this year to date the percentages stand a 31 and 26 respectively.

* * *

The Australian Department of Agriculture has produced an early variety of oats named "Palestine", which is said to mature from 10 to 14 days earlier than the standard variety Algerian. In a series of tests the Palestine oats has also produced a larger yield per acre than the standard variety. The American vice-consul at Melbourne, in commenting on the new variety, has said:

One of the factors which has prevented the more extensive growing of oats on wheat farms is that the crop tends to ripen coincidentally with the early

sown wheat. As oats readily shed the grain if allowed to stand, the crop must be harvested as soon as possible after ripening; consequently, the oat harvest claims the growers' first attention, and the harvesting of the wheat crop is delayed. The development of the new variety will enable the wheat farmer to sow more land to oats.

The present selection of Palestine oats has been worked up at the State Research Farm, Merribee, from a single plant which was selected from a plot sown in 1920 from a small packet of seed obtained from the Jewish College of Agriculture at Jaffa, Palestine. The original sample contained a number of types, and several of the specially early strains were preserved with. The department this year had only a small quantity of seed, which is distributed in one bushel lots, and until next season there will be no further supplies available.

WINTER INJURY TO WHEAT

Winter injury to wheat causes nearly as heavy losses to that crop as do all wheat diseases combined, says the United States Department of Agriculture. The acreage of winter wheat annually abandoned, largely because of winter-killing, averaged 9.9 per cent during the 23-year period from 1901 to 1922, inclusive, according to Department Circular No. 378, "Comparative Hardiness of Winter Wheat Varieties," just issued by the Department. During the 14-year period from 1909 to 1922, inclusive, frosts or freezing caused an average loss of 3.5 per cent of the wheat crop and plant diseases 3.9 per cent, according to crop correspondents.

With a view to developing Winter wheat varieties of greater hardiness, investigations were conducted



AMHERST GRAIN ELEVATOR, AMHERST, TEXAS

at 26 experiment stations in the United States and Canada during one or more of the six years from 1920 to 1925, inclusive. In the experiments 45 Winter wheat varieties and strains were grown in uniform nurseries. Data as to comparative hardiness show that the varieties Minhardi, Buffum No. 17, Minturki, and Odessa are considerably more cold resistant than the standard Kharkof used as a check. Padui, Turkey (Minn. No. 1488), and Belogina are somewhat more hardy than Kharkof. Kanred and Nebraska No. 60 are probably slightly hardier than Kharkof. Nebraska No. 28 and Blackhull are much less winter hardy than Kharkof. The results obtained in these experiments are being used as a basis for breeding wheats to combine winter hardiness with other good qualities.

A copy of the circular may be obtained free, as long as the supply lasts, by writing to the United States Department of Agriculture, Washington, D. C.

TEXAS ELEVATOR HELPS HANDLE INCREASING CROPS

Texas has been kept in the public eye by a chain of unrelated events and circumstances of late, and has competed with Florida for publicity in the South. In the case of the Texans, this general diverting of public attention has not been due to any seeking of the limelight, but to the natural "breaking" of news in that section. It was there that the famous Mitchell of the air service controversy was stationed, there that the adventures of

a lady governor have achieved much comment, there that oil wells have prompted much conjecture among speculators, and there too that other developments of recent years have justified national interest.

Not the least of such interest has centered in agricultural affairs. Several large flour mills have added to their capacities in recent years, and it has seemed necessary to add elevator space, both at country stations and at some of the mills. More and more the large acreages once devoted to grazing have been curtailed and larger areas have come under cultivation. The grain crops have constantly increased and with this has come the need for more elevator storage. Luckily, it has been possible for the marketing machinery to keep pace with production and the result has been added wealth for the state and a constantly brightening future in these lines.

Among the fair sized elevators operated in the "Lone Star State" is the house of the Amherst Grain Elevator Company, at Amherst, Texas, which is owned and operated by the Halsell interests of Amherst. It is located on the Atchison, Topeka & Santa Fe Railway, and is a well built house of ironclad construction, maintained in first class condition and well equipped for handling grain.

The elevator has a storage capacity of 16,000 bushels of grain, and this is divided into 10 bins. The receiving capacity is 30,000 pounds per hour, and the shipping capacity is rated at 1,200 bushels per hour. The equipment of the elevator for cleaning grain includes clippers, and the cleaning ca-

capacity of the grain elevator is 600 bushels per hour.

Electric power is used and lighting is also taken care of by means of electricity. Two motors, of 12½ horsepower, were furnished by Fairbanks, Morse & Co., and a belt drive is used. For unloading, a compressed air dump has been installed. There is one 10-ton scale, and also an automatic scale.

The chief products handled include Milo, kafir, Sudan Grass, cane and the usual cereal grains. Among the sidelines which have been handled profitably is coal, of which the company merchandises a large tonnage annually.

NEW ROBINSON SUPPLEMENT

Announcement was recently made by S. L. Robinson, author of Robinson's Code, that a 15-page supplement has been added to the code. This brings the Code completely up to date, but retains all previous contents. Special attention is called by Mr. Robinson to the fact that there are new grades of grain, flour, feedstuffs, seeds, U. S. Government hay grades; also general phrases will be found useful, especially the new time of shipment containing 10 pages in the supplement. The common use of code words on Pages 21 and 22 of the original code, when stating the specific delivery or time of shipment, has been avoided by this new supplement giving time of shipment. The price of the revised Code has been increased to \$2.

For grain dealers using this code, the new supplement will be found very useful.

RECEIPTS AND SHIPMENTS

Following are receipts and shipments of grain, etc., at the leading terminal markets in the United States for March:

BALTIMORE—Reported by Jas. B. Hessong, secretary of the Chamber of Commerce:

Table for Baltimore showing receipts and shipments for 1926 and 1925 for various grains like Wheat, Corn, Oats, etc.

CAIRO—Reported by M. C. Culp, chief grain inspector and weighmaster of the Board of Trade:

Table for Cairo showing receipts and shipments for 1926 and 1925 for various grains like Wheat, Corn, Oats, etc.

CHICAGO—Reported by J. J. Fones, secretary of the Board of Trade:

Table for Chicago showing receipts and shipments for 1926 and 1925 for various grains like Wheat, Corn, Oats, etc.

CINCINNATI—Reported by D. J. Schuh, executive secretary of the Cincinnati Grain and Hay Exchange:

Table for Cincinnati showing receipts and shipments for 1926 and 1925 for various grains like Wheat, Shelled Corn, Oats, etc.

DENVER—Reported by H. G. Mundhenk, secretary of the Grain Exchange:

Table for Denver showing receipts and shipments for 1926 and 1925 for various grains like Wheat, Corn, Oats, etc.

DETROIT—Reported by C. B. Drouillard, secretary of the Board of Trade:

Table for Detroit showing receipts and shipments for 1926 and 1925 for various grains like Wheat, Corn, Oats, etc.

DULUTH—Reported by Charles F. MacDonald, secretary of the Board of Trade:

Table for Duluth showing receipts and shipments for 1926 and 1925 for various grains like Wheat, Corn, Oats, etc.

FORT WILLIAM, ONT.—Reported by E. A. Ursell, statistician of the Board of Grain Commissioners for Canada:

Table for Fort William, Ont. showing receipts and shipments for 1926 and 1925 for various grains like Wheat, Corn, Oats, etc.

INDIANAPOLIS—Reported by William H. Howard, secretary of the Board of Trade:

Table for Indianapolis showing receipts and shipments for 1926 and 1925 for various grains like Wheat, Corn, Oats, etc.

KANSAS CITY—Reported by W. R. Scott, secretary of the Board of Trade:

Table for Kansas City showing receipts and shipments for 1926 and 1925 for various grains like Wheat, Corn, Oats, etc.

LOS ANGELES—Reported by the secretary of the Grain Exchange:

Table for Los Angeles showing receipts and shipments for 1926 and 1925 for various grains like Wheat, Corn, Oats, etc.

MILWAUKEE—Reported by H. A. Plumb, secretary of the Chamber of Commerce:

Table for Milwaukee showing receipts and shipments for 1926 and 1925 for various grains like Wheat, Corn, Oats, etc.

MINNEAPOLIS—Reported by G. W. Maschke, statistician of the Chamber of Commerce:

Table for Minneapolis showing receipts and shipments for 1926 and 1925 for various grains like Wheat, Corn, Oats, etc.

NEW ORLEANS—Reported by S. P. Fears, chief grain inspector and weighmaster of the Board of Trade, Ltd.:

Table for New Orleans showing receipts and shipments for 1926 and 1925 for various grains like Wheat, Corn, Oats, etc.

NEW YORK—Reported by H. Heinzler, statistician of the Produce Exchange:

Table for New York showing receipts and shipments for 1926 and 1925 for various grains like Wheat, Corn, Oats, etc.

OMAHA—Reported by F. P. Manchester, secretary of the Omaha Grain Exchange:

Table for Omaha showing receipts and shipments for 1926 and 1925 for various grains like Wheat, Corn, Oats, etc.

PEORIA—Reported by John R. Lofgren, secretary of the Board of Trade:

Table for Peoria showing receipts and shipments for 1926 and 1925 for various grains like Wheat, Corn, Oats, etc.

PHILADELPHIA—Reported by A. B. Clemmer, secretary of the Commercial Exchange:

Table for Philadelphia showing receipts and shipments for 1926 and 1925 for various grains like Wheat, Corn, Oats, etc.

ST. LOUIS—Reported by Charles Rippen, secretary of the Merchants' Exchange:

Table for St. Louis showing receipts and shipments for 1926 and 1925 for various grains like Wheat, Corn, Oats, etc.

SAN FRANCISCO—Reported by James J. Sullivan, chief inspector of the Chamber of Commerce:

Table for San Francisco showing receipts and shipments for 1926 and 1925 for various grains like Wheat, Corn, Oats, etc.

SUPERIOR—Reported by E. W. Feidler, chairman of the Wisconsin Grain and Warehouse Commission:

Table for Superior showing receipts and shipments for 1926 and 1925 for various grains like Wheat, Corn, Oats, etc.

LET THE SHIPPER BEWARE

If any loss is sustained in making disposition of a car of grain, the grade of which is not within contract requirements, the loss is for the account of the shipper. That is the summary of the decision made by the Grain Dealers National Association's Arbitration Committee No. 4, in a recent case of a mill plaintiff and an elevator defendant.

The case grew out of a sale August 10, 1925, by the Gerlach-Higgins Milling Company, of Shattuck, Okla., to the U. S. Strader Grain Company, of Amarillo, Texas, of one car of No. 1 wheat, basis Dark Hard Winter at \$1.95 a bushel.

The mill (plaintiff) claimed a loss because of overcharge in freight after the car had been reconsigned on order of the mill. The mill alleged that had the reconsigning been noted across the original bill of lading and no exchange bill issued that the \$89.30 charged by the railroad for indirect service would not then have been assessed the company.

The committee was of the opinion that the car of wheat shipped "did not fill the terms of sale." This the plaintiff admitted. The question involved was whether or not the grain company exercised due diligence in carrying out the reconsignment instructions wired by the mill.

IMPARTIAL ANALYSIS OF NATIONAL CO-OP PROBLEM

It is gradually coming to be believed that the most promising and effective field of activities of a national wheat growers' co-operative association lies on the growers' side of the country elevator rather than the path of distribution beginning with the country elevator. This is the conclusion reached by A. E. Taylor, of the Food Research Institute after an exhaustive study of the problems, opportunities, and limitations of a national wheat growers' co-operative association.

With respect to the co-operative marketing of the wheat crop of the present size, varieties, and qualities, says Mr. Taylor, it does not seem that information warrants more than modest hope of commercial gains to growers. "We are not informed as to the net profits of middlemen dealing in wheat. To obtain a basis for adjudging the motive for co-operative marketing, and to have a figure to illustrate the position, we may take the net profits of country middlemen to be two cents a bushel and of terminal middlemen one cent a bushel, depreciation and interest on capital and credit considered as costs. Two cents a bushel may similarly be held to cover the costs and profits of speculation, hedging, and exporting. We thus have a figure of five cents a bushel that, for purposes of discussion strictly, growers might expect to accrue to a national wheat co-operative association operating the present plant of elevators and warehouses, with management equal in ability and efficiency to the commercial grain trade of today.

It is pointed out that following a thoroughgoing and far-reaching reorganization of the existing country and terminal elevators, after the fashion of an industrial merger, with elimination of obsolete and redundant units, taking full account of varying geographic relations of transportation and costs of storage, and including operations in coarse grains and in sidelines, a co-operative association might hope to lower somewhat the weighted per-bushel cost of distributing wheat from grower to converter and exporter. But such a reorganization would need to proceed practically without precedents and would represent "an undertaking exceeding in magnitude and intricacy anything previously accomplished in industrial mergers." In other words, the chance for success would be small.

REPORTS from Europe indicate a healthy appearance of the winter sown crops. Recent rains in Spain and Austria have proved beneficial.

HAY, STRAW AND FEED

THE HAYEATER'S "ZONE"

Slightly more than 81 per cent of all routes in the short haul zone in Chicago are covered by horses, reports the *National Hay Press*. The actual experience of horse and motor truck users is serving as an increasingly clear demonstration of the economy of the horse unit in the horse zone. Chicago bakeries are among the strongest supporters of this contention.

FEED ON FREE LIST

In order to benefit poultry feeders on the island, an executive decree has been issued for Costa Rica, establishing chicken feed among the articles which can be imported free of duty. Henry S. Waterman, United States Consul at San Jose, reports that bran, middlings, linseed, corn, and other seeds are also on the free list now. Since the ruling went into effect, it is reported that more and better feeding supplies have been made available to the poultry feeders on the island, than they formerly had. Minus the duty, the feeds from the states are given the added attraction of low price.

ELEVATOR TO TEST FEED LAW

The Pittsburg Elevator Company, of Pittsburg, Kan., has decided to test the validity of the Kansas Feed Inspection statute in connection with a charge brought against that firm by a state feed inspector. Employees of the elevator sold some shorts bought from a mill. The shorts order was not tagged to show the percentage of fat, fiber, and protein. Coming to the attention of the inspector, the sale was at once declared illegal. The case is to be heard in the Crawford County Court. Feed dealers and manufacturers are awaiting the outcome with interest.

SWEET CLOVER ALBOTREA

Agricultural colleges are ever on the outlook for grains and hays which will be of particular value to their constituency. Probably no other institution is more active in this respect than the Wisconsin College of Agriculture. R. A. Moore of that school has recently recommended Sweet Clover Albotrea as a hay making legume adaptable to Wisconsin soil and climate.

This variety was introduced eight years ago from Kansas, and has proved to be a vigorous, early season grower, beginning to leap out just above the ground, and maturing to about the same height as Alfalfa.

It yields from 15 to 20 bushels and sometimes goes as high as 25 bushels. The hay is quite as palatable and nutritious as Alfalfa.

THE WHY AND HOW OF ALFALFA MEAL

One large feed maker asserts that Alfalfa meal is used in more of his 15 or so feeds than any other ingredient. It has long been recognized as a valuable part of horse, hog, and steer feeds as well as an essential part of dairy, chick, and chicken feeds. Many of the manufacturers grinding their own Alfalfa meal prefer to draw shipments from the Rocky Mountain States, Colorado, western Kansas and Nebraska, Wyoming, Utah, Idaho, and also New Mexico. In those high and dry altitudes where irrigation is necessary, Alfalfa hay grows abundantly and can be cut and cured under ideal conditions.

Most of the Alfalfa mills which produce Alfalfa meal commercially for the mixed feed plants, are located in Colorado just east of the mountains. They are situated right out in the country where it is convenient for the farmers to haul in their hay to be ground. Long belts, operating in wide troughs, carry the loose hay into the building

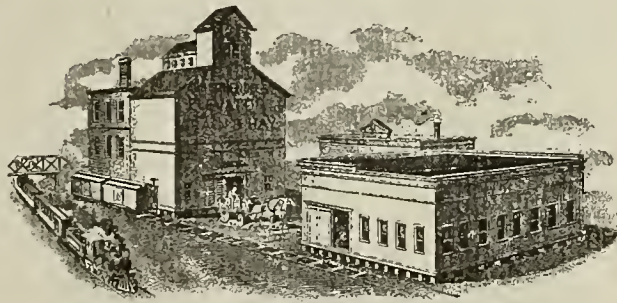
where it is ground and packed into bags for shipment.

However, there are large quantities of Alfalfa hay raised in sections remote from the mountain states. This is shipped to terminal points such as Kansas City, where feed mill buyers may make their selection. For some feeds, where the roughage requirement is high, the entire Alfalfa hay is ground into meal. For others, such as starting rations for chicks, laying and fattening mashers, the leaves are stripped from the stem and ground into an Alfalfa leaf meal. This is commonly termed Alfalfa flour. Its nutritive value is exceptionally high as it contains mineral salts, proteins of good quality and vitamins.

NEW ENGLAND ELEVATOR MAKES SIDELINES PAY

Most elevators nowadays handle more than only grain, and in many cases their managers freely confess that more profit is derived from sidelines. The question of which sidelines should best be handled by any individual elevator is one which involves several considerations. The varying conditions in different localities combined with the differences in methods have a certain amount to do with it, and the rest of the problem is the usual matter of merchandising methods.

It seems only natural that the owners of the Abner Hendee Elevator, in New Haven, Conn., would take to selling feeds. They are in New England, and agriculturists in that section have al-



ABNER HENDEE ELEVATOR, NEW HAVEN, CONN.

ways had livestock as one of their mainstays. This elevator has found the combination of merchandising prepared feeds and handling grain a profitable plan.

The house measures 55 by 125 feet, and it is favorably situated for railroad transportation, just adjacent to the tracks. The elevator has a storage capacity of 32,000 bushels of bulk grain, and in addition there is adequate space for storing a large quantity of sacked feed at all times, as well as 18 carloads of hay. Since a large business in prepared feeds as well as grain has been done in the past, it has been of much importance that the company have the needed space and equipment for handling it in generous quantities. The bulk storage for grain is divided into 18 bins, and the plant is so divided that it is practically half warehouse storage for sacked goods and half bulk storage in bins.

The receiving capacity is five carloads daily and the shipping capacity is three carloads per day. The grain cleaner in use can easily handle 1,000 bushels in one hour.

For both lighting and power, the elevator uses electrical current, which is supplied by central station service. An induction motor, of 18 horsepower, is used, and the main drive is a belt—double, and 120 feet long. The elevator contains two screw conveyers which are 10 inches wide and 100 feet in length.

