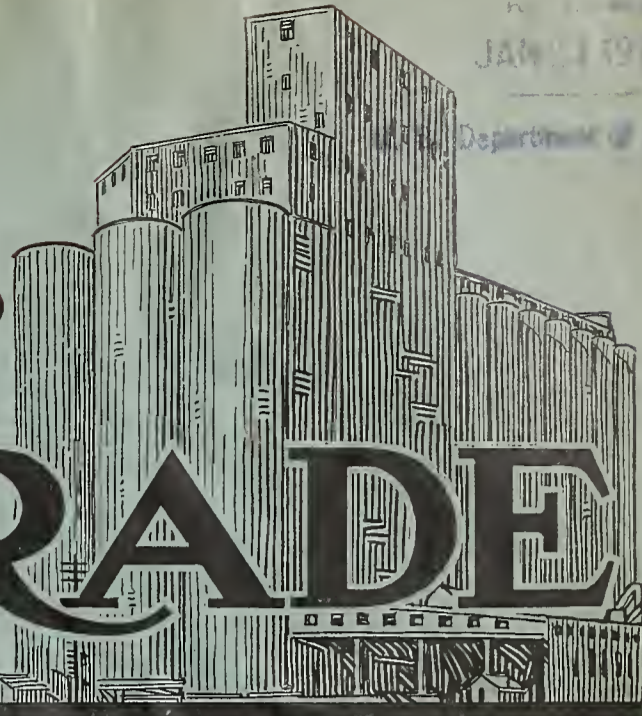


THE AMERICAN

ELEVATOR AND

GRAIN TRADE



Established 1882. Entered as second-class matter June 26, 1885, at the Post Office at Chicago, Illinois, under Act of March 3rd, 1879. Established 1882

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. XXXVII

431 South Dearborn St., Chicago, Ill., January 15, 1919

NO. 7

YOUR CONSIGNMENTS
RECEIVE A WELCOME
WHICH PROTECTS
YOUR VERY OBJECT

MCKENNA & RODGERS

GRAIN

60 BOARD OF TRADE

CHICAGO

OUR EARNEST APPEAL
ASSURES A GOOD DEAL

**SIMONS, DAY
& Co.**

GRAIN,
PROVISIONS,
STOCKS,
BONDS.

We solicit consignments and offers of
cash grain, also future delivery orders
on all exchanges.

322 Postal Telegraph Bldg.

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Direct Private Wires to New York and Illinois and Iowa Points

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Mail Samples for Top Market Bids

**Milwaukee
Seed Company**

MILWAUKEE, WIS.

Established 1877
LANGENBERG BROS. GRAIN CO.
GRAIN and HAY

We Solicit Your Consignments

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THE ILLINOIS SEED CO.
GRASS SEEDS FIELD

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Hay and Alfalfa Meal Products

736-738-746 Live Stock Exchange Building
KANSAS CITY, MISSOURI

(The World's Greatest Hay Market)

If you have Hay or Alfalfa—if you want Hay we have it. We have un-
equalled facilities, the largest established trade and outlet. Liberal advances on
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Write Us Your Needs in Alfalfa Meal. Our Delivered Price

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Covers all markets. Ask for the weekly or
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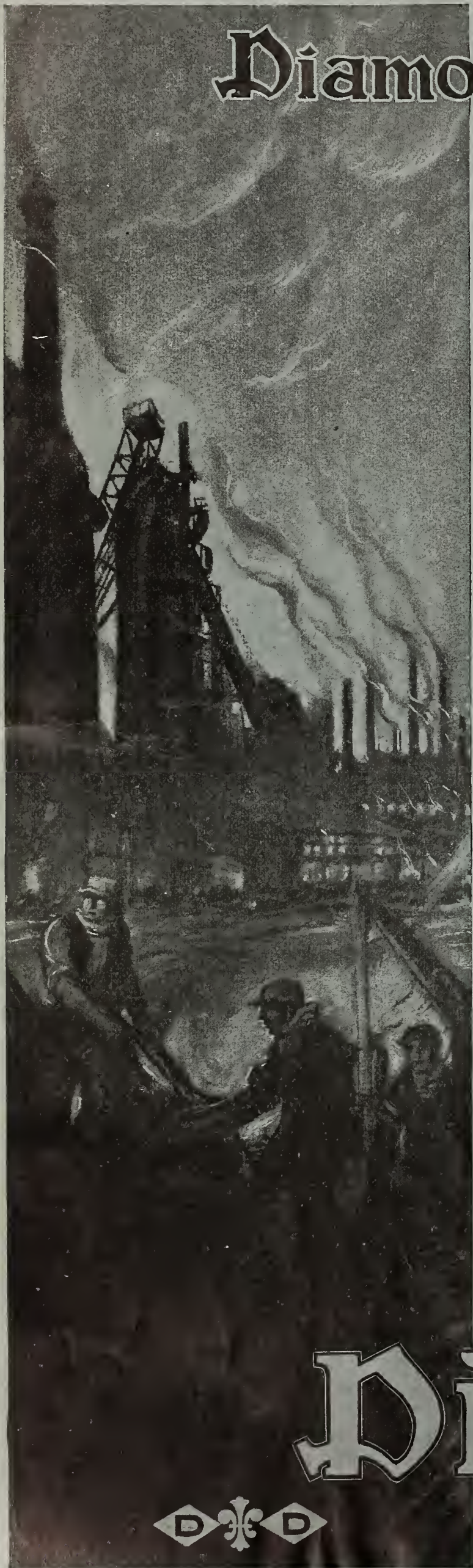
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SPECIAL PRICES ON GRAIN BAGS