In addition to the equipment already mentioned, there is an electric shovel and two cup elevators, one of which is 60 feet long and the other 40 feet

long. Six scales have been provided, four of which are of the Fairbanks Morse type. One of the scales is for receiving, one for bagging, and the other four are platform scales. The receiving scale has a capacity of 1,500 bushels per hour.

The business during the past year included other commodities besides grain. The chief grains handled were corn, oats, barley, wheat, buckwheat and rye. During the 12 months' period 179,662 bushels of grain were handled and 33,544 sacks of feed. In addition to this, the year's handling included 170 tons of hay and straw and a large quantity of Purina Feeds.

The company was founded in 1860 by D. B. Crittenden, and passed into the hands of D. B. Crittenden & Co., in 1879. About 10 years later Abner Hendee obtained control, and in 1911 Walter E. Crittenden was the head of the enterprise. Thomas F. Moran and his partner next acquired the property and they are the present owners.

The property has a frontage of 100 feet on Cedar Street and extends a length of 289 feet on Minor Street. Space has been provided which is adequate to take care of 12 horses and three wagons. A private siding which will hold eight cars is available, and five of the cars can be worked at once.

Mr. Moran was in the employ of the company for 28 years before he took the business over, with his present partner.

NEW YORK HAY DEMAND DULL

By C. K. TRAFTON

General conditions in the hay market have undergone few radical changes, although it is true that nearly all members of the trade have continued to manifest great dissatisfaction. Business has continued exceedingly dull and the market has been flat and sluggish most of the time. It was again noticeable that practically all dealers were still displaying dissatisfaction because of the continued great scarcity of Choice Timothy or Light Clover Mixed. Indeed it was generally agreed that during several consecutive days not a single car of No. 1 arrived in either small or large bales. For that matter it was averred that during several successive days not over one or two cars of really good No. 2 were received. In view of the facts described it was obvious that there was an ample supply of common or inferior descriptions. Much of the hay arriving was generally characterized as "poor trash" and was virtually unsaleable even at material discounts and in many, if not all, cases scarcely enough money was received to cover freight and other charges. This applied to Canadian as well as domestic hay.

Under the circumstances it was small wonder that receivers of No. 2 experienced little or no difficulty in making sales but nevertheless in virtually every instance quotations were slightly lower than a month ago which was no doubt seasonable as prices are expected to sag to a lower plain with the advent of fine spring weather. Moreover, it is noteworthy that within a few days hay will probably be received via river boats.

ALFALFA BAN CASE ENDS

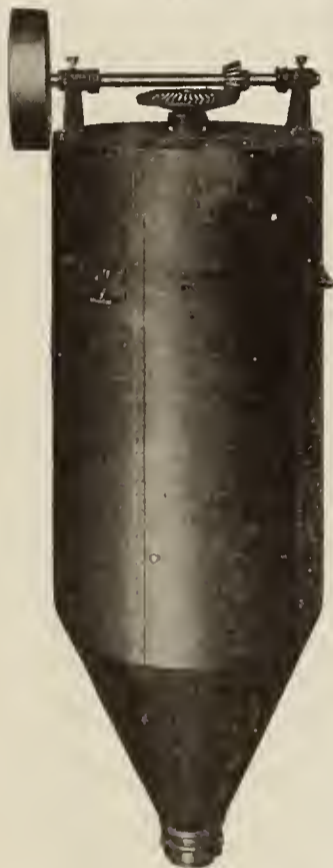
A decree of the United States Supreme Court has now ended a hay case originating about 19 months ago. The Oregon-Washington Railway & Navigation Company won its attack upon the constitutionality of the order prohibiting railroads from bringing into Washington or transporting through that state Alfalfa from Utah and certain portions of Idaho, Wyoming, Colorado, Oregon, and Nevada. In these sections the Alfalfa weevil is alleged to exist.

The case developed when the Department of Agriculture of Washington State placed a ban on

Alfalfa of certain origin even when delivery was to be made outside the state. Alfalfa hay in transit was seized at Spokane, and confiscated under the ban of the state. The case has been in the courts for about a year and half, being bitterly contested by the railroad interests. The decision of the United States Supreme Court reverses the position of all the lower courts through which the case has been, the State of Washington having won every decision up to this time.

SIX FEET OF SPACE WHICH COST \$4,000

Not so long ago two aggressive young men built a flour and feed mill in a section of the country made famous by its agricultural activities. The business was consistently successful, for the owners handled quality goods exclusively; another factor contributing to their prosperity was the intelligent interest they exhibited in the individual feeding problems of their customers. The mill was fortunate in that it served wealthy farm operators who specialized in dairying, although a goodly number of them raised poultry on a large scale. While the demand for well-known brands of proprietary mixed feeds was considerable, the really important



EUREKA VERTICAL FEED MIXER

branch of their business was the merchandizing of the various kinds of feedstuffs required in the making of cattle rations, hog feeds and poultry mixtures. This mill's trade showed such an increase every year in these lines that to give its customers better service improved machinery had to be added at regular intervals. Came the time, however, when to install much-needed mixing equipment in the already overcrowded plant was impossible. Matters had now begun to assume serious proportions. Due to a scarcity of farm labor, the local stockmen and the poultry people were insistent that their feeds be mixed for them at the mill. The owners of the plant were willing to buy a feed mixing machine, but as one of the ordinary type measured about 16 feet in length the situation looked hopeless. In a corner of the mill there happened to be a vacant space just about six feet square—not an inch more was to be found elsewhere. The owners finally explained their predicament to a milling engineer who, after investigating, reported that a 2,000-pound vertical mixer could easily be installed within the prescribed area. Then and there the delighted owners ordered a machine. One of the partners remarked at the time that had they known about this Vertical Mixer 12 months earlier they could have mixed the 3,450 tons of feed materials which the farmers bought but had mixed at home. By making a nominal charge, say \$1.25 a ton, for mixing the feeds, these millers would have been \$4,312 ahead of the game.

Revealed therefore is the fact that during a single

year that six feet of idle space had cost them in excess of \$4,000—more than \$14 for every working day!

The story we have related definitely establishes the utility of feed mixers of the vertical type. The incident cited is by no means an isolated one—hundreds of plants are similarly situated—and as seriously handicapped as was the mill referred to.

To M. L. Barbeau, treasurer of S. Howes Company, Inc., Silver Creek, N. Y., we are indebted for this picture of the "Eureka" Vertical Feed Mixer, the machine which, by the way, is the one referred to in this article.

FEEDS FOR HORSE POWER

The quantity of feed for the work horse depends on the amount of work to be done and on the speed at which it is performed. How much feed should be given to horses is a question which must be discussed occasionally by every elevator operator who handles a horse ration as part of his feed sideline. For the different weights of several horses being fed, there can be figured out a logical quantity of grain and hay just as there can be figured out a miles-per-gallon schedule for different types of trucks.

For average horses 1 1-10 pounds of grain and 1 1-5 pounds of hay per 100 pounds of weight has been found to be the correct quantity for animals at moderate work. For heavy workers 1 1-3 pounds of grain and 1 1-4 pounds of hay should be given. The rations below have been suggested by Government experts. The kinds of grain and hay used should in all cases govern the quantities used.

Rations for 1,000-pound horse:

Ration No. 1:	Pounds
Ear corn	5
Alfalfa or Clover hay.....	3
Corn stover	9
Ration No. 2:	Pounds
Cowpea hay	5
Corn silage	5
Timothy hay	10
Rations for 1,000-pounds horse at very light work:	
Ration No. 3:	Pounds
Oats	8
Alfalfa or Clover hay.....	4
Timothy hay	6
Ration No. 4:	Pounds
Cowpeas (cracked)	5
Molasses	5
Oat straw	10
Rations for 1,000-pound horse at medium work:	
Ration No. 5:	Pounds
Ear corn	13
Alfalfa or Clover hay.....	6
Timothy hay	7
Ration No. 6:	Pounds
Shelled corn	11
Cowpea hay	6
Corn stover	6
Rations for 1,000-pound horse at hard work:	
Ration No. 7:	Pounds
Oats	12
Bran	2
Timothy hay	8
Clover or Alfalfa hay.....	5
Ration No. 8:	Pounds
Rolled barley	10
Gluten meal	2
Alfalfa or Clover hay.....	8
Prairie hay	6

There are several commercial horse feeds on the market whose manufacturers claim can be fed in quantities one-third less by weight than the ordinary ration of corn and oats. If good hay is provided, these claims usually stand the test.

KANSAS CITY FEED ACTIVITIES

By B. S. BROWN

After a drastic decline of approximately \$7 per ton in both bran and gray shorts, millfeed has at last come into its own. Due to a depletion of stocks in consuming, jobbing and mixing channels in the face of a sharp curtailment in milling operations since bottom prices were reached, bran has advanced \$4 a ton to the present market which is \$24.50. Gray shorts advanced at the same time about \$4 a ton to \$27.50 per ton, Kansas City basis. The spread between bran and gray shorts, which at bottom prices was as narrow as \$2, has widened to the present differential of \$3 per ton and, with increasing demand on account of the little pig season, it is believed that the difference in price should

become even greater. The first real demand on the entire crop from consumer channels has developed in the last few days, since April 1 according to dealers here. In the face of curtailed flour production, further advances are in order.

Compared with corn and oats and other commercial feeds, bran and gray shorts are high enough, but with dairy Alfalfa hay selling at \$25.50 to \$25.50 per ton, Kansas City basis, these millfeeds are cheap enough in comparison, in the opinion of the dealers.

There is, however, no criterion by which to judge mill feed prices since it is simply a question of supply and demand. With mills on a domestic flour basis only, operations for the balance of the crop year should be lighter, it is believed, so that present prices of millfeeds should hold even in the face of the unusual wheat crop prospect which is immediately ahead.

HAY MOVEMENT LIGHT

The Toberman Grain Company of St. Louis, Mo., in its letter of April 12, says: The arrivals of hay for a Monday are exceptionally light on both sides of the river. Market continues under strong tendency. Best qualities selling readily at outside figures both in timothy and light clover mixed. We urge quick shipments which will reach a splendid market.

High grade Clover in demand at top figures. Medium grades steady.

Very light receipts Alfalfa. Splendid demand for all grades.

No Prairie on market. Good demand at full values for top grades. Medium qualities steady.

ALFALFA WEEVIL CASE CONTINUED

A bill has been introduced in Congress by Senator Jones of Washington with the idea of offsetting the decision of the Supreme Court in the Alfalfa quarantine case, giving the states the right to impose a quarantine against diseased or infected agricultural products coming from other states, in the absence of a Federal quarantine.

Representative Summer, of Washington, has re-introduced his bill embodying in it the changes agreed upon with the Department of Agriculture to strengthen the hand of both of the Secretary of Agriculture and of the state, and to give to each, while exercising jurisdiction, the right to confiscate and destroy diseased or infected plants, etc., shipped in violation of the quarantine orders.

FEED IRREGULAR IN NEW YORK

By C. K. TRAFTON

Conspicuous irregularity was the chief feature in the feed market during the past month but this created little or no surprise as virtually all members of the trade were prepared for such conditions. It is considered reasonable, being almost always experienced in the spring just previous to the resumption of lake navigation. Practically all buyers could not be induced to make reasonable or noteworthy bids for feed for forward shipment as, of course, they anticipated lower quotations as soon as freight rates are reduced as they almost always are following the opening of lake navigation. On the other hand they displayed willingness to buy not only bran and middlings but heavy mixtures as well and also slightly more high protein feeds, but in practically all cases they insisted on quick deliveries. No doubt this latter was partly attributable to the exceedingly unseasonable weather nearly all over the country, the temperature being low with snow over a wide area and therefore feeding to livestock was on a larger scale.

The unwillingness of the buying element to make contracts for forward deliveries was based in particular on the expectation of reasonable improvement in pasturage with the arrival of more sunshine or otherwise real spring weather. Offerings of corn products have been comparatively heavy with hominy feeds selling at less than wheat. Linseed feed has been in meager supply and hence the offerings were limited which checked business.

Millers or their agents have been in a disagreeable predicament as they were unable to market

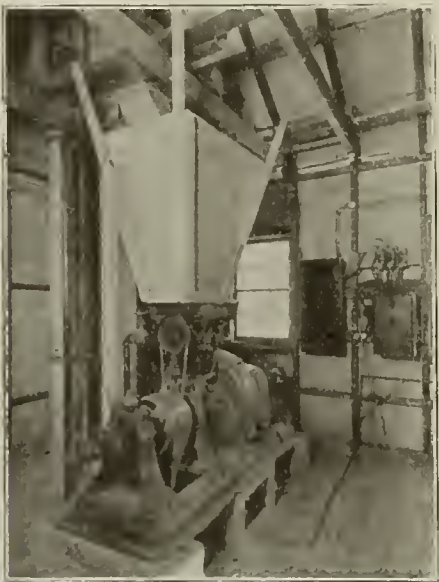
April 15, 1926

their feeds and especially wheat on a profitable basis which was attributed largely to the small receipts of wheat, whereas, the demand for flour was comparatively light. Because of the facts described it was stated that many small mills in various parts of the country had shut down. There were practically no noteworthy developments in beet pulp as trade has been restricted by the meager stocks and the limited arrivals which resulted in a scarcity of sellers.

INERT GAS PREVENTS DUST EXPLOSIONS

The Department of Agriculture has installed a feed grinding mill at its experimental farm, Arlington, Va., in which it is testing the effectiveness of inert gases as a means of preventing dust explosions. The gas from boiler flues has been found to prevent explosion when mixed with the air about the feed grinder in quantity sufficient to reduce the oxygen content of the air to less than 13 per cent. Normal air contains about 21 per cent oxygen.

In the experimental mill, the efficiency of the inert gas method is easily demonstrated. A continuous



THE EXPERIMENTAL MILL AT ARLINGTON, VA.

means of ignition is maintained by the use of an electric arc. When the gas is cut off sufficiently to permit the oxygen content of the air to increase, small explosions result. A vent opening to the outside of the building prevents damage to the mill.

Although this mill is equipped for grinding oat hulls for stock feed, the principles involved in preventing explosions by means of inert gas are applicable to mills that grind many other materials. The Department is anxious that mill owners, operators, and others interested in dust-explosion prevention visit the experimental mill, and observe some of the tests, both with and without the inert gas present in the system.

WHEN SHOULD FEEDS BE HOME MIXED?

In answer to the question above, a writer for the Department of Agriculture makes the following recommendations, thereby giving commercial feeds generally a boost which they deserve: "Farmers who are able to produce a variety of the proper feeds cheaply may save money by mixing their own feeds. But whether it pays best to mix feeds at home or buy ready-mixed feeds depends largely on the value of farm grains plus the cost of grinding and mixing, as compared with the price of the commercial feeds plus the freight and hauling. Many city poultry feeders, for instance, find it cheaper and less troublesome to buy ready-mixed scratch grains and mash than to buy the grains and do their own mixing."

There are on the market a great many proprietary feeds, often retailed at elevators, which are aimed to furnish a ready-mixed, balanced feed for the different classes of animals. Many of these feeds are excellent and represent years of effort by the manufacturers to produce well-balanced and highly palatable feeds at reasonable prices. Others contain quantities of screenings, hulls, or other material of low feeding value. All such feeds, the

writer emphasizes, should be bought with a guaranty as to the ingredients making up the mixture, or with a guaranty statement of the amounts of crude protein, fat, and fiber contained in them. Hogs, as a rule, should be given the various feeds separately and permitted to make their own choice.

FEED COMMITTEEMEN NAMED

Through D. J. Schuh, secretary and treasurer, W. O. Fehling, president of the United States Feed Distributors Association, has announced the appointment of the following committees:

By-Laws and Rules:

- E. C. Dreyer, Dreyer Commission Company, St. Louis, Mo., chairman.
- C. L. Fontaine, General Commission Company, Kansas City, Mo.
- S. A. King, King Bros. & Co., Philadelphia, Pa.
- J. R. Stuart, Reliance Feed Company, Minneapolis.
- A. S. MacDonald, A. S. MacDonald Commission Company, Boston, Mass.

Legislation:

- E. C. Dreyer, Dreyer Commission Company, St. Louis, Mo., chairman.
- John Caldwell, Ralston Purina Company, St. Louis, Mo.
- J. W. Jouno, Donahue-Stratton Company, Milwaukee, Wis.
- A. S. MacDonald, A. S. MacDonald Commission Company, Boston, Mass.

Convention:

- L. C. Newsome, Newsome Feed & Grain Company, 316 Corn Exchange, Minneapolis, Minn.
- H. J. Bergman, Bergman Millfeed Company, Minneapolis, Minn.
- C. L. Fontaine, General Commission Company, Kansas City, Mo.
- V. M. Green, Green-Mish Company, Washington, D. C.

Booster and Membership:

- M. R. Cohn, Waverly, N. Y., chairman.
- O. R. Sickert, Deutsch & Sickert Company, Milwaukee, Wis.
- M. A. Smith, Philadelphia, Pa.
- H. R. Wilber, Wilber Feed Company, Jamestown, N. Y.
- F. C. Cain, A. I. Bailey & Co., Cleveland, Ohio.
- E. W. Elmore, Elmore Milling Company, Oneonta, N. Y.
- E. C. Mitchell, Consolidated Feed & Grain Company, Buffalo, N. Y.

BEET PULP FROM JUGOSLAVIA

The most important export from Yugoslavia to the United States in 1926 will probably be dried beet pulp, according to a report from K. S. Patton, American Consul at Belgrade. Declared exports of this product to the United States during 1925 amounted to 12,075 tons, valued at \$320,260. In the year 1924, these exports were much smaller, being valued at only \$171. Imports of dried beet pulp into the United States from all countries amounted to 24,036 tons, valued at \$747,846, during the year 1925.

HAY ADVERTISEMENT QUESTIONED

The Federal Trade Commission has had several cases of late which arose from charges of false advertising. The most notable of these was that concerning a Chicago baking powder company's unfair advertising attacks on self-rising flour. Another complaint of false advertising was involved in a case against a dealer in hay, who has been charged with selling an inferior hay "as and for Timothy hay of the best grade and quality." Positive denial of the allegation has been made for answer to the complaint.

THE VALUE OF FEEDINGSTUFFS

The true value of feeds can be measured not so much by the nutrients present as by the portion of these which is digestible. A guarantee of the digestible nutrients in a feedingstuff would, therefore, be the desirable thing, but it is too expensive and too involved a procedure to be warranted.

The digestibility of all the more common feedingstuffs has been determined, says the Maine Agricul-

tural Experiment Station in its Bulletin 116. High grade goods are much higher in digestible nutrients than are low grade feeds. For instance choice cottonseed meal contains an average of 37 per cent digestible protein, the total being 42 to 43 per cent, while cottonseed feed contains only 14.2 per cent digestible with a total of 24.5 per cent. The difference in percentage digestibility is caused by the large amount of hulls which the feed contains, the hulls having a very low coefficient of digestibility. Oats contain on an average of 12.4 per cent protein of which 9.4 per cent is digestible, while oat hulls contain 4 per cent total protein with only 2 per cent digestible. The digestibility of proprietary or compounded feeds depends on the quality of the goods composing them.

DIGESTIBLE NUTRIENTS IN 100 POUNDS OF THE FEEDS GIVEN

	Protein	Carbohy- drates	Fat	Total digestible material
Cottonseed meal, choice ..	37.0	21.8	8.6	78.2
Cottonseed meal, prime ..	33.4	24.3	7.9	75.5
Cottonseed meal, good ...	31.6	25.6	7.8	74.8
Cottonseed feed	14.2	30.7	5.7	57.7
Gluten meal	35.0	43.9	4.4	84.0
Gluten feed	21.6	51.9	3.2	80.7
Linseed meal	30.2	32.6	6.7	77.9
Brewers grains	21.5	30.5	6.1	65.7
Malt sprouts	20.3	47.4	1.3	70.6
Cornmeal	6.9	69.0	3.5	85.7
Hominy feed	7.0	61.2	7.3	84.6
Ground oats	9.4	51.4	4.1	70.0
Oat hulls	2.0	45.2	1.3	50.0
Dried beet pulp	4.6	65.2	0.8	71.6
Wheat bran	12.5	41.6	3.0	60.9
Wheat mixed feed	12.9	45.1	4.0	67.0
Wheat middlings	13.4	46.2	4.3	69.3

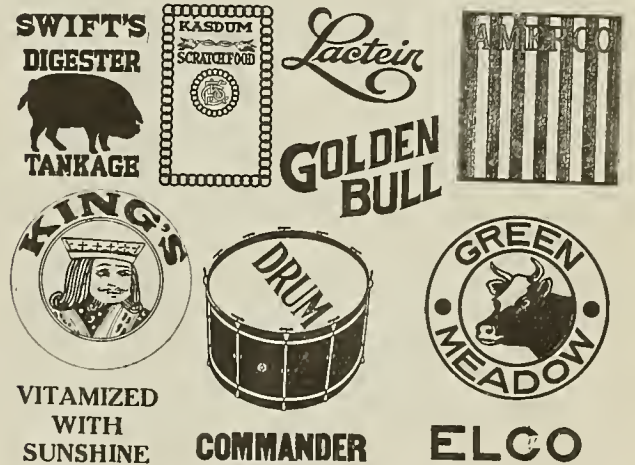
NEW FEED BRANDS

"VITAMIZED WITH SUNSHINE" Alfalfa meal. The Denver Alfalfa Milling & Products Company, Lamar, Colo. Filed December 28, 1925. Serial No. 225,222. Published March 9, 1926.

"DRUM" Durum semolina used for making macaroni and as a base for stock feed. Broenniman Company, Inc., New York, N. Y. Filed January 11, 1926. Serial No. 225,765. Published March 9, 1926.

"KASDUM SCRATCHFOOD" scratch food for poultry. Joseph Grossman, doing business as Kasdum Company, Steubenville, Ohio. Filed December 15, 1925. Serial No. 224,704. Published March 16, 1926.

"GOLDEN BULL" mixed feeds, middlings, bran and ground screenings. Lawrenceburg Roller Mills



Company, Lawrenceburg, Ind. Filed January 23, 1926. Serial No. 226,292. Published March 23, 1926.

"COMMANDER" semolinas, Durum feed, Durum flour, wheat offals, rye feed and rye flour. Commander Mill Company, Minneapolis, Minn. Filed December 21, 1925. Serial No. 224,956. Published March 23, 1926.

"KING'S" egg mash, chick feed, chick starter, growing feed, developer feed, and scratch feed. King Milling Company, Lowell, Mich. Filed December 10, 1925. Serial No. 224,518. Published March 23, 1926.

"ELCO" laying mash with buttermilk, rice bran, rice polish and rice. El Campo Rice Milling Company, El Campo, Texas. Filed December 23, 1924. Serial No. 207,124. Published March 30, 1926.

"AMERCO" poultry feed. The F. C. Ayres Mercantile Company, Denver, Colo. Filed January 14, 1926. Serial No. 225,908. Published March 30, 1926.

"SWIFT'S DIGESTER TANKAGE" stock feed. Swift & Co., Chicago, Ill. Filed November 20, 1925.

"GREEN MEADOW" stock and poultry feed. Kenworthy Grain & Milling Company, Tacoma,

Wash. Filed December 4, 1925. Serial No. 224,249. Published March 30, 1926.

Not Subject to Opposition

"LACTEIN" poultry, hog and cattle food. The Lactein Company, San Francisco, Calif. Filed July 23, 1925. Serial No. 217,789. Registered and published April 6, 1926.

Trademarks Registered

210,037. Mineral feed for cattle, particularly dairy cattle. Moorman Manufacturing Company, Quincy, Ill. Filed September 28, 1925. Serial No. 220,908. Published December 15, 1925. Registered March 9, 1926.

210,168. Duck feed. Tioga Mill & Elevator Company, Waverly, N. Y. Filed September 21, 1925. Serial No. 220,582. Published December 15, 1925. Registered March 9, 1926.

210,185. Buckwheat, wheat and corn flour, horse feed, egg mash, scratch grain, chick mash, chick grain, dairy feed, calf meal, middlings, bran, breakfast cereal, table meal and stock feed. John B. Howell, Marion, N. Y. Filed June 15, 1925. Serial No. 215,789. Published December 15, 1925. Registered March 9, 1926.

211,217. Chick meal. B-K Feed Mills, Topeka, Kan. Filed July 2, 1925. Serial No. 216,770. Published January 19, 1926. Registered April 6, 1926.

211,263. Cornmeal, corn and oats feed, poultry-laying mash, self-rising pancake flour and self-rising biscuit and cake flour. White & Sons, Galeton, Pa. Filed March 19, 1925. Serial No. 211,314. Published January 19, 1926. Registered April 6, 1926.

HAY MARKET GOOD

In its letter of April 12, the Martin Grain Company of St. Louis, Mo., says: The Timothy hay market is strong and higher under continued light offerings with an excellent local demand for the better grades of Timothy, also a good shipping demand for the medium grades. The situation is extremely strong at this time and the movement of hay being restricted by the bad country roads. The local trade are well cleaned up of hay and are in the market for liberal supplies. This situation leads us to believe in a very strong market for some time to come as the demand is always much better at this time of the year than from then on. Shippers having hay that they can market should do so with assurance that the market will not show any decline from present values within the next 15 days.

Light Clover Mixed hay extremely strong under light receipts with an urgent local inquiry for No. 1 and No. 2.

Heavy Clover Mixed hay from offerings light and demand good.

Pure Clover hay continues to be scarce and demand excellent.

Alfalfa situation firm, offerings continue light and demand excellent for toppy hay suitable for dairy purposes. There is also a good shipping demand for the medium grades, in fact the market is in a very strong position and shipments are urgently advised.

A new feed store has been opened at Bellville, Ark., by J. A. Dooley and J. S. Suggs.

K. E. Fordyce has bought the feed business of W. W. Jones at Burlington Junction, Mo.

T. E. Mackey has given up his interests in the Kotz Feed Company of Independence, Iowa.

The Wheaton Lumber & Grain Company is erecting a new feed warehouse located at Wheaton, Kan.

New feed grinding machinery has been installed by the Corn Belt Feed Company of Boswell, Ind.

The feed store of Jeff McDowell at Farmington, Mo., has been bought by and will be consolidated with the Farm Bureau store.

A feed grinding plant is to be installed by the Farmers Co-operative Company located at Remsen, Iowa.

An attrition mill has been bought and installed by the Galva Union Elevator Company of Galva, Iowa.

Business has been reopened by the Five Points Feed Company of Ogden, Utah. Rulon Lee & Co., operate it.

R. W. Fenwick succeeds J. W. Cohn as president of the National Feed Company of St. Louis, Mo. Mr. Fenwick has for more than 15 years been sec-

retary of the company. Mr. Cohn will retain his interest. The offices of the company are now at 514 Merchants Exchange Building.

Schroeder-Pannback has been formed at Hanover, Kan., to handle feed, poultry, eggs, farm implements, etc.

A new building to house a feed store has been completed at Victoria, Ill., for the Farmers Elevator Company.

The Lord Grain Company of Emporia, Kan., is interested in a feed pulverizer for oats and Alfalfa, also a batch mixer.

E. E. Waters has sold his interest in the Emmett Feed Company, Emmett, Idaho, to E. W. Howland, his partner.

A new feed store, to be known as the Morris & Aclin Feed Store, has been opened at Beebe, Ark., by Ellis Morris and C. Aclin.

A general merchandise, flour and feed store is to be conducted at Howards Grove (Sheboygan p. o.), Wis., by Walter Ahrens.

An interest in the E. B. Evans Feed & Seed Company at Springfield, Mo., has been bought by A. B. Harriman, formerly of Columbia.

A hammer mill is being installed in the plant of the Reese Elevator Company of Arlington, S. D., of which Sheldon F. Reese is proprietor.

The Fountaintown Elevator Company of Fountaintown, Ind., has installed a new hammer mill and a cracked corn separator and sheller.

Machinery for a feed plant has been bought by the Blair Elevator Corporation of Atchison, Kan. It will be erected on the elevator property.

H. M. Sieloff has bought the feed and coal sheds of Lowry & Sons of Buckeye, Iowa. The elevator in connection with this business burned some time ago.

Capitalized at \$11,000, the Farmers Feed & Fuel Company has been incorporated at Virginia Beach, Va. I. N. Farmer and A. S. Farmer are interested.

W. M. Wilber is manager of the Dairymen's Feed & Supply Company of Los Angeles, Calif. He has been in the grain business there for a number of years.

The interest of George T. Graves in the Farmers Feed Company of Hazen, Ark., has been sold to his partner, Mr. Wray, who becomes sole owner of the business.

A feed, seed and fertilizer business has been opened at Pikesville, Tenn., for S. H. Blackburn & Son. They will carry a full line of seeds, feed and fertilizers.

To conduct a wholesale and retail business in feed and fuel, the Doyon Lumber Company was incorporated at Edgerton, Wis. The firm is capitalized at \$50,000.

The stock held by E. Beazley of the Weed Beazley Feed Company at Springfield, Mo., has been bought by N. B. Evans, manager of the E. B. Evans Feed & Seed Company.

A feed mill with a capacity of from 200 to 255 bushels an hour has been installed by the Farmers Co-operative Elevator of Thompson, Iowa. C. J. Halvorson is in charge.

H. A. Dyer is now associated with the W. A. Ferson Hay Company at Kansas City, Mo. He was formerly president and manager of the National Hay & Milling Company. The latter company is to be liquidated.

A new scale house is to be built adjacent to the Missouri Pacific Railroad tracks for the Kausas City Hay Dealers Association at a cost of \$2500. Other scale houses for wagon business are located on the Katy and Frisco tracks.

A business in carlots and mixed cars of feed and grain is to be conducted by the recently organized Thomas Feed Company of Memphis, Tenn. E. E. Anderson is president; H. S. Crofford, secretary-treasurer; and W. F. Thomas, general manager.

J. B. Sedberry, Inc., reports sales of Jay Bee Feed Mills to the following: Valier & Spies Milling Company, Vandalia, Ill., one No. 3 Humdinger; Farmers Co-operative Elevator Company, Woolstock, Iowa, one No. 3 Direct Connected Unit, complete; Farmers Elevator & Livestock Company, Stanhope, Iowa, one No. 3 Direct Connected; Landman Milling Company, St. Henry, Ohio, one No. 3 T with fan; Mt. Blanchard Farmers Elevator Company, Mt. Blanchard, Ohio, one No. 2 T with fan; Montpelier Milling Company, Beaver Dam, Va., one Humdinger; Ash Grove Corn Mill, Ash Grove, Mo., one No. 2 S Direct Connected; Otho B. Shenk, Delphos, Ohio, one No. 2 T Mill, with fan; Farmers Union Elevator Company, one No. 4 T Mill, with fan; Grimes & Finch, Portland, Ind., one No. 3 Direct Connected Mill; E. B. Evans Flour & Seed Company, Springfield, Mo., one No. 2 T Mill, with fan; Dippold Bros., Edwardsville, Ill., one No. 3 Direct Connected; Obion Mill & Elevator, Obion, Tenn., one No. 3 Standard Mill complete; Laclede Roller Mills, Lebanon, Mo., one No. 2 Standard Mill complete; Springfield Roller Mills, East Wil-

iamson, N. Y., one No. 3 Junior Compete; Quisenberry Feed Company, Buffalo, N. Y., one No. 5 T with fan; Hookerton Milling Company, Hookerton, N. C., one No. 3 T with fan.

IDAHO ELEVATOR HANDLES LARGE VOLUME

Not only is the production of grain still on the increase in the far Northwest, but at the same time the quality is maintaining its reputation. Wheats from up in Montana and Idaho have been successful in numerous fairs and other competitive exhibits, including the national grain show which is held annually in Chicago. The experiment stations and other state activities have done much to foster this development and are still busily engaged in making further improvements and directing more research.

Country stations play an important part in carrying out the necessary system of handling this important part of the national crop, and the country elevators in this area, as in other like sections, deserve much credit for the efficient handling and marketing of the crop.

In this comparatively newly developed country they may not be as numerous nor as large as they are in regions nearer to the center of the country, but they have carried their part of the load just as well and made possible a prosperous form of agriculture.

Among these western elevators, and progressing with gratifying success, is the house of the Union Warehouse & Mercantile Company, at Craigmont, Idaho. The elevator is located on the right of way of the Northern Pacific and the Union Pacific lines and has excellent transportation facilities for ship-



ELEVATOR OF THE UNION WAREHOUSE & MERCANTILE COMPANY, CRAIGMONT, IDAHO

ping either to the west coast or to the markets further east, such as Twin Cities. The plant measures 47 feet in length and 44 feet in width, and it contains a well selected group of machines, all of which are modern and kept in good mechanical condition.

The elevator is of wooden construction, as will be seen in the illustration, and it has a storage capacity of 90,000 bushels. The various storage units into which this has been divided range from 1,000 bushels to 4,800 bushels. The plant has a cleaning capacity of 10,000 bushels and can handle a like amount in shipping. A grain cleaner of 5,000 bushels' capacity per day takes care of that end of the work. The management has just purchased a hammer mill to add to the existing equipment.

Electricity is used both for lighting and power, and current is supplied the elevator by central station service. Six motors, furnished by Fairbanks, Morse & Co., are in use. These afford an aggregate of 53 horsepower. A belt drive is used.

For weighing, two Fairbanks-Morse Scales have been installed, one of which is a wagon scale and the other a hopper scale.

The principal products handled by the Union Warehouse & Mercantile Company are wheat, oats and barley. During the course of the past year approximately 400,000 bushels of grain have been handled by the company.

The equipment, aside from that which has been mentioned, includes a seed cleaner and a roller feed mill. F. S. Baer is manager of the house.

BARLEY IN THE LIMELIGHT

Public hearings on the proposed official grain standards for barley in the United States will be held during April and May in Los Angeles, San Francisco, Portland, Seattle, Minneapolis, Chicago, and New York, according to an announcement now made by Secretary of Agriculture Jardine. Grain dealers, grain growers, manufacturers, bankers, grain inspectors, members of exchanges, warehousemen, carriers, and other persons interested are invited to be present at any of these hearings. Opportunity for oral discussion will be afforded to as many as practicable. The Chief of the Bureau of Agricultural Economics, Department of Agriculture, will preside at the hearings, but written communications sent to him on or before May 10 will be given consideration.

The proposed standards to be established and promulgated by the Secretary of Agriculture under the United States Grain Standards Act will become effective on or about August 15, 1926, according to the announcement. Dates and places for the hearings are as follows:

April 19, 1926, Los Angeles, Calif., Los Angeles Grain Exchange.

April 20, 1926, San Francisco, Calif., Room 237, Merchants Exchange Building.

April 23, 1926, Portland, Ore., Merchants Exchange.

April 26, 1926, Seattle, Wash., Directors Room, Seattle Merchants Exchange.

April 30, 1926, Minneapolis, Minn., Assembly Room, Court House.

May 3, 1926, Chicago, Ill., Directors Room, Chicago Board of Trade.

May 7, 1926, New York, N. Y., Board of Managers Room, N. Y. Produce Exchange.

The tentative barley standards, subject to revision, are as follows:

Section 1. Barley.—Barley shall be any grain which before the removal of dockage consists of 50 per cent or more of barley, and when free from dockage contains not more than 25 per cent of cereal grains of a kind or kinds other than barley. The term barley in those standards shall not include hull-less barley.

Section 2. Basis of determination.—Each determination of dockage, moisture, temperature, odor, and live weevils or other insects injurious to stored grain shall be upon the basis of the grain including dockage. All other determinations shall be upon the basis of the grain when free from dockage.

Section 3. Percentages.—Percentages, except in the case of moisture, shall be percentages ascertained by weight.

Section 4. Percentage of moisture.—Percentage of moisture in barley shall be that ascertained by the moisture tester and the method of use thereof described in Bulletin 1375, dated February, 1926, issued by the United States Department of Agriculture, or ascertained by any device and method giving equivalent results.

Section 5. Test weight per bushel.—The test weight per bushel shall be the test weight per Winchester bushel, as determined by the testing apparatus and the method of use thereof as described in Bulletin No. 1065, dated May 18, 1922, issued by the United States Department of Agriculture, or as determined by any device and method giving equivalent results.

Note.—Under regulations pursuant to the United States Grain Standards Act, licensed inspectors are required to state under "Remarks" in all certificates issued by them for barley, unless issued for an export shipment, the test weight per bushel in terms of whole and half pounds. For this purpose a fraction of a pound when equal to or greater than a half shall be treated as a half, and when less than a half shall be disregarded.