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Diamond's Greater Efficiency Has Come to Stay

OUT from the stress of war-time production emerges a Greater Diamond—

A Diamond *super-efficient*—with tremendously increased capacity—its quality standards yet higher than ever before.

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Diamond Grain Belts, so good before that they ranked second to none, have been still further improved. Our belt for elevating the grain has been given greater strength. The life of our horizontal belt has been materially lengthened.

Don't be satisfied with pre-war standards—*investigate Diamond*.

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Factories: AKRON, OHIO

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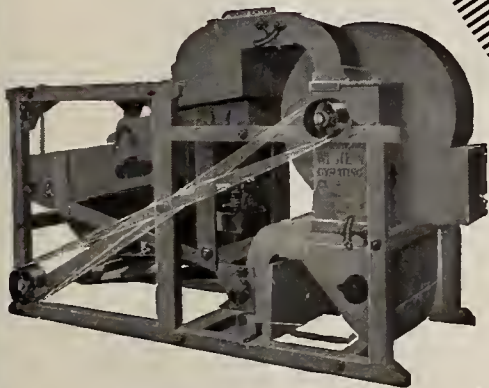
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"Western" Rolling Corn Screen Cleaner

THE OWNER OF A WESTERN EQUIPPED ELEVATOR WEARS A SMILE FROM EAR TO EAR

A prosperous year is assured the plant that is built around Western Machinery. They are wonders for work and the Nation-wide urge for economy and service is nowhere answered more sincerely than in their efficiency of operation. By perfection of design and careful construction all Western Machines have been given a low operating cost and constant reliability that brings an unusually high return on the owner's investment.



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No Disappointments Are Built Into WESTERN MACHINES

They Reflect in full measure the supreme accomplishment in the development of modern elevator equipment, and offer a dependable long term of service that is the final element in determining true value and economy.

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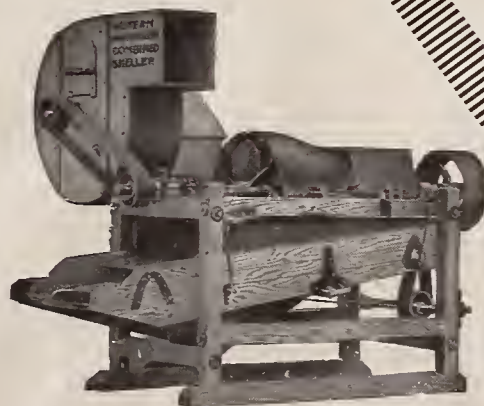
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Make flour of wheat and other grains grown at home, milled at home and sold at home to home people. Rich rewards await men with or without previous milling experience. Requires but small investment. Easy terms permit you to pay from profits.

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Grown at
Home
Milled at
Home
Sold at Home
To Home People

America's Community Flour

The Best Yet

Milled
Exclusively
on the AMERICAN
(Midget) MARVEL MILL

Be the Proprietor
of the
Best Paying
Business in
Town

This Mill Will
Get You the
Grain Business
of Your
Community.

It Will Be Your
Greatest Aid in
Solving the
Problem of
Competition.