Section 6. Dockage includes small weed seeds and other fine foreign material which can be removed readily from the barley by the use of appropriate sieves, cleaning devices, or other practical means suited to separate such foreign material present; also undeveloped, shriveled, and small pieces of barley kernels removed in properly separating the foreign material specified and which cannot be recovered by properly rescreening or recleaning.

The quantity of dockage shall be calculated in terms of percentage based on the total weight of the grain including the dockage. The percentage of dockage so calculated when equal to 1 per cent or more, shall be stated in terms of whole per cent, and when less than 1 per cent shall not be stated. A fraction of a per cent shall be disregarded. The percentage of dockage, so determined and stated, shall be added to the grade designation.

Section 7. Foreign material other than dockage.—Foreign material other than dockage shall include all matter other than barley which is not separated from the barley in the proper determination of dockage.

Section 8. Other grains.—Other grains shall include

wheat, corn, rye, oats, hull-less barley, emmer, spelt, einkorn, grain sorghums, rice, and cultivated buckwheat.

Section 9. Sound barley.—Sound barley shall be all grains and pieces of grains of barley, including skinned barley, which are not heat-damaged, sprouted, frosted, badly ground-damaged, badly weathered damaged, or otherwise distinctly damaged.

Section 10. Heat-damaged kernels.—Heat-damaged kernels shall be grains and pieces of grains of barley, other grains, or wild oats, which have been distinctly discolored or damaged by external heat or as a result of heating caused by fermentation.

Classes of Barley

Section 11. Classes.—Barley shall be divided into classes as follows:

Class II.—Western Barley

This class shall include the white (glumes) 6-rowed barley possessing the characteristics of the types of white 6-rowed barley grown east of the Rocky Mountains and may include not more than 10 per cent of other barley or barleys.

Class I.—Barley

This class shall include the white (glumes) 6-rowed barley possessing the characteristics of the types of white 6-rowed barley grown west of the Great Plains' area of the United States, and may include not more than 10 per cent of other barley or barleys.

(a) This class shall be divided into two subclasses as follows:

Subclass (a) Bright Western.

This subclass shall include barley of the class Western Barley which has a good color (bright).

Subclass (b) Western.

This subclass shall include barley of the class Western Barley which is stained, weathered, or discolored in any manner.

Class III.—Two-Rowed Barley.

This class shall include the white (glumes) 2-rowed barley, and may include not more than 10 per cent of other barley or barleys. This class shall be divided into two subclasses as follows:

Subclass (a) Bright Two-Rowed

This subclass shall include barley of the class Two-Rowed Barley which has a good color (bright).

Subclass (b) Two-Rowed

This subclass shall include barley of the class Two-Rowed Barley which is stained, weathered, or discolored in any manner.

Class IV.—Black Barley

This class shall include all varieties of black barley, and may include not more than 10 per cent of other barley or barleys.

Section 12. Mixed barley.—Mixed barley shall be any mixture of barley not provided for in the Classes I to IV, inclusive.

Mixed barley shall be graded according to each of the grade requirements common to the class of the barley which predominates over each other class in the mixture, except that all of the grade requirements in any class as to the maximum percentages of other barleys shall be disregarded. The grade designation of mixed barley shall include, successively, in the order named, the number of the grade or the words "Sample Grade," as the case may be, the word "Mixed," and, in the order of its predominance, the name and approximate percentage of each class of barley which constitutes 10 per cent or more of the mixture; but if only one class exceeds 10 per cent of the mixture, the name and approximate percentage of that class shall be added to the grade designation, followed by the name and approximate percentage of at least one other class.

Section 13. Grades.—All barley of the classes Barley and Black Barley shall be graded and designated as Fancy No. 1, No. 2, No. 1 Feed, No. 2 Feed, and Sample Grades of these classes, and all barley of the subclasses of the classes Western Barley and Two-Rowed barley shall be graded and designated as Fancy No. 1, No. 1, No. 1 Feed, No. 2 Feed, No. 3 Feed, and Sample Grade of these subclasses, as the case may be, according to the respective requirements thereof as specified in these standards.

Section 14. Bleached barley.—Bleached barley shall be barley which in whole or in part has been treated by the use of sulphurous acid or other bleaching chemicals.

Bleached barley shall be graded and designated according to the standards applicable to such barley if it were not bleached, and there shall be added to, and made a part of the grade designation the word "Bleached."

Section 15. Weevily barley.—Weevily barley shall be all barley which is infested with live weevils or other insects injurious to stored grain.

Weevily barley shall be graded and designated according to the grade requirements of the standards applicable to such barley if it were not weevily, and there shall be added to and made a part of the grade designation, the word "Weevily."

Section 16. Smutty barley.—Smutty barley shall be all barley which has an unmistakable odor of smut, or which has the kernels covered with smut spores, or which contains smut masses in excess of a quantity equal to 0.3 per cent.

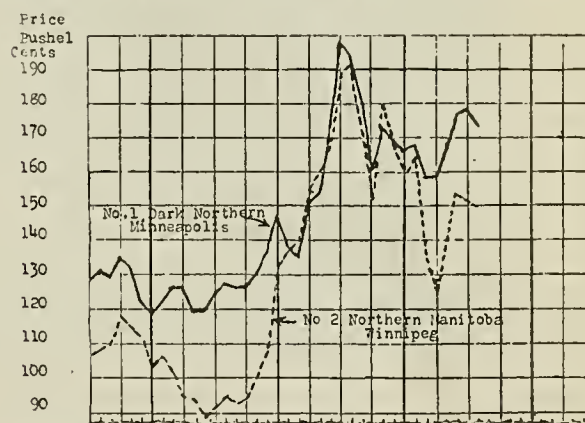
Smutty barley shall be graded and designated according to the grade requirements of the standards applicable to such barley if it were not smutty, except that when the amount of smut present is so great that one or more of the grade requirements of the numerical grades cannot be applied accurately, the barley shall be

classified as Sample Grade. For all grades there shall be added to, and made a part of the grade designation (preceding the statement of dockage, if any,) the word "Smutty."

WHEAT PRICE COMPARISONS

The high point of prices of wheat at the farm was reached this year during the last week in January, and last year's peak was also reached in that period. Throughout February and the early part of March prices declined, but took their turn upward on March 12. The decline last year in this period was 30 cents, a large part of the drop coming in March after the statement on available supply was published. The rally in the second week of March this year was due partly to the estimate of 220,000,000 bushels for the available supply, a decrease of 38,000,000 bushels from that reported last year. While most classes of wheat have been running within a nominal amount of their last year's prices, prices of Durum in the last few days have been 25 to 30 cents lower. This is explained in all probability by the fact that Durum is on an export basis and is meeting competition from Africa.

In commenting on the price of wheat, the Bureau of Crops and Markets in Washington said in a recent bulletin, "Future prices which have been declining throughout January rallied four cents for



COMPARISON OF WHEAT PRICES AT MINNEAPOLIS AND WINNIPEG, 1923 TO DATE

the week ending March 18. The more distant futures are not showing as much strength as the nearby futures. May futures at Chicago on March 18 were \$1.65, July futures, \$1.44, and September futures, \$1.38. Chicago prices for May futures are still running about five cents above Liverpool, while July futures are 18 cents below. The spread between prices at Winnipeg and Minneapolis has widened somewhat but is still insufficient to bring about any volume of imports."

The above table, which was included with the Government report, shows a comparison of wheat prices at Minneapolis and Winnipeg and United States imports, 1923 to date. Prices per bushel are shown in the column at the left.

PROGRESS IN CANADA POOL

Co-operative marketing organizations operated by farmers in Saskatchewan did a business of \$150,000,000 in 1925, according to a report issued by the provincial department of agriculture. "The Saskatchewan wheat pool accounted for two-thirds of the business volume co-operative enterprises conducted last year," says the report. "More than 100,000,000 bushels of wheat were marketed by the pool last year, amounting to about \$100,000,000 in value. Farmer membership in the organization now totals 67,000. Latest figures of the pool show that 9,331,700 acres of wheat land in the province were under contract on January 1, 1926 or 71.8 per cent of the total wheat acreage of the province.

"The co-operative movement which was begun 20 years ago in Western Canada has made remarkable strides in the last few years," says the *Provincial Review*. "Practically every farm product is now marketed co-operatively. Through reduction of handling and marketing costs, the producers receive better prices for their products. Farmers believe that improved agricultural conditions and higher financial returns are due to the successful operation of co-operative systems."

FIELD SEEDS

VETCH SEED FROM LATVIA

Latvia exported vetch seed valued at \$78,210 in 1925, says the vice-consul from Riga. In 1924, but \$6,505 were exported. The vetch seed was divided as follows: Common vetch, 288,000 pounds, value \$8,750; hairy vetch, 1,061,000 pounds, value \$62,398; spring vetch, 199,000 pounds, value \$5,412; winter vetch, 33,000 pounds, value \$1,650.

SEED TRAIN DRAWS THOUSANDS

About 15,000 Idaho farmers have visited the first annual "Seed Show on Wheels." Thirty-two stops were made on the Union Pacific line through



INTERIOR VIEW OF IDAHO SEED SHOW TRAIN

southern Idaho so that the latest evidence on developments in pure seeding could be made a part of the state's common knowledge. The train was host to its largest crowd at Boise, but good attendance was reported for the entire route. Farmers drove 20 miles in sleighs to one point where a stop was scheduled.

The train exhibits were installed along one side of each of the two day coaches from which the seats had been removed. The four-foot beaverboard charts covered the wall space. Exhibits of certified grains, potatoes and corn covered the tables which were two feet wide, extending the length of the cars. Lectures were given in the two day coaches which accommodated 150 to 200 of the most interested visitors. The programs started on time and covered a period of an hour and 20 minutes.

All phases of pure seed production were discussed by the speakers. Special emphasis was given to weed control by counties; state tested seed for spring planting; the use of local-grown corn, treatment of seed before planting; future of the Red Clover seed industry; and the production and marketing of potatoes.

The results of the tour are noticeable at the state seed laboratory. Farmers were urged to plant only the seed passing the state seed law requirements. As a result more farmers' samples are reaching the laboratory. Five additional counties have declared weed districts. The train stimulated additional interest in the seed industry and general agricultural activity in the state.

The Annual State Seed Show was held at Gooding, Idaho, February 15, 16, 17, 1926. The competition was keener than in the past. A sample of Red Clover seed from the same lot which won first at the International Grain and Hay Show won the Northrup King Company sweepstakes trophy cup for Red Clover. The winner is E. T. Sandmeyer, Buhl, Idaho. The Alfalfa honors were awarded to Bruce Parmalee, Springfield, Idaho, who won the Albert Dickinson Pinetree Brand Alfalfa sweepstakes trophy. The Idaho Seed Show Special Train was an extension of the activities

at Gooding for the period of February 1 to 10. Under the auspices of the State Department of Agriculture, and the University of Idaho Extension Division, the train furnished by the railroad officials was put to excellent use.

COMING SEED CONVENTIONS

Seed dealers always manifest considerable interest as the summer months approach in the seed conventions at which much interesting news is dispensed and discussed. Three particularly noteworthy conventions to be held in June are those of the Southern Seedsmen's Association, Huntsville,

Ala., June 24-26; Wholesale Grass Seed Dealers Association, at Chicago, on June 28-29; and the American Seed Trade Association, Chicago, on June 29-30 and July 1.

Every program has something which will be of

to such extent as the Secretary of Agriculture prescribes. Also, when the Secretary of Agriculture determines that seeds of this type from any foreign country are not adapted to general use in the United States, their importation is prohibited unless at least 10 per cent of the seeds in each container are stained red.

The amendments made further changes designed to strengthen the clause of the proposed bill in regard to misbranding seeds.

QUALITY SEED

Just 21 years ago, the Kelly Seed Company was organized at San Jose, Ill., with the one purpose in mind—to make its name stand for reliability in seeds. Today the company has made good in this purpose and is operating two seed houses, two stores and three warehouses, handling all kinds of farm seeds and feeds.

A new building was recently completed by the company, shown in the accompanying illustration. The building was erected for drying and storing seeds. The first story has a concrete floor, with a high ceiling so that trucks can be driven in for loading. It is built on the north side of a gentle slope, so that the trucks or teams can be driven in from the south end of the building on the second floor.

The first floor is arranged to storing small seeds, such as Clovers, Timothy and other small seeds. The second and third floors are made of 1½x4's spaced one inch apart which allows the heat from two large hot air furnaces to pass up through the building, drying all corn alike. By opening lower windows and doors, the large ventilators create a suction which carries out the moisture as it evaporates.

The building is lined with heavy wood, then with rubberoid roofing which makes it air tight. The



NEW PLANT OF THE KELLY SEED COMPANY, SAN JOSE, ILL.

value to the particular group from which it draws its membership.

SEED BILL IN CONGRESS

Recommendations have been passed by the House Subcommittee on Interstate and Foreign Commerce that the Gooding Ketcham Bill be amended and passed. This bill refers to the marking of certain seed and grain imported into the United States.

The amendments are designed not to change the fundamentals of the bill, but to strengthen the misbranding sections.

The bill, which prohibits the admission of unfit seeds to this country, deals with Red Clover and Alfalfa. He said that the annual production of these two crops in the United States is valued at \$740,904,750, the Alfalfa amounting to \$396,797,500 and Clover to \$313,257,250, according to figures of the Department of Agriculture. The amended bill prohibits importation of Red Clover or Alfalfa seed unless such seeds are colored in such a manner and

outside finish is of attractively faced brick.

The building has 76 windows and 34 pair of drying doors. The windows are pivoted in the center at top and bottom, which permits the windows to swing half inside, and the other half outside leaving the entire opening open; whereas in the other seed houses the upper or lower sash being raised or lowered only gives half of the opening.

In commenting on its new plan, the company said: "We have found we can dry our corn out quite a lot by nature's own way, that of free circulation of air through the corn and buildings. The building was first covered with rubberoid roof, then a steel roof on top of this. We use this rubberoid roofing first, to prevent the moisture from condensing on the iron in cold weather and dripping back on the corn. In this house we use a drying rack which we make out of steel fabric, each hanger holding 500 ears and no two ears touch each other."

The building is located so that local shipments

(Continued On Page 643)

ASSOCIATIONS

CONVENTION CALENDAR

April 19-21.—Annual meeting of the Western Grain Dealers Association, Hotel Fort Des Moines, Des Moines, Iowa.

May 11-12.—Thirty-third annual meeting of the Illinois Grain Dealers Association, Hotel Orlando, Decatur, Ill.

May 18-19.—Oklahoma Grain Dealers Association, Enid, Okla.

May 20-21.—Twenty-ninth annual meeting of the Kansas Grain Dealers Association, Salina, Kan.

May 24-25.—Twenty-ninth annual convention of the Texas Grain Dealers Association, Houston, Texas.

May 27-29.—Eighteenth annual convention of the American Feed Manufacturers Association, French Lick Springs Hotel, French Lick, Ind.

June.—Pacific Northwest Grain Dealers Association, at Spokane, Wash. Dates not definitely determined, but set tentatively for June 4 and 5.

June 24-26.—Southern Seedsmen's Association, Huntsville, Ala.

June 29, 30 and July 1.—Thirty-third annual convention of the National Hay Association, at the Niagara Hotel, Niagara Falls, N. Y.

June 29, 30 and July 1.—American Seed Trade Association, at Chicago, Ill.

August.—Association of Official Seed Analysts of North America, in conjunction with the International Botany Congress, at Cornell University, Ithaca, N. Y.

October 18-20.—Thirtieth annual convention of the Grain Dealers National Association, at the Hotel Statler, Buffalo, N. Y.

October 18.—United States Feed Distributors Association, Hotel Statler, Buffalo, N. Y.

ILLINOIS DEALERS TO MEET IN DECATUR

At Decatur, Ill., the Illinois Grain Dealers Association will hold its thirty-third annual meeting, on May 11 and 12. On the evening of the first day, there will be a banquet accompanied by entertainment, including vaudeville, and followed by a dance, in the ball room of the Orlando Hotel, which is to be convention headquarters. Other features are being planned, but up to the time of going to press arrangements had not been fully consummated. However, there will be a trip through the plant of the A. E. Staley Manufacturing Company, in Decatur, which should prove of considerable interest.

One of the leading speakers at the meeting will be President Fred G. Horner of the Grain Dealers National Association, and he can be depended upon to have his usual interesting message which will undoubtedly be spiced with pointed paragraphs. Secretary Culbertson, who is perfecting the program arrangements, also hopes to get Dr. Charles L. Stewart, professor of economics in charge of Agricultural Economics and author of the McKinley-Adkins Bill, for the relief of agriculture, to address the afternoon session.

The Convention Committee will do its best to present an instructive and interesting program for the two-day stay of the grain men in Decatur, and the dealers in Decatur will see that all who are in attendance have an enjoyable outing. Though the meeting is still some time away, it is the hope of the association officers that members are trying to arrange their affairs in such a way that they can attend, and it is desired that as large a turnout as possible be assembled for the annual meeting this year.

WESTERN DEALERS PLAN BIG PROGRAM

A three-day session of the Western Grain Dealers Association will be held at the Fort Des Moines Hotel, Des Moines, Iowa, on April 19, 20 and 21. A cordial invitation has been extended to all men interested in the grain trade to attend this meeting, and Assistant Secretary D. O. Milligan has announced that a special effort is being made this year to have a large program that will give much of vital interest to all.

The meeting will convene at 10:30 on Monday morning, in the Oak Room, and after registration there will be community singing led by Ray Murrell of Cedar Rapids. The address of welcome will be given by "Joe" Tuttle, vice-president of the Chamber of Commerce of Des Moines. President Clif-

ford C. Belz of the Western Grain Dealers Association will then make his annual address, followed by the secretary-treasurer's report by David O. Milligan. N. S. Beale, of Tama, Iowa, will give a supplementary report. John Baker, of Kansas City, Mo., will speak on "Claims and Their Status." Among the other features of Monday's program will be a talk by Charles S. Clark, of Chicago, and an address on "A New Standard for Iowa Oats," by Frank G. Ely, of Chicago, Ill. There will be a general discussion of the oat situation, and of seed corn testing, in which Art Moeller of Reinbeck and Charles Wagner of Ankeny will participate.