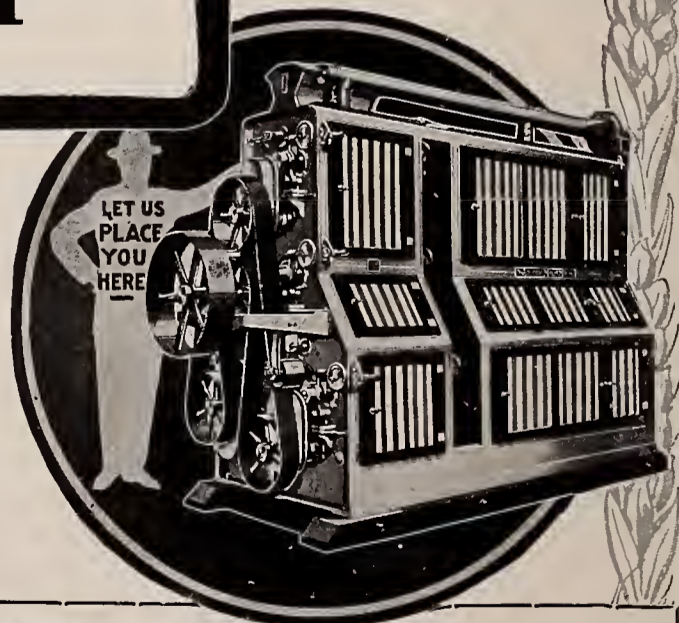
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Successful
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The American (Midget) Marvel Mill can be installed in small space, requires but one man to operate and takes little power. It will produce more pure white, nutritious flour per bushel of clean wheat than any other milling process.

To make success assured, we virtually enter into partnership with you and work with you in the operation of the mill and in building up a profitable business.

Owners of this wonderful mill are entitled to market their flour under our nationally advertised brand — FLAVO Flour. It gives them membership in the Community Marvel Millers Association.

Investigate this opportunity. Men of action are the winners in life. Send the coupon now. No three cent investment ever offered you more.



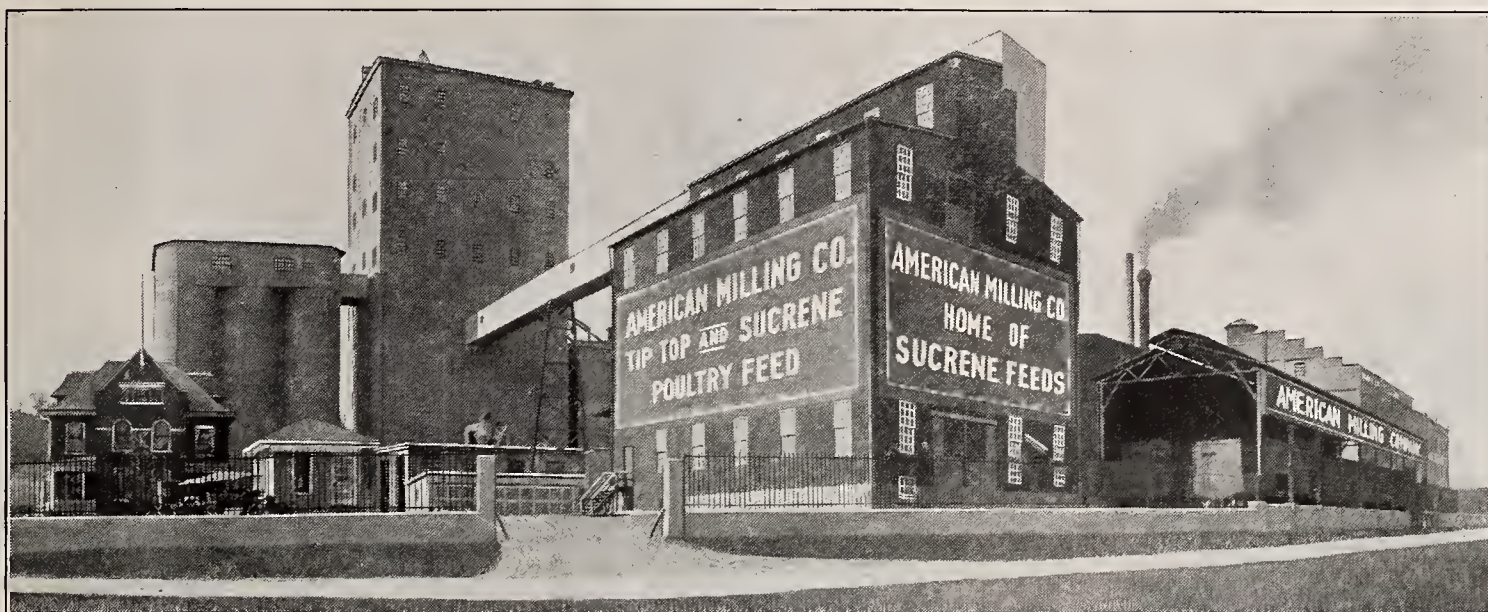
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Send full details of your wonderful flour mill, free trial offer, easy terms and co-operative plan.

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Buy the Farmer's Grain—Sell Him Sucrene Feeds

Under the stress of high grain prices farmers generally have adopted the policy of selling their grain and buying Sucrene Feeds for their live stock.

Many grain dealers are taking advantage of this change in feeding method to find it brings them profits they never had before. Of 1,100 grain dealers who built elevators last year, over 400 built large feed warehouses in connection with them, carrying large stocks of ready mixed feeds to supply the demand of farmers whose grain they bought.

Sucrene Feeds Offer Dealers Strongest Guarantee of Permanent Business

Because they are not merely fall and winter sellers, but all year 'round sellers—no left-over stocks.

Because they are distinctive among mixed feeds in being a complete line of correctly balanced, highly palatable, guaranteed quality rations for all live stock and poultry.

Because dairymen and stock feeders find these feeds more economical to buy and more profitable to feed than ordinary rations.

Because the name "Sucrene" has been made familiar to dairy men and stock raisers through continuous large space advertising and through 18 years' steadily growing popularity among leaders in the live stock business.

The Sucrene Line Includes:

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Sucrene Hog Meal
Sucrene Poultry Mash
with Buttermilk
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steers)
Amco Dairy Feed (25%
Protein)

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We supply you with attractive literature on all Sucrene Feeds for free distribution among your farmer customers. Now is the time to push Sucrene Feeds. Take advantage of the new conditions to establish your permanent leadership in the feed trade.

American Milling Company

Dept. 54

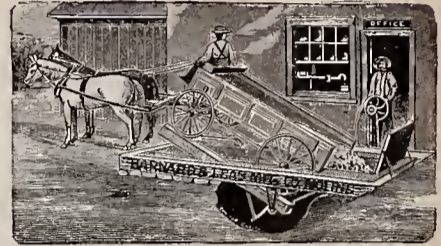
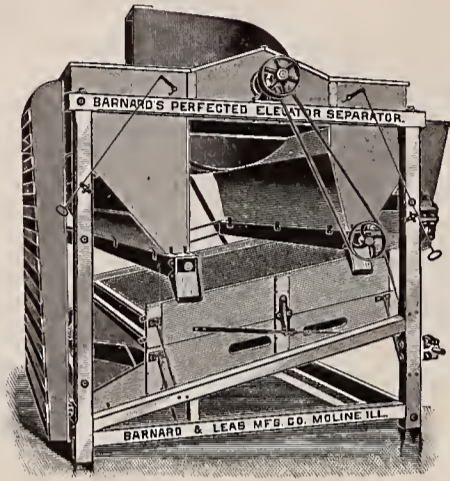
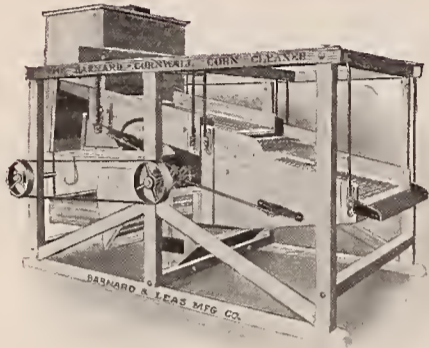
Peoria, Illinois

Branches: Syracuse, N. Y., Philadelphia, Pa., Boston, Mass.,
Cleveland, O.

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of grain for
merchandising.

Have ample
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sacking and
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facilities.