Tuesday's session will include an address by Mr. Coverdale of Cedar Rapids, who will take up the questions "What is the Future of Marketing Grain?—Does the Grain Merchant Have a Future?—The Farmer in Business." Arthur Huntington of Cedar Rapids will talk on "Business Ethics." There will be general discussion of the handling of the 1925 corn crop, led by N. S. Beale of Tama, and Leland Miller of Mason City. The value of district meetings will be discussed in a debate directed by G. A. Arnold of Rolfe, and Mr. Van Gundy of Manson. A banquet will be held at the hotel Tuesday night at 6:30, with extensive entertainment by courtesy of the Western Grain Dealers Association and the Des Moines Board of Trade.

On Wednesday, which is the final day of the proceedings, there will be committee reports, transaction of new business, and election of officers and directors for the ensuing term.

KANSAS CO-OP DEALERS MEET

More than 800 grain dealers, representing 600 member companies in Kansas attended the fourteenth annual convention of the Farmers Co-operative Grain Dealers Association of Kansas at Hutchinson, Kan., March 24, 25 and 26. Headquarters was at the New Reno Hotel, and the meeting was called to order by President J. B. Brown, who read his annual address. After this, H. L. Hartshorn, of Ford, addressed the meeting on "Accomplishments by Co-operative Effort in Washington."

O. C. Glenn, of Rosel, presided at the managers' session on Friday morning. A number of important questions were considered at this conference, including whether or not a disturbing influence existed adverse to co-operative elevator enterprise;

whether or not legislation is necessary to help the co-operative elevators, other than that to avoid discrimination against them; what is the most profitable sideline; and like matters. Gasoline and oil appear to have proven the most profitable of the sidelines in the Kansas area.

"Dockage in a Campaign for Cleaner Wheat" was the subject of discourse by Prof. A. E. Stockdyke of the Kansas State Agricultural College. He said in part: "The elevator men in Pratt County have all agreed to put in their elevators signs announcing that they will dock for rye and smut. If every elevator in Kansas would do the same thing we soon would clean up the quality of Kansas wheat. When you dock a farmer two or three cents a bushel if there is enough rye in it to grade down one grade, it will make him stop and think. Last July 17½ per cent of all the wheat received in the Hutchinson market graded down because of rye."

The resolutions adopted by the convention were as follows:

Be it resolved that we vigorously oppose at this time any increase whatever in freight rates on agricultural products, and that we oppose such increase any time until such a time as the average net income of the producers of agricultural products shall bear a fair relation to the rate of return asked for by the railroad investors and the wages received by rail employees.

Resolved, that we favor the development of the Missouri River as a part of a complete development of our inland waterways, and that we urge upon the administration at Washington and upon the representatives of our state in Congress the most rapid progress in the development possible and practical.

Resolutions also were adopted thanking Senator Norris, chairman of the state agricultural committee and Senators Curtis and Capper, and Congressmen J. N. Tincher and Chairman Haugen of the House Committee on Agriculture "for their support of the Board of Trade Bill."

The Public Service Commission was thanked for efforts on behalf of the grain shippers in the fight against raise in rates, as was J. W. Shorthill, secretary of the national association, for his work along the same line.

The association pledged "moral and financial backing to the extent of the share of the burden of Kansas to the end of financial success in the fight."

A resolution of condolence because of the death of O. M. Findley of Kiowa, for years a member of the state Board of Directors of the association, was passed.

The following officers were elected for the new term: President, J. B. Brown, Larned; vice-president, E. G. Tharp, Protection, secretary-treasurer; R. E. Lawrence, Hutchinson. The directors for the ensuing year are as follows: J. B. Brown, Larned; A. C. Keller, Mineola; E. G. Tharp, Protection; H. R. Howell, Marietta; W. E. Latimer, Lyons; Thomas Brabb, Dodge City; J. O. Brandenburg, Grainfield; Louis Mott, Kiowa; H. L. Hartshorn, Ford.

TRANSPORTATION

REPARATION ON BULK CORN

A finding of misrouting and an award of reparation have been made in the case of the Bloomington (Ill.) Chamber of Commerce against the Rock Island. The corn in question had been misrouted from Spirit Lake, Iowa, after being reconsigned from Bloomington. The damage caused by the faulty routing was figured on the basis of the difference between a 50.5-cent rate and a 40-cent rate. The shipment weighed 85,800 pounds.

A PENNSYLVANIA-ILLINOIS DECISION

Arbitrators in this case had a real job on their hands. The case of the Harper Grain Company, Pittsburgh, Pa., vs. J. C. Murray, Chicago, Ill., defendant, was presented without any definite statement of the amount claimed. Yet it had been agreed by both parties that the decision given by Arbitration Committee No. 2, of the Grain Dealers National Association, should stand. The controversy arose over the interpretation of a verbal "agreement," the exact wording of which, however, was not agreed upon.

The evidence was presented by both parties showing that the plaintiff had been buying at various times from the defendant, some oats on a track Pittsburgh basis, with the verbal understanding that billing not to exceed an arbitrary rate of 9½ cents per hundred weight to Philadelphia was to be furnished. Defendant's understanding was that they guaranteed a difference of no greater than 9½ cents per hundred weight between Pittsburgh and Philadelphia, and claimed that part of the agreement was that expense bills showing loss should be furnished.

Certain cars were shipped on such contracts which would carry a greater differential than 9½ cents but no information is given regarding the car

numbers, dates, shipping point or any other information. The defendant offered to pay plaintiff any loss sustained on account of a larger differential but demanded that plaintiff show evidence of loss. This the plaintiff is unwilling to do.

In disposing of the case, E. H. Bingham, H. W. Reivan, and Frank G. Coe, said: "As there is a disagreement between plaintiff and defendant regarding the necessity of furnishing expense bills, but no disagreement about the contract calling for billing with not over 9½ cents difference, and as it is apparent from the evidence that defendant did furnish some billing with a greater differential than agreed upon, defendant is liable for the difference without further proof. The committee rules in favor of the plaintiff, and assesses the defendant with the cost of arbitration."

GRAIN VIA THE BIG DITCH

Eastbound commodities passing through the Panama Canal during the year ending June 30, included 1,078,844 tons of wheat, compared to 1,352,388 tons in the preceding fiscal year. Over 236,000 tons of barley were also floated through the big ditch, a decrease of more than 143,000 tons from the 12 months before.

The total of all cargo passing through the Panama Canal, in the fiscal year ended June 30, 1925, fell off 11.2 per cent, according to the report of canal operations just issued. The decline, in tons, was from 26,994,710, in 1924, to 23,958,836, in the year ended with last June. That loss, the report says, is more than taken care of by the decline in shipments of California oil, 3,817,577 tons. The decline in the oil tonnage was not equalled by the increase in other cargo the increase in other commodities (mainly lumber) totaling only 781,703 tons.



INDIANA

Ray Roberts on April 1 assumed the position of manager of the elevator at Chase (Boswell p. o.), Ind.

Porter Pike succeeds John Jackson as manager of the Farmers Co-operative Company of Centerville, Ind.

C. W. Summers has moved his headquarters from Teegarden to Tyner, Ind., from which place he will operate both elevators.

The grain business of Ball & Orme of Rushville, Ind., is now to be conducted by Arnold Orme, Mr. Orme having bought Mr. Ball's interest in the property.

A cleaner for recleaning kiln dried corn has been installed by the Farmers Co-operative Company of Ade (Brook p. o.), Ind., of which C. O. Gifford is manager.

The Farmers Grain & Mercantile Company's elevator at Milford Junction (Milford p. o.), Ind., has been bought by the John D. Baumgartner. Mr. Baumgartner owned the elevator in 1920 but sold it to the farmers company.

Harvey Varner's interest in the elevator at Valparaiso, Ind., has been bought by William Jensen. Not long ago the elevator was bought by Mr. Varner and Henry Jensen, a brother of the new owner, from N. L. Bradfield. They will operate as the Jensen Bros.

ILLINOIS

The elevator at Breckenridge, Ill., is managed by H. O. Zinn.

The Harper Elevator at Hindsboro, Ill., has been bought by Dr. C. H. Gilmer.

John Youle succeeds V. C. Brown as manager of the Farmers Elevator at Colusa, Ill.

E. J. Overly succeeds John McLuckie as manager of the Farmers Elevator at Morris, Ill.

The elevator of the Andrews Grain Company at Walker, Ill., has been bought by J. F. Van Grundy who will operate it.

Floyd Bates has been succeeded at the Potter Bros. elevator at Morrisonville, Ill., by Harold Wulf.

James L. O'Neill is manager of the Farmers Elevator at Troy Grove, Ill. He was formerly of Triumph.

The elevator at Patton (Mt. Carmel p. o.), Ill., is to be rebuilt at Allendale, Ill., by the Pioneer Grain Company.

The Paul Kuhn Elevator at Sidell, Ill., has been bought by the Sidell Grain Company replacing its elevator which burned.

C. W. Higdon is manager of the Farmers Elevator at Kankakee, Ill. He was formerly with the Roberts Grain Company.

A. J. Moulton succeeds R. E. Jacobs as manager of the West Brooklyn Farmers Co-operative Company of West Brooklyn, Ill.

Samuel Hastings Company of Cairo, Ill., has bought the property of the Cairo Elevator & Mill Company. G. W. T. Seifert is manager and in charge of operations.

Ralph McNeeley is not manager of the Farmers Elevator Company at Sciota, Ill., as reported last month. C. W. Hodges is manager.

An addition has been built to the elevator of Suman & Son at Shobonier, Ill., in order that they may add a grist mill and corn crusher.

Charles Ekiss and Charles Carlyle have leased the elevator of W. S. Jones & Co., at Bethany, Ill. Mr. Ekiss has been manager of the elevator for some time.

A new \$10,000 farm implement and machinery sales room and warehouse has been completed at Ottawa, Ill., for the Wallace Grain Company which operates an elevator there.

The Clifton Grain Company of Clifton, Ill., has bought the R. A. Cummings Grain Company's property including the 115,000-bushel elevator. The company will handle grain and coal with W. A. Pegram in charge as manager.

A new grain storage building costing \$400,000 is being built at Chicago, Ill., by the Wabash Elevator Company, which has been operating the Rialto Elevator under lease. James Stewart & Co., Inc., are

in charge of construction. The elevator will be of 1,557,000 bushels' capacity and of reinforced concrete. It will be finished about July 1.

Morgan Ryan is now with the Whalen Grain Company of Waverly, Ill. He has for four years been in charge of the McCarty Farmers Elevator at Franklin.

A. F. Gilchrist is succeeded as manager of the Farmers Fuel, Grain & Supply Company at Macomb, Ill., by B. Roudebush. Mr. Roudebush has for many years been at Princeton, Ill.

The grain, coal and feed business of P. R. Diedrich at Rochelle, Ill., has been bought by the Doyon-Rayon Company. Mr. Diedrich will continue to have charge of the grain department.

Capitalized at \$24,000, to deal in grain, hay, flour and coal, the S. C. Van Horne Grain Company was incorporated at Fairbury, Ill. S. C. Van Horne, H. L. Coomber and B. E. Wrigley are interested.

B. H. McFadden & Sons of Oakford, Ill., have completed their new 20,000-bushel ear corn storage consisting of five bins. The dump holds 400 bushels of ear corn which is fed into the leg by a steel grain feeder. The power is furnished by a 6-horsepower Type Z Fairbanks-Morse Engine.

The Keystone Elevator, Chicago, Ill., has just completed the installation of one No. 11 Huntley Cleaner and Oat Separator and two No. 11 Huntley Oat Clippers. The clippers are direct connected by a flexible coupling to a 75-horsepower motor, and the cleaning machines are driven by an individual 10-horsepower motor. These cleaning machines are located half way between the bin floor and the first floor, and are grouped around one of the main 1,200-bushel capacity per hour legs, which leg has been electrified by installing a 75-horsepower motor so that cleaning and clipping can be carried on, both day and night without using the steam plant. The steel dust bin has been provided with a fan with a direct connected motor for loading the dust into cars. Motors and starters are of the Fairbanks-Morse ball-bearing type. There is a silent chain on the head drive, provided by the Morse Chain Company. This has 60-inch centers and is 490 R. P. M. to 70 R. P. M. reduction. A new power feeder with transformers has been provided, and the wiring for the present drier motor has been changed from 220 to 440-volt. The general contractors and engineers handling the job were James Stewart & Co., Inc., of Chicago, Ill. The equipment was put in operation March 26 and since that time has been operating continuously day and night.

OHIO AND MICHIGAN

The Liberty Grain Company at Rudolph, Ohio, is to be managed by W. C. Stimmel.

C. W. Graul has sold his elevator at Galloway, Ohio, to the Kunz Bros. of Galloway.

Business has been discontinued for one year by the Gable Hay & Grain Company located at Lima, Ohio.

L. R. Richards is manager of the St. Johns Co-operative Elevator Company of St. Johns, Ohio.

On April 1 reconstruction is to be started on the elevator at Glenmont, Ohio, which burned in December.

O. C. Beach has resigned his position as manager of the Farmers Exchange Elevator Company at New London, Ohio.

The Farmers Elevator at London, Ohio, is being dismantled by F. J. Wood & Sons who bought the property recently.

The property of the G. S. Hasley Elevator Company at Dundee, Mich., has been purchased by Milo Fulcher and Will Lee.

After three years as manager of the Nashville Co-operative Elevator Company of Nashville, Mich., John Martens has resigned his position as such just recently.

The ground and building of George Dull, owner of the East End Elevator at Deshler, Ohio, has been bought by W. W. Aycock, who, it is said, bought it for the B. & O. Railroad. Mr. Dull reserved the machinery, bins, conveyors and all the interior of the elevator, which he considers moving to Belmore, Ohio.

The elevator at Mansfield, Ohio, has been bought from the Federal Mill & Elevator Company by the Cleveland Grain & Milling Company which has been

operating it on a short time lease. The lease, it will be remembered, was negotiated by S. T. Edwards & Co., of Chicago, who reported the sale made the past month.

A bean elevator is to be established at Owosso, Mich., according to recent plans of the Llewellyn Bean Company. It has been negotiating for a building there.

The Leipsic Elevator, at Leipsic, Ohio, has been leased by W. H. Hill to the Leipsic Grain Company. He is now managing the Sherwood Co-operative Company at Sherwood, Ohio.

Church & Church are succeeded in the grain, lumber and feed business at Utica, Mich., by the recently organized Auburn Heights Lumber & Coal Company, Inc. The company is capitalized at \$50,000.

Plans are being made for rebuilding the Park Boulevard Elevator at Marion, Ohio, which burned recently. E. W. Boyer is manager of the property. Temporary office quarters are now being held by the company.

The H. & S. Grain Company has been organized by P. W. Hipp formerly of the Napoleon Grain & Stock Company of Napoleon, Ohio, and C. J. Schockey. They have taken over the old Snyder Elevator at Holgate, Ohio, at which extensive improvements are being made.

THE DAKOTAS

Electric power has been installed by the Farmers Elevator Company of Orient, S. D.

Capitalized at \$25,000, the Erwin Grain Company has been incorporated at De Smet, S. D.

Joseph Felven is manager of the Farmers Co-operative Elevator Company of Sanish, N. D.

Harold Larsen is manager of the Warner Co-operative Elevator Company located at Warner, S. D.

A modern grain elevator is to be constructed at Stanley, N. D., by the Nelson Grain Company of that town.

The elevator of the Farmers Union at Meckling, S. D., is being remodeled, and a new office is being built.

The house of A. A. Wollman & Son at Bridgewater, S. D., has been closed for the balance of the year.

The Selby Co-operative Association of Selby, S. D., has equipped its elevator with a cylinder grain cleaner.

The elevator of F. Pettyjohn at Canning, S. D., is to be remodeled. He also operates an elevator at Harold.

A metal cleaner has been installed in the elevator of the Farmers Elevator Company of Langford, S. D.

Three metal cleaners are being installed at three elevators of the Farmers Union Grain Company of Aberdeen, S. D.

The Gottlieb Stoecher Elevator at Hosmer, S. D., is installing a new truck dump and the elevator is being remodeled.

Capitalized at \$25,000, the Estee Elevator Company has been incorporated at Hecla, S. D., to succeed Charles W. Estee.

Creditors of the Farmers Elevator at Centerville, S. D., bought the property at sheriff's sale, and will reorganize the company to operate it.

The Farmers Elevator Company of Watford City, N. D., has commenced the construction of a \$16,500 elevator replacing the one which burned last fall.

New machinery is to be installed and general repairs made to the elevator of the Medina Farmers Co-operative Elevator Company located at Medina, N. D.

Strong-Scott Pneumatic Dump Bar Grates are to be put in old scales and other repairs are to be made by the Streeter Elevator Company of Streeter, N. D.

The Monarch Elevator at Arthur, N. D., has been leased by the Farmers Elevator Company. It will increase the farmers' elevator storage capacity considerably.

A 46,000-bushel ironclad elevator is being built at Arnegard, N. D., for the Farmers Elevator Company, replacing the one which burned. The equip-

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ment includes two 7½-horsepower, one 5-horsepower, and one 2-horsepower Fairbanks Morse Enclosed Motors, one Fairbanks 10-ton Dump Scale, one automatic scale, a flax scalper and a disc cleaner.

The Nash Grain & Trading Company's elevator at Nash, N. D., has been equipped with new machinery including a dump scale, truck lift, sectional dump grates and a 10-ton Fairbanks Platform Scale. C. L. Lillegard is manager.

Announcement was made of the proposed purchase lease or erection of from 200 to 250 elevators in North Dakota by the North Dakota Wheat Growers Association. The Association has its headquarters at Grand Forks, N. D.

The present elevator of the Sheyenne Co-operative Elevator Company of Sheyenne, N. D., is to be wrecked. It will be replaced by a modern 45,000-bushel, ironclad elevator with 22 bins and two legs. The equipment includes two 7½ and one 5-horsepower Fairbanks-Morse Motors and buckets.

Two new elevators are being built at Hosmer, S. D. Walth & Lammle, elevator operators, are tearing down their old elevator and are building a new one of 35,000 bushels' capacity. J. G. Kranzler is wrecking his old house and putting up a modern one of 30,000 bushels' capacity. Both will be operated by electric power.

IOWA

The Farmers Elevator Company of George, Iowa, has renewed its charter.

J. M. Dick has resigned his position as manager of the Hynes Elevator at Kirkman, Iowa.

The Ashton Farmers Elevator Company of Ashton, Iowa, has been reincorporated for another 20 years.

Arthur Allen is succeeded as manager of the Farmers Elevator Company at Panora, Iowa, by W. E. Boots.

The grain and feed business of Roy Potter at Patterson, Iowa, has been purchased by J. G. Martin. He has taken possession.

The Farmers Elevator of Newburg, Iowa, has been reorganized. Considerable of the new stock has already been bought.

W. G. Schneckloth and the Gladbrook Grain & Lumber Company of Gladbrook, Iowa, have consolidated, with Mr. Schneckloth in charge.

Lew Gimer is manager of the Klemme Cooperative Grain Company at Klemme, Iowa, succeeding H. J. Stille who has moved to Haswell, Colo.

The Glidden Farmers Elevator Company of Glidden, Iowa, has been reincorporated for another 20-year period. J. C. Riedesel will be manager of the company.

Henry Hahn has sold his interest in the Steil-Hahn Grain Company at Mallard, Iowa, and has bought a half interest in the Crown Bottling Company of Spencer.

The charter of the Farmers Elevator Company of Eagle Grove, Iowa, has been renewed. The company has four elevators, two at Eagle Grove, one at Florence, and one at Newell.

H. P. Schnepf is president; Albert Rath, vice-president; Henry Loges, secretary and treasurer of the Lakewood Grain Company, which has been incorporated at Lakewood (Rock Rapids, p. o.), Iowa. The company will deal in grain, feed, coal, etc. Its new plant will be ready in June.

Construction work has commenced on extensive improvements and enlargements on the Rock Island Elevator at Council Bluffs, Iowa, which is leased and operated by the Trans-Mississippi Grain Company of Omaha. All possible efforts are being made to complete the drying section at the earliest possible date. The drier equipment is to be furnished by the Hess Warming & Ventilating Company. Power will be furnished by Fairbanks, Morse & Co., supplying their double stage, double wound, fully inclosed outside ventilated motors. The construction work on the elevator is being carried on by the Folwell-Ahlskog Company with L. A. Stinson acting as engineer.

MINNESOTA AND WISCONSIN

A grain storage house is being built at Darfur, Minn., for the Farmers Elevator Company.

New coal sheds are to be built this spring for the Waldorf Farmers Elevator operating at Waldorf, Minn.

The Herman Market Company's new 40,000-bushel elevator at Herman, Minn., will be completed in May.

The Random Lake Equity, Random Lake, Wis., has bought the grain elevator of the H. W. Berger Company.

The elevator of the R. E. Jones Company of Alma, Wis., is being razed and the machinery moved to another elevator belonging to the company at Wabasha, Minn.

The elevator which W. J. Buckner bought from the Equity Exchange at East Ellsworth, Minn., has

been leased by Floyd and Neil Cope. They will open the elevator about April 1 and will buy grain and handle a complete line of mill feeds and flour.

The Page Bros. have sold their property at Bangor, Wis., handling grain, feed and flour to the Farmers Co-operative Exchange.

A 350-bushel cylinder cleaner has been bought by August Everett, proprietor of the Kennedy Grain & Supply Company of Kennedy, Minn.

The old T. S. Thorson Elevator at Dawson, Minn., is being torn down by a farmer who bought it. It has been standing idle for some time.

To deal in grain, farm products, etc., the Lakefield Farmers Co-operative Association was incorporated at Lakefield, Minn. Charles F. Wendel is president.

The Monarch Elevator Company has replaced its steam plant with a 240-horsepower Fairbanks-Morse Full Diesel Engine. It is located at Minneapolis, Minn.

The Shoreham Elevator Company's elevator at Minneapolis, Minn., has been equipped with a 240-horsepower Fairbanks Morse Full Diesel Engine replacing the steam engine.

A 25,000-bushel elevator is to be built at Bowlus, Minn., for the Belgrade Flour Mill Company, replacing the one which burned last October. It will be ready in time for the new crop.

Repairs are to be made to the elevators of the J. J. Lang Elevator Company at Hoffman, Benson and Barry, Minn., this spring. The Hoffman Elevator is being managed by S. B. Coyle.

The contract has been let by the Chokio Equity Exchange of Chokio, for a new \$45,000 iron structure, with modern equipment. It will be completed by June 1. E. H. Salmonson is manager.

The power of the Atlas Elevator Company of Danvers, Minn., has been changed from engine to Fairbanks-Morse Enclosed Type Motors. They will have one of 2-horsepower and one of 7½-horsepower.

On April 1, work is to be started on the 567,000-bushel addition to the Itasca Elevator at Allouez Bay, Superior, Wis. There will be 15 tanks, 95 feet high and 24 feet in diameter. The Barnett & Record Company has the contract.

The Farmers Elevator at East Grand Forks, Minn., is to be remodeled in all probability to accommodate a new seed cleaning equipment. A new boot, double leg and new spouting will also be included in the improvements. Six of the largest bins will be divided to make 12 bins, each having a carload capacity.

The Farmers Elevator Company of Chokio, Minn., has a new 50,000-bushel ironclad cribbed elevator. It has 21 bins and is equipped with two 7½-horsepower, one 5-horsepower and one 2-horsepower Fairbanks Morse Enclosed Motors, a Fairbanks 10-ton, 26-foot dump scale, Fairbanks Automatic Scale, 2,000 bushels capacity per hour, Fairbanks Coal Scale, disc wheat cleaner and flax scalper.

WESTERN

The Producers Exchange of which H. M. Thome is manager, has opened for business at Mt. Vernon, Wash., to handle grain, feeds, eggs, etc.

The Farmers Co-operative Elevator & Milling Company's elevator at Hyde, Colo., has been bought by the Shannon Grain Company operating at Kansas City, Mo.

The interests of Charles Hanson in the Hanson & Alair Grain Elevator at Miles City, Mont., have been bought by Frank Higgins of Minneapolis. The elevator property will be conducted in the future as the Higgins & Alair Grain Elevator Company at Miles City, Mont.

The Pinal Feed & Grain Company has been incorporated at Florence, Ariz., capitalized at \$100,000. The incorporators are John H. Zellweger and Roy L. Bollin.

The Great Northern Railway Company has let the contract to a Seattle, Wash., firm for rebuilding the grain elevator at Seattle, Wash. Construction will be started at once.

A large grain warehouse has been opened by Fred Stewart at Fallbrook, Calif., and will be operated as the Fallbrook Bean Co-operative Association. The company will handle all kinds of grain.

The entire holdings of the Green Valley Union Warehouse Company, including four large frame warehouses and a concrete elevator, at Ephrata, Wash., have recently been disposed of to the Fred Schwab Commission Company. The main headquarters of the company are at Mount Angel, Ore., with western headquarters at Stockton, Calif. Paul Schwab is in charge of the property.

The Tri-State Grain Company, representing thousands of wheat growers in Washington, Oregon and Idaho, has been incorporated at Spokane, Wash., on a \$100,000 basis and is making plans for co-operative marketing of the 1926 wheat crop. The organization will probably take over activities

of the old Tri-State Terminal Company. The new organization is incorporated under the laws of Washington and will be prepared to start activities in July. Two of the seven directors are from Washington, E. J. Frantz of Rosalia and B. T. Manchester of Kent. Other directors are President Egbert of the Oregon Farmers' Union, The Dalles, Ore.; B. Emerson, also of The Dalles; A. V. Swift of Baker, Ore.; C. W. Booth of Nez Perce, Idaho; and Riley Rice of Cottonwood, Idaho.

The Wyoming Mill & Elevator Company, Inc., of Cheyenne, Wyo., has been dissolved. The elevators are being operated as follows: Cheyenne and Hillsdale, operated from the Cheyenne office of the Cheyenne Elevator; Lingle, as Lingle Elevator; Powell, operated by A. D. Persson Elevator Company; Cody, leased to Cody Coal & Transfer Company; Lovell, leased to Olaf Pearson; Garland, to R. L. Gillison (burned down and will not be rebuilt); Dix, Neb., operated as Persson & Williamson.

SOUTHERN AND SOUTHWESTERN

The grain and feed business of M. E. Whitson at Cookeville, Tenn., has been bought by Joe Morgan.

The Pocasset Grain & Elevator Company has asked for permission to erect a cotton gin at Hennessey, Okla.

A building at Athens, Texas, has been bought by La Rue & Barron Company who will use it for grain storage.

Offices have been opened at Farwell, Texas, by the E. C. Billingslea, formerly of Frederick and Oklahoma City, Okla.

The Lowery-Lewis Company of Houston, Texas, has changed its corporate name to the Seaport Grain Company, Houston.

The Greenville Mill & Elevator Company of Greenville, Texas, is to erect a steel and concrete warehouse and headhouse.

J. Holderby, C. A. Jewell and T. W. Clark have incorporated at Byron, Okla., as the Alfalfa Elevator Company, capitalized at \$3,000.

The business of the Patterson Grain Company at Lubbock, Texas, has been bought by C. H. Parks of Lawton, Okla., who has taken charge.

W. L. Langley is manager of the Afton Mill & Elevator Company of Afton, Okla. He was formerly with the Lipscomb Grain & Seed Company.

Carl Cassidy, D. H. Sims, and Leo Potishman have incorporated the Northwestern Elevator Company at Frederick, Okla. The firm is capitalized at \$20,000.

The R. C. Ayers Milling & Grain Company of Plainview, Texas, has changed its name to the Noble Grain Company. E. N. Noble is interested in the firm.

Thomas A. King is now assistant manager of the Uhlmann Grain Company of Fort Worth, Texas. He was formerly with the Rayford Grain & Elevator Company.

The grain elevator of T. L. Hughston at Quanah, Texas, has been sold to W. P. Thomas, of Vernon, Texas. He will conduct a general grain buying business.

A large warehouse at Rayne, La., has been leased from the Farmers Warehouse Company by George Plattsmeir, who will conduct a general warehouse and feed business.

J. T. Patton of the Collins & Patton Company of Higgins, Texas, has bought the interest of Mr. Collins and has changed the name of the firm to the J. T. Patton Grain Company.

Some improvements are to be made to the property of the Pennington Grain Company at Cashion, Okla. It was formerly the property of the Hogan Grain Elevator Company.

The G. W. Johnson Grain Company has been incorporated at Fairview, Okla., capitalized at \$50,000. G. W. Johnson, Ben Wohlgemuth and H. L. Gurdwell of Oklahoma City are interested.

The elevator, and flour, feed and coal warehouses of the Chickasha Milling Company of Chickasha, Okla., at Hobart, Okla., have been remodeled. R. F. Waterbury is manager of the branch.

The Canadian Mill & Elevator Company of El Reno, Okla., has been granted an extension of charter, with capital stock of \$100,000. James W. Maney, Henry Schafer and John Maney are interested.

Vernon Parrish is now associated with J. B. Kittrell at Greenville, N. C., and the business will be continued as Kittrell & Parrish, doing a brokerage and distributing business in hay, grain, mill feeds and flour.

J. C. Locke, James Locke and J. C. Willis have incorporated at Wharton, Texas, as the Wharton Grain & Produce Company, to conduct a wholesale and retail grain business. The firm is capitalized at \$40,000.

The grain elevator being built at Houston, Texas, at a cost of \$1,100,000, will be ready by June. A

sub-station is being installed for operating the plant by electricity. The capacity of the bins under construction is 1,000,000 bushels. Additional storage bins will be built from time to time. Major B. C. Allin is in charge.

R. E. Garber is now superintendent of the Terminal Elevator Company of Enid, Okla., whose elevator is now under construction. Mr. Garber was assistant superintendent of the Wichita Terminal Elevator Company for some time.

EASTERN

Isaac Horst has bought the Moses K. Horst Elevator at Scotland, Pa.

Charles H. Williamson is manager of the Dakota and Great Western Elevators, both of which are located at Buffalo, N. Y.

Capitalized at \$25,000, the A. W. Davis Company has been incorporated at Acton, Mass. George V. Mead of Somerville is president. The company will handle flour, hay, grain and general merchandise.

The Reading Company has announced the opening of its elevator at Philadelphia, Pa., with capacity of 25,000 bushels. It is operated as the Philadelphia Grain Elevator Company.

The consolidation of grain elevators and farm supply plants of Frederick County, Maryland, under contemplation to be known as the Frederick County Farm Bureau Co-operative Association has been postponed because of inability to raise the funds. It will involve more than \$500,000 and it was reported that options had been obtained on approximately 15 of the large elevators and farm supply plants in this county.

MISSOURI, KANSAS AND NEBRASKA

A new elevator is to be built, it is reported, at Nishnabotna, Mo.

The Norman Elevator at Whitney, Neb., has been bought by J. S. Harris of Chadron.

Frank Reed is manager of the Pattonsburg Grain & Produce Company of Pattonsburg, Mo.

The Grove Elevator at Silver Lake, Kan., is to be remodeled. The contract has been let.

A grain loader of blower type is to be installed in the Farmers Elevator at Nehawka, Neb.

S. J. Leach has resigned as manager of the Farmers Elevator Company at Salisbury, Mo.

Capitalized at \$13,000, the Zarah Grain & Elevator Company has been incorporated at Zarah, Kan.

T. C. Hart succeeds F. M. Saum as manager of the Ruskin Grain & Coal Company of Ruskin, Neb.

The J. D. Chalfant Grain Company of Gordon, Kan., has been bought by L. D. Brandt of Douglas.

The Dodge City Farmers Co-operative Exchange Elevator at Dodge City, Kan., is to be improved soon.

A half interest in the Farmers Grain Company at Cunningham, Kan., has been bought by Carl Poland.

Capitalized at \$250,000, the Humburg Lumber, Grain & Supply Company was incorporated at Bison, Kan.

A new elevator will probably be built at Forest Green, Mo., for the Forest Green Farmers Elevator Company.

The elevator of the Iowa-Missouri Grain Company at Grant City, Mo., has been bought by Lefe and Harry Nail.

The elevator and molasses feed factory of the John S. Cobb Estate at Odessa, Mo., has been bought by S. R. Schmutz.

Fred Hansen succeeds H. F. Collett, who resigned his position, as manager of the Aurora Elevator Company, Aurora, Neb.

Business operations have been resumed in the Hord Elevator at Cedar Rapids, Neb., after a shut down of several months.

A new 20-horsepower Fairbanks-Morse Engine has been installed by the Farmers Co-operative Grain Company of Venango, Neb.

Farmers around Catawissa, Mo., have organized a marketing association and bought a grain elevator. John G. Lynch is president.

An air dump has been installed in the elevator of the Farmers Co-operative Company at Hamlet, Neb. A. G. Meister is manager.

The Duff Elevator at Washington, Kan., has been bought by George C. Dooley for years manager of the Farmers Elevator at Rydal.

Plans have been completed for the construction of additional 1,000,000 bushels' storage to the M. K. T. Elevator at Rosedale, Kan.

The Latta Grain Company's elevators at Melia and Gretna, Neb., have been purchased by the Wieth Bros., owners of the Gretna Roller Mills. They will be operated in connection with the mill.

The head office of the Pereau-Marsh Grain Company of Iola, Kan., has been moved to Humboldt,

Kan. This change will give the company personal supervision of the grain, flour and feed business there.

A 15-horsepower electric motor is to be installed in addition to a feed grinder by the Farmers Grain & Supply Association of Berwyn, Neb.

C. S. Neeley is manager of the Farmers Union Elevator Company at Lebanon, Kan., succeeding Clyde Moore. He was formerly at Topeka.

The grain and feed establishment conducted at Crawford, Neb., by Norman & Moody has been leased to Mr. Toomey of the Crawford Mills.

The Gifford Bros. of Jamestown, have bought the elevator at Morrowville, Kan. The Gifford Bros. have been managers of the elevator at Jamestown.

The elevator of the Farmers Grain & Milling Company at Creston, Neb., is to be operated by Mr. Witt who also operates the Potter Flour Mill.

Morse Chain Drives are to be installed in the new C. B. & Q. Railroad Elevator at St. Louis, Mo. The designing engineers are the Folwell-Ahlskog Company of Chicago.

The elevator of the Orleans Mill & Elevator Company at Orleans, Neb., has been equipped with a 75-horsepower motor replacing the old engine which was recently wrecked.

The Petersburg Elevator Company of Petersburg, Neb., has been reincorporated. The company lost its charter several years ago. The new one is almost identical to the old.

The Farmers Grain & Coal Company has been incorporated at Norfolk, Neb. A. Ziemer, O. Raasch, A. Pasewalk, Henry Marquardt, and Webb Rice are the incorporators.

A group of men have bought the Farmers Equity Elevator Company's Elevator at Beaver City, Neb. H. W. Atz is in charge of the elevator which has been completely overhauled.

Elevators at Table Rock, Wymore, Filley, Crab Orchard, Neb., and Oketa, Kan., owned by the Nye & Jenks Grain Company are to be sold. Bids were opened on March 31 for the sale.

The J. D. Collins Grain Company, J. D. Collins, proprietor, has completed a new elevator at Plymouth, Kan., and installed a dump, four-bushel scale, manlift, corn sheller and feed mill.

The interest of Henry Knapp in the Clarkson Milling & Grain Company of Clarkson, Neb., has been bought by Anton Bartak, president for several years. Mr. Knapp has held that interest for several years.

Frank Summers and D. B. Frazee will have charge of the Security Elevator at Hutchinson, Kan. Mr. Summers came from Liberal and Mr. Frazee was assistant to Mr. Clarke, former manager of the Security house.

Dunlap & Dove, dealers in grain, feed, coal and implements at Bridgeport, Neb., have dissolved the

partnership. Mr. Dove retains the coal and implement business and Mr. Dunlap the grain, produce and elevator department.

A quarter section of land near Winside, Neb., has been traded by C. E. Benschhoff to Fred Jensen for the elevator known as the Farmers Union Elevator, including the office building and coal and machinery sheds at Winside. Mr. Jensen will farm the land.

Sterling Laurie is manager of the Stromsburg Elevator Company at Stromsburg, Neb., taking charge April 21. He recently resigned his position as bookkeeper for the Aurora Elevator Company, Aurora, Neb. At the latter place he is succeeded by Henry Bolen.

CANADA

The charter of the Saskatchewan & Western Elevator Company of Winnipeg, Que., has been surrendered and the company has been dissolved.

A new elevator is to be built at Port McNichol, Ont., with a capacity of 2,000,000 bushels at a cost of \$1,170,000, on the order of the Canadian Pacific Railroad.