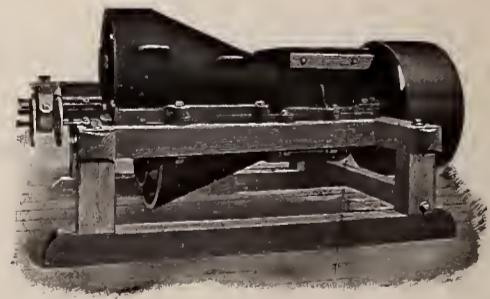
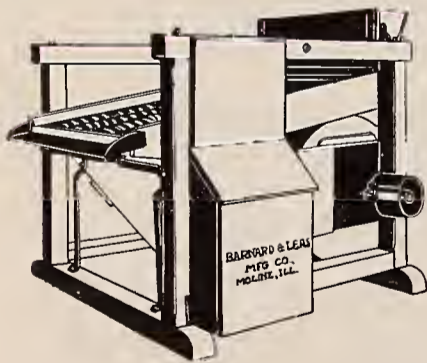
Complete Elevator Machinery Outfits



The Early Bird Catches the Worm

Shops and Tools expressly designed for the manufacture
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For Quality, Moderate Prices and Prompt Service
always deal with a specialist



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MILL BUILDERS AND

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Conveyor Belting

THE dry dust which collects in the grain elevator is naturally more or less injurious to belting. Only the very highest grade of belting can withstand it.

GOOD belting under these conditions will retain its pull and pliability.

RELIO is one of the brands of belting that we recommend highly for this service.

United States Rubber Company

MECHANICAL GOODS DIVISION



THE MILL BEHIND

Ankorite

STEEL DRIVE POSTS



Ankorite

STEEL FENCE POSTS

A Great Selling Record

The wonderful sales success of Ankorite Posts shows conclusively the great demand for these

Steel Fence Posts of Superior Merit

Farmers everywhere are learning the unusual advantages of the Crimped Anchor and the other features of superiority in the Ankorite Patented Steel Post.

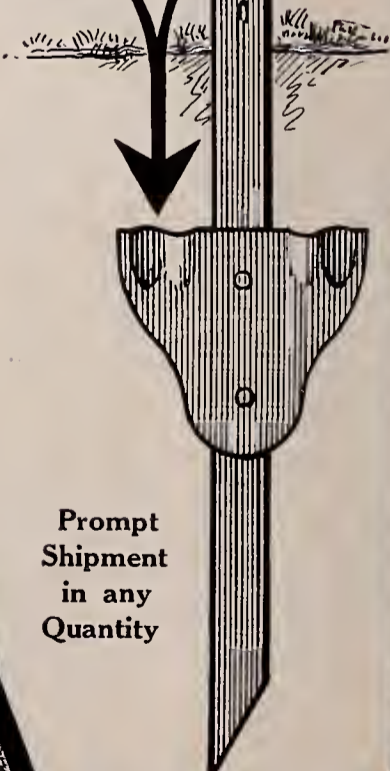
Reorders from Dealers come in a steady stream.

Dealers' Opportunity Now Greater Than Ever Before

The coming season offers a truly remarkable opportunity for big sales to every Ankorite Dealer because an enormous amount of delayed fencing will have to be done this Spring. Millions of farmers are reading our Ankorite ads in the Farm Magazines and the demand for Ankorite Posts will be greater than ever. Someone in your locality will make money by supplying farmers with Ankorite Posts. NOW is the time to get "lined-up" for Spring business. Dealers are daily taking exclusive territory.

From
MILL
Direct to
DEALER

THE
PATENTED
CRIMPED
ANCHOR



Prompt
Shipment
in any
Quantity

Write Today for our Exclusive Sales Plan
CALUMET STEEL CO.

ESTABLISHED 1907

Dept. 20

208 S. La Salle Street, Chicago

Tropical

In the Period of Reconstruction

paint is going to play a most important part in the conservation of labor and resources. It is extravagance that is painfully out of tune with the spirit of the times to postpone paint over-hauling of structures.

Painting lessens deterioration, prolongs the life of buildings, reduces upkeep expenses and increases serviceability. But use Tropical conservation paints. They are standardized in quality by years of positive reliability. They are the best and cheapest because they save the need for frequent and expensive painting.

For Outside Painting Use Tropical Elastikote

Elevator men the country over are most enthusiastic over the high quality and superiority of Tropical Elastikote. Not only do they find it economical in the long run, but they know from experience that it is the best paint on the market for its particular use. Especially mixed and prepared to withstand the weather; unusually long wearing and superior as a fire retardent. Tropical Elastikote is supplied in 16 different shades.

Toco Mill White For Elevator Interiors

Unsolicited testimony from Elevator users give positive proof that Tropical Toco Mill White stands up under severest tests. Minimizes fire danger; dries hard and is very non-absorbent.

TROPICAL PAINT and OIL CO.
Cleveland, Ohio.

Tropical Paint and Oil Co.,
Cleveland, Ohio.

Gentlemen: Kindly supply us with complete details about

Toco Mill White—
Surface to be covered.....Sq. feet
Tropical Elastikote—
Surface to be covered.....Sq. feet

Firm

City

Individual

Mail This
Coupon for
Tropical Facts.



Cairo is a GOOD Market

Consign to
CAIRO

Watch **OUR** Bids

Ask for bids if you are not getting
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Cairo Elevator & Mill Company
Chas. Cunningham & Son
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Halliday Elevator Company
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CINCINNATI

THE NATION'S HAY CENTER



CINCINNATI is the ideal center for the hay trade. Railroad facilities could not be better. Trunk lines run from all the adjacent hay growing states to this city, thence lead to the consuming section of the South and East, assuring quick returns and conditions favorable to top prices at all times.

Under the "square deal" plugging system the grade of hay can be established to an absolute certainty. There is no chance of change in the price originally quoted and all dissatisfaction, complaints and subsequent inspections are eliminated. Shippers are protected and get what the hay is honestly worth and all that it is worth.

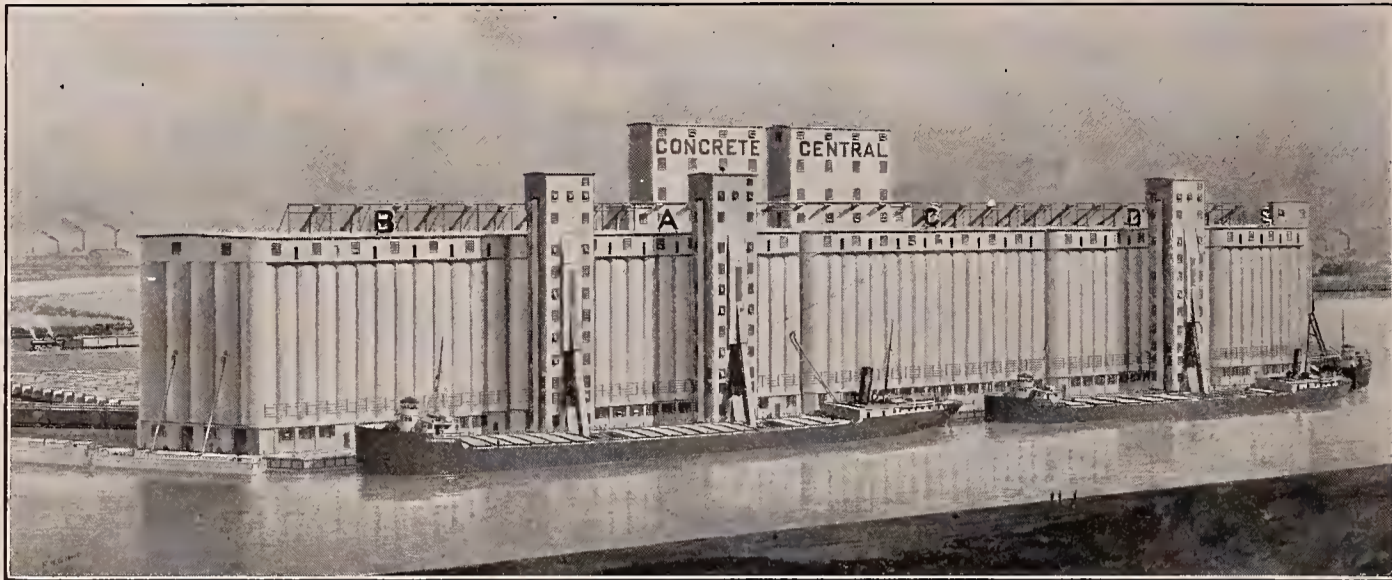
Look at the map and market your hay through any of the following responsible members of the

Cincinnati Grain & Hay Exchange

Brouse-Skidmore Grain Co., The
Mutual Commission Co., The
Early & Daniel Co., The
Fitzgerald Bros. Co., The
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Gale, A. C., Grain Co., The
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CONCRETE-CENTRAL ELEVATOR, CAPACITY 4,500,000 BUSHELS

THESE "MONARCH ELEVATORS" make it possible to handle expeditiously and economically Buffalo's 200,000,000-bushel Grain Business.