A new marine leg is being built at the Canadian National Elevator at Collingwood, Ont., operated by the E. P. Bacon Company. James Stewart & Co., Inc., have the contract for this work.

Eighteen of the country grain elevators of the Manitoba Government have been sold to the United Grain Growers, Ltd., for \$101,000. The price paid for the individual houses ranged from \$1,000 to \$9,000.

On April 9, stockholders of the Saskatchewan Co-operative Elevator Company were to vote on whether or not to accept the offer of the Canadian Co-operative Wheat Producers, Ltd., to purchase the bulk of the assets of the former company.

The terminal grain elevator at Vancouver, B. C., has been sold by the Spillers Canadian interests to a group of men closely associated with the Maple Leaf Milling Company of Kenora and Toronto, Ont., at a price of between \$1,700,000 and \$2,000,000.

A 600,000-bushel grain elevator, to be erected by the Harbor Board of New Westminster, B. C., on the Fraser River, is to be leased, it is planned, by the Gillespie Grain Company of Edmonton, Alta. The company already has two large terminal elevators at Fort William, Ont., leased to the Canadian Wheat Pool for three years.

The Canadian Steamship Lines and the Great Lakes Transportation Company have consolidated at Midland, Ont. The James Playfair Corporation is a part of the latter company and the properties included the docks and terminals of the Midland Grain Elevator Company, a subsidiary of the Playfair organization. The Midland Elevator has a capacity of 3,000,000 bushels.

FIRES-CASUALTIES

Audubon, Minn.—On March 10 fire damaged the Monarch Elevator here.

Anamosa, Iowa.—An elevator at this place was damaged not long ago by fire.

Little Rock, Ark.—Fire destroyed the building and stock of the Laskey Feed Company.

Marion, Ohio.—Fire destroyed E. W. Boyer Elevator and contents with a loss of \$50,000.

Prague, Okla.—On April 6 the elevator of the Prague Grain Company was destroyed by fire.

Louisburg, Kan.—The North Elevator of the Louisburg Elevator Company burned recently.

Verdon, Neb.—With a loss of \$20,000, the plant of the Verdon Mill & Elevator Company burned.

Bowlus, Minn.—Fire destroyed the property of the Bowlus Grain Company with a loss of \$17,000.

Upper Sandusky, Ohio.—A small loss was recently sustained by the U. S. Commission Company.

Council Bluffs, Iowa.—A small loss was suffered by fire at the property of the Flanley Grain Company.

Kingston, Ohio.—The elevator of Robert and Fred Immel was severely damaged by fire on April 3.

Grenfell, Sask.—Fire destroyed the plant of the Grenfell Milling & Elevator Company with a loss of \$40,000.

Beaumont, Texas.—Fire damaged the elevator of the Josey-Miller Grain Company on April 3 with a loss of \$75,000.

Munson, Alta.—Fire destroyed on March 28 with a loss of \$23,000 the elevator of the Albert Pacific Grain Company. More than 8,000 bushels of wheat,

valued at \$11,000, and 3,000 bushels of oats, valued at \$1,000, were lost. Everything was covered by insurance.

Wellington, Texas.—Fire destroyed the storage room of the Shields Mill & Elevator Company with a loss of \$1,200.

Hope, Minn.—Fire destroyed the elevator here managed by L. E. Schuster together with its entire contents of grain.

Houston, Texas.—Fire destroyed with a loss of \$10,000, the hay barn of the E. C. Downman Hay & Grain Company.

Viroqua, Wis.—Fire damaged a storehouse of the Fred Eckhart Company, handling grain, livestock, wood. The elevator was not touched.

Broken Arrow, Okla.—The plant of the Broken Arrow Grain Company was destroyed by fire. Only \$3,500 insurance was carried.

Grand Blanc, Mich.—Fire damaged the Grand Blanc Co-operative Elevator together with 1,000 bushels wheat and 500 bushels corn.

Hickman, Neb.—Fire destroyed the elevator of the Judah Grain Company with a loss of \$8,000; which is partly covered by insurance.

Sutton, N. D.—Fire destroyed the elevator here of the Minnekota Elevator Company containing a considerable quantity of Durum wheat.

Moore Park, Mich.—Fire on March 15 destroyed the elevator of F. L. Gill, with 2,000 bushels rye, some oats and a car of corn. The elevator will not be rebuilt.

Dimmitt, Texas.—Fire destroyed the branch house of the Joe Hastings Seed Company of Hereford, Texas, known as the West Texas Feed &

April 15, 1926

Seed Company. They had had it for only two months and are not fully decided whether or not to rebuild.

Yellow Bud (p. o. Chillicothe), Ohio.—Damage was done by fire due to the explosion of a stove in the office of the Immell Bros., grain elevator.

Gessie, Ind.—The elevator of the Gessie Grain Company was destroyed by fire on April 3 which originated in a box car standing near the building.

Cave City, Ky.—Fire destroyed the elevator and mill of the Cave City Milling Company on March 25. The loss was \$35,000, partly covered by insurance.

Kingfisher, Okla.—The elevator belonging to the Zalabak Company burned with a loss of \$50,000, partly covered by insurance. The fire started from an unknown source.

Vancouver, B. C.—Fire destroyed on March 19, the elevator, feed plant and warehouse of the Manitoba Grain Company, Ltd. The elevator had a capacity of 100,000 bushels and was built 15 years ago by E. A. Burnett. The Manitoba company bought it in 1925 and was doing an extensive busi-

ness in screenings and feeds. The loss is only partly covered by insurance. The cause of the fire is unknown.

Inglewood, Calif.—The Blackie Feed Company's property was destroyed by fire on March 14. The fire was caused by exposure to fire in an automobile agency next door.

Muskogee, Okla.—Fire damaged the warehouse and main elevator of the Adkins Grain Company on March 6 with a loss of \$25,000. The loss is partly covered by insurance.

Brighton (p. o. South Vienna), Ohio.—The Brighton Elevator Company's elevator with contents burned with a loss of \$10,000. Warren Merrill, an employe, was injured during the fire.

Goodwin, near Paulding, Ohio.—Fire destroyed the elevator of the J. C. Harmon Company. The elevator was a year old, and had replaced one which burned three years ago. It was fully insured.

Durham, N. C.—The property of M. V. and E. H. Lawrence, wholesale feed dealers, was destroyed by fire on March 20. The building contained considerable grain, flour and feed, all of which burned.

Rohrville (Devils Lake p. o.), N. D., where he was manager of the Woolworth Elevator.

MOORE.—John Moore, a member of the grain and coal firm of Moore Bros., Carthage, Ill., died on March 19 from pneumonia. His widow and two sons survive him.

PAYNE.—Charles William Payne died after a long illness, aged 61 years. He was a member of the Commercial Exchange of Philadelphia, Pa.

RIBSAM.—Philip R. Ribsam died, aged 36 years, at Trenton, N. J. He was associated with the seed firm of M. C. Ribsam & Sons Company.

ROBERTSON.—N. A. Robertson died at his home in Devils Lake, N. D. He was superintendent of the St. Anthony & Dakota Elevator Company.

ROODHOUSE.—H. W. Roodhouse died from heart trouble on March 15 at home in Whitehall, Ill. He had been in the grain business for 25 years and just two years ago sold out to the Doyle-Shaw Grain Company.

ROUSE.—B. E. Rouse of Geneva, N. Y., died recently. The business will be operated by his son as the B. E. Rouse & Son.

SHARRAR.—F. D. Sharrar died recently. He was manager of the Farmers Union Elevator at West Point, Neb.

SWENSRUDE.—A. E. Swensrude, a grain dealer of Edinburg, N. D., died following an operation.

THOMSON.—Alexander W. Thomson died at Indianapolis, Ind., on March 26, aged 67 years. He had been active in the grain business since 1878 and was one of the founders of the grain firm and stock brokerage company of Thomson & McKinnon in 1913. He was a member of the Chicago Board of Trade and the New York Stock Exchange.

TURLE.—Walter Turle of Turle & Co., and one of the oldest members of the Duluth Board of Trade, died on March 18 at Winter Park, Fla. He started in the grain business in Duluth in 1886, having been formerly on the New York Produce Exchange.

VAN WYK.—J. M. Van Wyk died following an operation. He was president of the Farmers Co-operative Association of Hull, Iowa.

WILSON.—Harry N. Wilson died, aged 92 years, at Milwaukee, Wis., where he had formerly been in the grain brokerage business.

WOOD.—Albert G. Wood died at Walnut Hills, Cincinnati, Ohio, recently. He was a retired grain dealer who was formerly associated with his brother in the grain elevator business at Cincinnati.

OBITUARY

ASHBY.—Thomas Ashby died at Leavenworth, Kan. He was for years a prominent grain dealer.

BECK.—Charles Beck, owner of the Beck Feed Company, St. Louis, Mo., died recently.

BIGGS.—Richard J. Biggs died on March 17 at his home in Baltimore, Md. He was a grain commission merchant and for years was a member of the Baltimore Chamber of Commerce.

BLAIR.—Frederick S. Blair died from pneumonia on March 31. He was a prominent grain man of Nashville, Tenn., and for 16 years had been connected with the Hermitage Grain & Elevator Company.

BOOTH.—William S. Booth, who joined the Chicago Board of Trade in 1881 and served as director in 1892-4, died on March 15, leaving a widow and son and daughter.

BRINTLINGER.—Mahlon Brintlinger died, aged 79 years. He was for years proprietor of a feed store at Columbus, Ohio.

BURNRIGHT.—James Burnright died at Hot Springs, S. D., where he had gone for treatment. He was operator of a stock and grain business in Plymouth and Union Counties and resided at Westfield, Iowa.

BURRER.—J. G. Burrer, a member of J. G. Burrer & Sons of Sunbury, Ohio, died, aged 76 years, from influenza.

BURRESS.—J. G. Burress died at La Crosse, Kan., on March 8. He traveled for several Kansas City grain companies.

BYCROFT.—H. F. Bycroft died from acute bladder trouble. He had been in the grain business at Gillespie, Ill., for 35 years. He sold out his grain business in 1923 to the Gillespie Co-operative Farmers Elevator Company. He had been a member of the St. Louis Merchants Exchange since 1882.

CONVERSE.—William F. Converse, manager of the Occident Terminal Elevator at Duluth, Minn., died on April 10 after a long illness. His widow and one daughter survive him.

CRABBE.—B. F. Crabbe died on March 10 from heart trouble. He was secretary and treasurer of the Wood-Crabbe Grain Company of Birmingham, Ala. He was 53 years old and is survived by his widow, two sons and three daughters.

DEWEIN.—Victor Dewein of Warrensburg, Ill., died on March 8. He had been prominent in grain circles in Illinois and was president of the Illinois Grain Dealers from 1914 to 1917. Further details are to be found elsewhere concerning Mr. Dewein's activities.

EDWARDS.—Charles A. Edwards died on March 23 at Seattle, Wash. He was formerly president of the U. S. Commerce Company of Portland, Ore., engaged in exporting flour, grain and lumber, and later was manager of the A. O. Anderson & Co. of Portland.

FARMER.—Oscar Farmer died, aged 80 years, on March 19. He was founder and for many years head of the grain and hay house of Oscar Farmer & Sons at Louisville, Ky. He came to Louisville in 1882. Associated with him were his sons, Edward C. and Oscar, Jr., who died in 1919.

GEORGE.—James E. George died on March 24. He was manager of the grain department of the Western Canada Grain Company at Brandon, Man. He was with the company for 20 years before retiring.

HARRISON.—George L. Harrison died, aged 77

years. He had for years been connected with the wholesale grain trade at Nashville, Tenn.

HARTWELL.—Frank N. Hartwell died, aged 72 years, after a long illness at his home in Louisville, Ky. He was president of H. Verhoeff & Co., and had been active for years in grain circles.

IRRGANG.—William Irrgang was killed when he was caught in the belt on the main line shaft in the elevator of the Farmers Elevator Company of Remington, Ind., of which he was manager.

JONES.—A. L. Jones died on February 26 at his home in Seattle, Wash. He was manager of the garden seeds department of the Chas. H. Lilly Company of Seattle.

LEWIS.—James H. Lewis died at Poseyville, Ind., on March 14. He was a retired grain elevator owner.

LUCKEN.—Andrew Lucken died recently at

FIELD SEEDS

(Continued from Page 638)

can be made direct to the freight house platform, or carloads may be unloaded direct into the first or second floors of the building.

The Kelly company has besides its San Jose property a large wholesale and retail seed business at Peoria, Ill., operating under the name of the B. F. Adams Company. All of the seed corn is grown under contract for the company near San Jose, and almost all of the corn is shipped from the San Jose house.

SEED MOVEMENT SLOW

By B. S. BROWN

Field seeds in middle western territory have been extremely slow-moving the last two weeks because of the heavy snows and generally cold weather. The snows and unfavorable weather conditions have curtailed planting all over this section of the country and have cut into sales considerably, according to wholesale seed and grain men in Kansas City, Mo. Trade has shut down almost completely and seeds will be inactive as long as the weather remains unfavorable to planting.

Farmers are spending more money on seeds this year than they have for some time, say dealers. A large volume of planting is being done by farmers for the first time in four or five years. Consequently, though seed sales have been retarded, there is no doubt that they will be unusually heavy when trade is resumed. Although prices are some higher, weather conditions are expected to be better than last year a little later, and as the farmers have the ground to plant they are buying seeds despite prices. Farm seeds, such as Clover, Alfalfa, Timothy and other field seeds were selling in good number until the recent cold snap and will continue to do so following it.

Bluegrass seeds are selling in large volume at the immediate time. Dealers believe that lawns are in bad condition owing to the hot, dry spell of last year and bad spots are being sown early. Miscellaneous grasses are also selling. Clovers are greatly in demand. Red, White, and Alsike Clovers

are selling well and are now higher in price than at this time last year. Bluegrass is selling at 65 cents a pound by mail, with some variations. Clovers, depending on variety, are selling for the most part from 20 cents to 60 cents a pound, subject to change.

It has been reported that the early oats was killed by the cold weather even before the heavy snows arrived. This means replanting over a large area. Other later field crops which had not yet been planted are being held up by the cold, but it is expected that they will be planted soon; and this means an appreciable increase in sales of field seeds. Dealers are expecting trade to come on with its usual force and quantity in the near future, as the farmers have the ground ready and must plant it before long.

There is a good supply of seeds on hand this year, and no shortage is expected. Dealers have enough supply to satisfy a heavy demand, and though field seed prices are a little higher than last year this does not mean that there is a shortage of supply.

WISCONSIN SEED NEWS

By C. O. SKINROOD

The seed market in the Northwest is just a little bit discouraging, according to the leading dealers in Milwaukee. The season is so backward from the standpoint of the farmer that some dealers believe the call for seeds will be slim this year.

Milwaukee seed dealers report that the farm season will be three or four weeks late, from present prospects.

The Red Clover seed market is very dull. There has been little buying as yet. There is not much seed around, the market is pretty well cleaned up, but there will be ample supplies of domestic seed here in Milwaukee to meet all ordinary demands.

The big leaders in the seed buying here to date have been Alfalfa and Sweet Clover. The raising of Alfalfa has been boomed so much by the state college of agriculture, that seedsmen report this is the kind of seed which is usually wanted. One of the chief reasons why Sweet Clover is wanted, local

seedsmen say, is because it makes a fine fertilizer for the soil. The Alsike demand for this season is also reported as good when compared to the slow buying in some other field seeds.

The real lemon in the seed field this year is Timothy seed. No one seems to want Timothy seed this year, is the verdict of one leading seed handler. The price has recently slumped from 25 to 30 cents and the price is now quoted around \$7.80.

Due to the fine seeds now being produced at the experiment station, Prof. Moore says Wisconsin can do better in corn even than the great Middle West corn belt states. He pointed out that the five-year average yield of corn in this state is 40 bushels an acre, while in the great state of Illinois the corn yield on the average runs only a little above 36 bushels to the acre. Iowa raises, according to Prof. Moore, only 39.9 bushels per acre and Ohio comes along with 39 bushels, while Missouri is down in the 28 bushel an acre average class.

IMPORTS OF FORAGE PLANT SEEDS

The Seed Testing Laboratory of the Bureau of Plant Industry reports the following imports of forage plant seeds permitted entry into the United States under the Seed Importation Act:

Kind of Seed	March		July 1, '25	July 1, '25
	1926	1925	to Mar. 31, '26	to Mar. 31, '25
Alfalfa	1,305,600 ¹	201,500	3,530,200	4,527,500
Canada bluegrass	101,300	119,800	220,600	1,052,000
Alsike clover	1,705,400	1,767,400	9,558,100	8,368,600
Crimson clover	285,300 ²	76,900	5,186,900	4,255,200
Red clover	4,464,400 ³	3,195,600	18,518,300	6,122,600
White clover	193,600 ⁴	135,000	1,412,700	982,900
Clover mixtures	34,800	.....	114,700	8,500
Meadow fescue	.....	100	13,000	600
Agrostis mixtures	500	.....	15,700	.....
Broom-corn millet	44,100	99,900	222,200	153,000
Foxtail millet	30,000	41,300	125,400	134,900
Orchard grass	.....	.....	92,900	991,900
Rape	518,600 ⁶	442,500	5,705,800	3,611,800
Redtop	.....	.....	.....	500
English ryegrass	89,900	132,600	2,113,700	1,059,100
Italian ryegrass	136,000	23,100	1,561,700	698,000
Timothy	.....	.....	.....	100
Hairy vetch	245,700 ⁶	43,800	2,986,300	1,451,600
Spring vetch	211,400	11,000	1,056,100	788,200
Awnless bromegrass	.....	.....	11,000	.....

The Seed Testing Laboratory of the Bureau of Plant Industry reports the following imports of forage plant seeds not subject to the Seed Importation Act:

Kind of Seed	March		July 1, '25	July 1, '24
	1926	1925	to Mar. 31, '26	to Mar. 31, '25
Bentgrass	56,300	40,600	309,300	183,700
Biennial white-flowered sweet clover	1,742,000	736,700	3,969,200	3,125,100
Biennial yellow-flowered sweet clover	15,800	.....	222,800	51,500
Bur clover	.....	.....	.....	4,600
Crested dog's tail	1,300	4,500	34,100	37,200
Chewings fescues	.....	32,500	468,500	640,900
Other fescues	49,000	64,200	1,034,700	726,900
Meadow foxtail	200	100	300	1,800
Rescue grass	.....	.....	3,100	.....
Rhodes grass	.....	.....	16,500	10,400
Rough-stalked meadow grass	3,200	5,100	67,000	34,800
Sweet vernal grass	1,200	100	1,900	1,000
Annual sweet vernal grass	.....	.....	.....	2,200
Tall oat grass	300	200	400	1,700
Tall paspalum	.....	15,700	.....	28,900
Velvet grass	.....	.....	8,200	5,900
Wood meadow grass	7,400	1,800	39,200	24,500
Canary grass	.....	43,300	.....	43,300
Carpet grass	.....	.....	5,700	5,000
Molasses grass	.....	.....	80,500	.....
Lawn grass mixture	17,100	.....	17,100	.....

¹All from Canada, except 107,300 pounds from Latvia. ²All from France. ³4,262,200 pounds from France, 103,600 pounds from Germany, 87,600 pounds from Canada, 10,900 pounds from Chile, 100 pounds from England. ⁴97,200 pounds from Poland, 48,100 pounds from Germany, 22,000 pounds from Holland, 21,900 pounds from Czechoslovakia, 3,300 pounds from France, 1,100 pounds from England. ⁵376,700 pounds from Holland, 46,300 pounds from Hungary, 40,000 pounds from Japan, 33,700 pounds from Germany, 21,900 pounds from Poland. ⁶121,100 pounds from Germany, 54,700 pounds from Czechoslovakia, 44,100 pounds from Latvia, 13,600 pounds from Sweden, 12,200 pounds from Canada.

VARIABLE WEATHER AFFECTS NEW YORK SEED TRADE

By C. K. TRAFTON

Conditions in the local market for field and grass seeds during the past month may best be described as "spotty", which is by no means astonishing in view of the extremely variable weather. Occasional periods when the sun shone brightly and the temperature was comparatively high served to stimulate buying appreciably, but there were equally numerous periods when climatic conditions were more wintry, tending to "freeze up" the enthusiasm of buyers. The bad condition of country roads generally was a serious hinderance to distribution of seeds from interior retail stations. While some of the larger merchants expressed themselves as fairly well satisfied with the total turn-over and were inclined to regard the market as steady because of the material reduction of stocks of many varieties and the probability of a revival of general buying with the advent of real spring weather; there was, nevertheless, considerable irregularity and unsettlement.

Timothy developed moderate activity during the middle of the month, both for domestic and foreign account, and holders were generally firm at 8.25@8.75 cents, but later buying slackened appreciably and prices fell to 8@8½ cents. Exports for the month were 1915 bags, against 680 during February.

RETAIL SEED PRICES

The United States Department of Agriculture sent a questionnaire to retail seed dealers and received more than 2,000 replies concerning the retail price of seeds on March 30, 1926, as compared with that of the same date last year. The data show that retail prices of Alsike Clover, Timothy, Redtop, Kentucky Bluegrass, Orchard Grass, Amber and Orange Sorgo, and Hairy Vetch were higher; while Red, White, and Sweet Clover, Alfalfa, German, common, and Siberian millet, Sudan grass, cowpeas, soybeans, seed corn, wheat, barley, and oats were lower on March 30 than a year ago. Compared with a month ago, common and Siberian millet, Orange Sorgo, rape, common vetch, soy beans, seed corn, wheat, and oats were lower. Alsike, White, and Sweet Clover, Timothy, Redtop, Kentucky Bluegrass, Orchard Grass, German Millet, Amber Sorgo, and cowpeas were higher. Red Clover, Alfalfa, Sudan Grass, and barley were unchanged.

NEW SEED TRADEMARKS

The following new seed trademarks were recently published in the *Official Gazette* of the United States Patent Office:

"Plaza" field seed and lawn seed mixtures. The

PARK-GREEN PLAZA

Atlantic Seed Company, Inc., Philadelphia, Pa. Filed January 4, 1926. Serial No. 225,462.

"Park-Green" field seed and lawn seed mixtures. The Atlantic Seed Company, Inc., Philadelphia, Pa. Filed January 4, 1926. Serial No. 225,463.

TOLEDO SEED MARKET

By S. M. BENDER

Clover has shown a good undertone the past month with cash demand lately more liberal than for some time. Stocks of Clover here are not large and it is thought they will be greatly reduced during the next 30 days. The sowing season is late and this may cause the cash demand to run well into May. Trade in futures during the past month was rather light as it generally is just before the cash demand opens up. Springlike weather has at last arrived and may bring with it the lively trade that dealers anticipate. The only fly in the ointment is that farmers may choose to substitute the cheaper seeds such as Alfalfa and Sweet Clover. Dealers expect this every year but in the final wind-up they find that just as much Clover is required as in former years. Prime Clover has been plentiful this year due to importations of French seed. Many farmers and dealers have chosen this foreign seed at the large discount due to its excellent color and high purity.

Seeds and other supplies are to be handled at Bowling Green, Ky., by Victor Smith, well known to the trade in that locality.

A branch store has been opened at Superior, Neb., by the Bowman Seed Company located at Concordia, Kan.

H. D. Watenpaugh has opened a seed house at Sheridan, Wyo. He was associated with the Denio-Barr Milling & Grain Company for a number of years.

An interest in the E. B. Evans Seed & Feed Company of Springfield, Mo., has been bought by A. B. Harriman, owner of a number of elevators in northern Missouri. He has been in the grain business for 30 years and will take active charge of the company.

The Nicholas Seed Company of Jerome, Idaho, has let the contract for a two-story warehouse costing \$25,000.

The capital stock of the Gallatin Seed Company of Bozeman, Mont., has been increased from \$50,000 to \$200,000.

The Big Four Company, which has been formed at Franklin, Kan., will handle seeds in addition to other products.

The store and offices of Malmo & Co., at Seattle, Wash., are being enlarged. The seed store is almost doubled in size.

B. F. Ewing has re-entered the seed and implement business at Smith's Grove, Ky. He retired a year ago from business.

A retail and wholesale business in seeds, nursery and plant lines is to be conducted by J. G. Prestage & Sons at Allegan, Mich.

The stock and fixtures of the Charles McIntosh Seed Stores, Fort Collins, Colo., have been bought by the Fort Collins Seed Company.

E. M., A. F., and H. L. Galloway have incorporated at Fort Morgan, Colo., as the Platte Valley Seed Company. Its capital stock is \$50,000.

A seed store in which field, garden and flower seeds and poultry feeds will be handled, has been opened at Washington C. H., Ohio, by A. B. McDonald.

A wholesale and retail seed store has been opened at Kansas City, Mo., by Tobin & Quinn. Thomas J. Tobin and Lester J. Quinn are partners who will deal in grass and field seeds.

A new seed house to be built at Evansville, Ind., for Guy M. Purcell, president of the Purcell Seed Company of Evansville. It will include a three-story modern cleaning department.

A new warehouse is to be built at Baltimore, Md., to be occupied by the Baltimore Feed & Seed Company. The term of the lease is for 30 years, with renewable periods of 10 years.

George H. Valentine is now in the seed department of the Haley-Neeley Company of Sioux City, Iowa. He was for six years in extension work with the South Dakota State College at Brookings, S. D.

A new retail seed store has been opened at Montgomery, Ala., by the Collier-Hurst Seed Company in the building formerly occupied by the Harvey Seed Company. A. J. Collier and A. W. Hurst are interested.

A large seed house is to be erected at Manito, Ill., for L. E. Talbott, with whom Joseph Seelye will be associated. They will specialize in seed corn and cow peas. A fireproof seed house is to be built with a capacity of 20,000 bushels.

A. J. Pinkerton has sold his interest in the Central Wisconsin Seed Company of Waupaca, Wis. He has resigned as manager, a position which he has held since 1923, when the company was organized. Henry Smith and Benj. Dance are now interested in the company.

Grain and Seeds

FOR SALE

Two cars 1925 crop Unhulled Red Top. Ask for samples and prices. PURCELL SEED COMPANY, Evansville, Ind.

FOR SALE

High quality Broom Corn Seed grown from our select seed on our Seed Farms. Ask for samples. C. W. HARRIS SEED COMPANY, Mattoon, Ill.

FOR SALE

Eighteen hundred bushels Black Valentine Beans. Clark and Ferry strain, at reasonable figure. Large quantities at special prices. Write today. WALLACE, 24 Richmond Hill, N. Y.

Of Interest to Seed Dealers

URBANA CULTURE

Cheapest and best legume inoculator. Prepared for Alfalfa, Sweet Clover, Red Clover, Soy Beans, All Legumes. Retail price 50c. bushel size.

Write Now for Dealers' Prices

THE URBANA LABORATORIES

Urbana, Illinois

SEEDS

BETTER SEEDS; BETTER CROPS
PRUNTY SEED & GRAIN CO.
9 South Main St. SAINT LOUIS

BUYERS—SELLERS, FIELD SEEDS

ED. F. MANGELSDORF & BRO.

Wholesale Field Seeds First and Victor Sts., St. Louis, Mo.

April 15, 1926

FOR SALE

Pulleys, 1,000; all sizes, solid cast iron, wood and steel split. Elevator belts and buckets and supplies. STANDARD MILL SUPPLY COMPANY, 501 Waldheim Building, Kansas City, Mo.

TENNESSEE CULTIVATED MILLET

For Sale—Car Lots Only
Ask for Samples and Price
CHERRY-MOSS GRAIN CO.
Union City, Tennessee

AT ATTRACTIVE PRICES

H. L. Barker, Millsboro, Delaware, has 500 bushels of nice yellow seed corn for sale. Known as the Yellow Dent, Germination 100%. Yielded 1925, 50 to 75 bushels per acre. F. o. b. car.

SEED CORN

Carefully selected, tested, and carrying Purdue Agricultural Station Tags, in bushel bags in ears, showing germination test of 95% or better. Reid's Yellow Dent crossed with Crawford Variety, which is a particularly desirable character of corn for this latitude, good size and quick growth. In quantities desired, reasonable price considering quality. Samples and prices on request. H. E. KINNEY GRAIN COMPANY, 617 Board of Trade, Indianapolis, Ind.

Miscellaneous Notices

WANTED

Partner—too much for one man. Will accept part trade. This will stand inspection. HAWARDEN ROLLER MILLS AND ELEVATOR, Hawarden, Iowa.

FLOUR AND MILL FEEDS

Mixed cars of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products. ANSTED & BURK CO., Springfield, Ohio.

TIME PAYMENTS ALLOWED

On the Boss Air Blast Combination Cleaner and Car Loader. Equipped with motors, if needed. Loads cars without scooping. Boosts grades. Quickly pay for themselves. MAROA MANUFACTURING COMPANY, Maroa, Ill.

WANTED, STATE DISTRIBUTORS FOR WHEAT SMUT PREVENTIVE

For treatment of seed wheat, we offer a new colloidal copper carbonate preparation approved by 48 agricultural colleges and experiment stations. Twice as efficient as ordinary copper carbonate used by elevators or for direct sale to the farming trade. Large jobbing profit. ACME OIL CORPORATION, 189 North Clark St., Chicago, Ill.

WANTED

Position as assistant superintendent of flour mill, or manager of grain elevator. Am a miller by trade, having had 25 years' experience in the milling and grain game; at present superintendent of Cincinnati grain elevator, but see no future. Married; 43 years of age. Can furnish best of references. EARL CRIDER, 1044 Winfield Ave., P. H., Cincinnati, Ohio.

For Sale

MACHINERY

ACT QUICKLY

Plant and all equipment of Phoenix Mfg. Co., Eau Claire, in northwestern Wis. Sell separately or as a whole: lathes, planers, shapers, milling machines, boring machines, large radial drills, grinders, pipe machines, motors, belting, complete forge shop and foundry equipment, hand tools, patterns and parts. Sacrifice prices. Complete list on request. W. H. HOBBS SUPPLY CO., Eau Claire, Wis.

ELEVATORS AND MILLS

FOR SALE IN NORTHERN ILLINOIS

Several grain elevators at small stations. Also handling lumber, coal and other side lines. HOLCOMB-DUTTON LUMBER COMPANY, Sycamore, Ill.

MINNEAPOLIS

GRAIN AND ELEVATOR BUSINESS

Modern fireproof construction 600,000 bushel storage capacity, excellent shipping facilities, and going business. Offered for sale at attractive price account death of principal owner. CEREAL PRODUCTS COMPANY, Manitowoc, Wis.

A REAL BARGAIN

South Dakota elevator for sale. Electrically equipped; first-class condition. Ample territory in good grain belt. F. A. KOHLHOFF, Stratford, S. D.

HORTONVILLE, WIS.

A 10,000-bushel cribbed elevator, feed mill and large warehouse; electric power. Good going business; handle grain, flour, feeds, seeds, lime and cement. Excellent farming community, located on C. & N. W. Ry. Reason for selling, poor health. PETER OLK, Owner, Hortonville, Wis.

FOR SALE CHEAP FOR CASH

Six-hundred-barrel flour mill in excellent condition; grain warehouses and elevators and going business. Very favorable outlook at present, and a possibility to net a return of the investment the first season. GUY PURDY, 724 Realty Building, Spokane, Wash.

FEED MILL FOR SALE

In dairy, hog and chicken district of Wisconsin, where farms are small and heavily stocked. We also retail a complete line of flour, feeds, hay, grains, etc. W. S. M., Box 4, care AMERICAN ELEVATOR AND GRAIN TRADE, 431 S. Dearborn St., Chicago, Ill.

Land Opportunities

FOR SALE

An old private estate, exceptionally located. Will sell off a few 100-foot lots reasonably. E. R. PERKINS, Manitowish, Wis.

FOR SALE

For list of Western Canada farm bargains, best in quality, price and terms, write WALCH LAND COMPANY, Winnipeg, Man., Canada.

FOR SALE

To settle estate ranging 40 to 580 acres, the best farm land in Michigan; all improv.; stock, tools optional. Write owner, D. JOHNSON, Holton, Mich.

WISCONSIN LAKE FRONTAGE

Spend your summers in a cool climate. For very choice lots and cottages or lake frontage, at very reasonable prices, write O. W. HENDERSON, Stanley, Wis.

TEXAS ACREAGE

Ranch 10,000 acres; \$100,000 improvements, Railroad and state highway run through land. \$26.50 acre. Rio Grand Valley, 77,000 acres, \$7.75 acre. Inspection invited. F. DeLOACH, Donna, Texas.

MONTANA

For Sale—Livestock merchandising proposition. One thousand acres improved creek valley, hotel, store, p. o., many buildings; town site. Merchants, farmers, stock feeders, attention; \$30; terms. B. M. BEAN, Valentine, Mont.

FOR SALE IN FOREST COUNTY, WIS.

Four hundred forty acres cut over land with deep, cold running spring on the premises, covering about one acre; small outlet. An ideal opportunity for private trout pond, trout already planted. J. H. KUEHL, Green Valley, Wis.

FLORIDA ACREAGE

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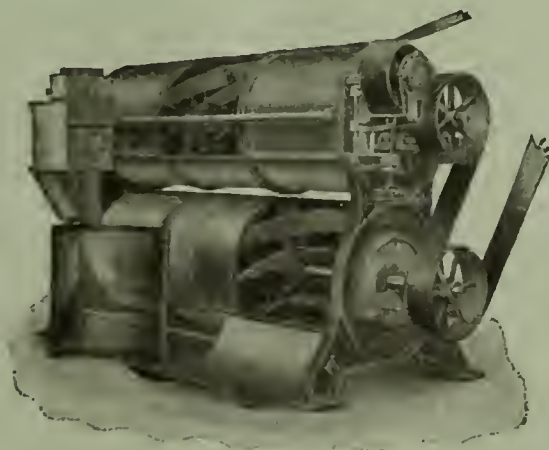
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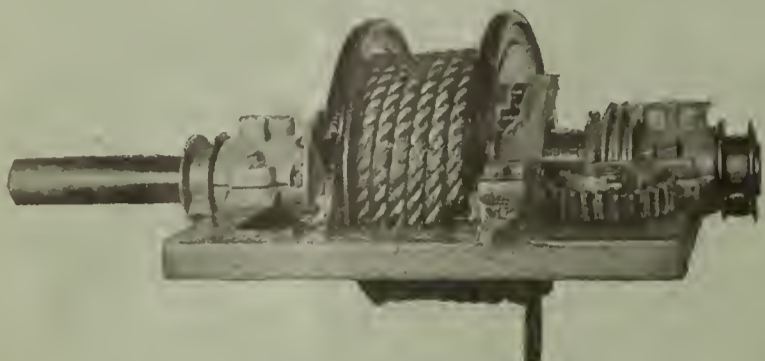
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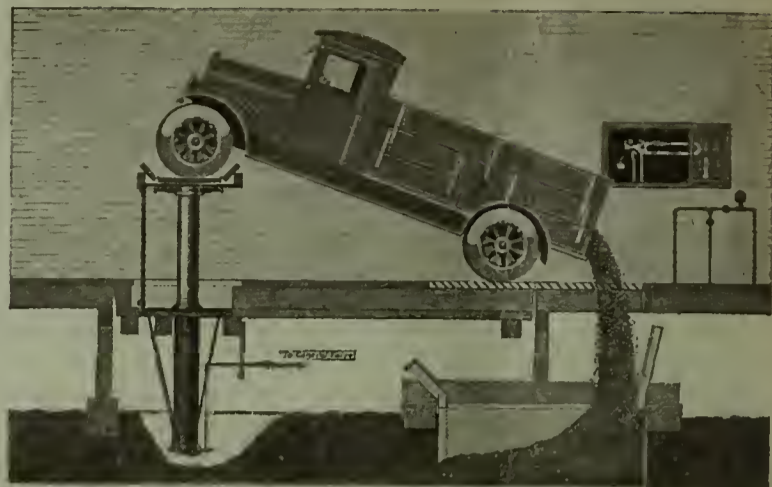
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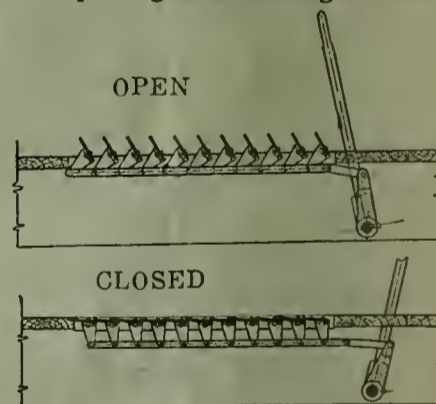
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