Houses of "Monarch" construction are excelled by none in design, arrangement, and economy of operation.

Other "MONARCH" Elevators in Buffalo and Vicinity

**Wheeler
Monarch
Connecting Terminal**

**Kellogg
Buffalo Cereal Co.**

**Superior
Geo. J. Meyer Malting Co.
Shredded Wheat Co.**

CONSULT US BEFORE BUILDING

Monarch Engineering Company

Engineers and Contractors

Buffalo, N. Y.



Paint economy is not the price paid per gallon but the number of years of service given. Consider

DIXON'S Silica-Graphite PAINT

when buying a protective paint. It has unusual qualities for protecting all kinds of exposed metal or wood work against corrosion of all kinds. Write for Booklet No. 17-B and long service records.

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Enormous Increased Sales prove the Efficiency, Merit and Serviceability of these liners.

The Kennedy Car Liner

is the only device offered the grain shipper that makes a car Leak-Proof. Cheap—Modern—Profitable. Write now for particulars.

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Shelbyville, Indiana, U. S. A.

SEE THAT YOUR CONTRACT CALLS FOR

THE CUTLER MEAL DRYER



SOLD BY ALL MILL FURNISHERS
Not An Experiment

All Metal Steam Dryer

IN SUCCESSFUL USE 40 YEARS DRYING

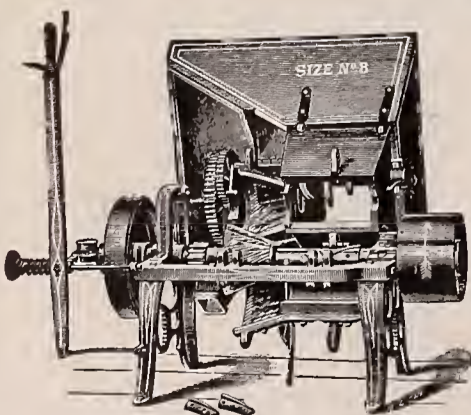
CORN MEAL, HOMINY, BREWERS' GRITS AND MEAL, AND ALL CEREAL PRODUCTS. ALSO SAND, COAL DUST, GRAPHITE, CLAY, ORES, ETC.
Automatic in operation, requiring no attention

THE CUTLER CO., North Wilbraham, Mass.

CATALOG ON REQUEST

Make Feed Grinding More Profitable!

Bowsher's "Combination" Mills do this



Mill opens like this in six minutes.

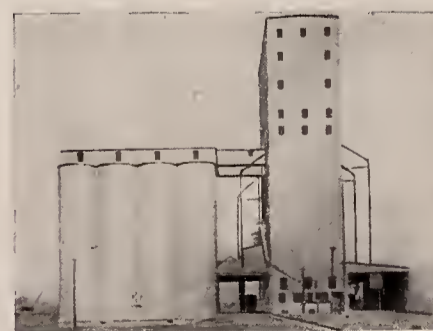
Because their large capacity, cone-shaped grinders and positive self ear feeders are properly designed to direct every ounce of power energy to the actual reduction of the grain.

Crush and Grind ear corn, husked or unhusked, alone or mixed with any kind of small grain in any desired proportion. Reduce the material to any fineness desired for feeding purposes.

11 Sizes, 2 to 25 H.P.
Sold with or without Sacking Elevator.

The N. P. Bowsher Co., South Bend, Ind.

CLEAR the DECKS—Now for 1919



Kansas City Southern Ry. Terminal Elevator

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We build in concrete or wood.

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WEBSTER BUILDING

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Canadian Government Railway's Elevator and Gallery System, St. John, New Brunswick.

Recently Completed

Capacity 500,000 Bushels

Designing and Consulting Engineers for Entire Work

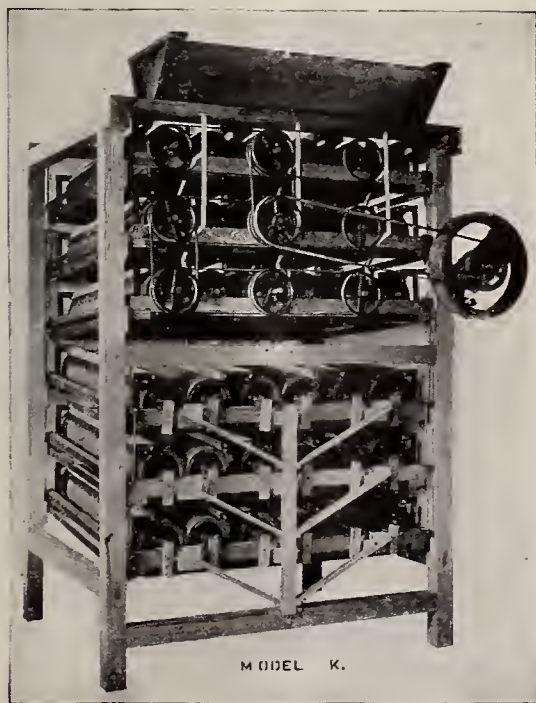
JOHN S. METCALF CO., Limited

GRAIN ELEVATOR ENGINEERS

54 St. Francois Xavier Street, Montreal, Canada 36 Southampton Street, Strand, London, W. C. England 395 Collins Street, Melbourne, Australia 108 S. LaSalle Street, Chicago, Ill.

To the Seed Trade!

After eight years of experience and close attention in our own seed cleaning house and other seed cleaning houses in separating Buckhorn and Rape from Clover Seed and Alfalfa we have developed and are now manufacturing



MODEL K.

The Improved **KING**

Buckhorn Machine

which we declare Perfectly Practical and Practically Perfect in its work. The shortening of the reels to four feet has increased its cleaning efficiency 100 per cent and reduces the floor space requirement so essential in any work house.

The small horsepower necessary, due to the center drive feature, the individual feed arrangement, the seed delivery to one central spout, the principle of cleaning, the simplicity in construction, minimum wear and the capacity and quality of the work governed by the incline of the rails makes the machine a necessity in every plant where seed cleaning is done.

Write today for a "King" booklet describing fully the merits of this machine. Do it now.

KING MANUFACTURING CO.
NORTH VERNON, - - - IND., U. S. A.

Over Fifty Emersons

in use by

The U. S. Grain Standardization Bureau

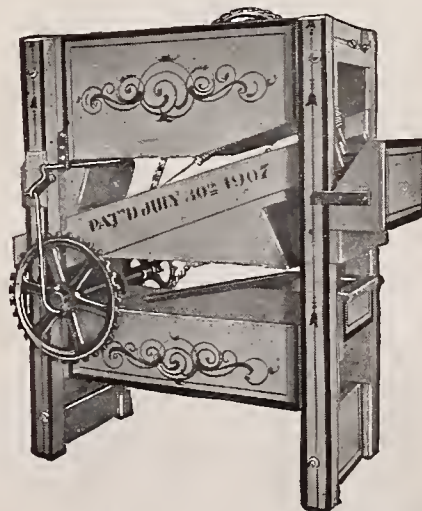
Over 50 Emerson Wheat Testers, or Emerson Kickers, as the Government officials call them, are found in the different laboratories and inspection departments of the U. S. Grain Standardization Department. They are being recommended to the milling and grain trade by the Government officials as the most satisfactory device or machine for determining the actual amount of dockage in each sample of wheat.

Guess Work a Thing of the Past in Grading Wheat

The Emerson makes an absolute, perfect separation of the oats from the wheat, not one kernel of oats left in the wheat and not a kernel of the wheat lost with the oats. Eliminates all guess work. All disputes between buyer and seller are settled on the spot. Avoids any feeling about doubtful dockage. Farmers prefer selling where the test is made with the Emerson Tester or Emerson Kicker.

Over 8,000 Emersons In Use

Any number of elevator companies are using from 25 to 50 Emerson Kickers and from that on to 250, depending upon the number of elevators they operate. Hundreds of smaller elevator companies and mills are using from 1 to 5 machines. In addition there are hundreds of flour mills, state grain inspection departments, commission houses, grain buyers, boards of trade and U. S. Grain Standardization Bureau all using Emerson Kickers for determining dockage in wheat.



The Emerson Guarantee

The Emerson Kicker is sold with an absolute guarantee to do exactly as we claim or money will be refunded. It has proved itself to be a splendid investment for milling and elevator companies. Let us prove it to you. Write today for pamphlet giving full description and unsolicited comments by prominent Emerson users.

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Windsor, Ont.

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Uses the daylight. Tracks arranged right.

"Macenco Results"



1500 barrel Mill, 300,000 bushel Elevator and
500 H. P. Diesel Power Plant of the Kansas
Flour Mills Company, Great Bend, Kansas.

Macdonald Engineering Company
53 West Jackson Boulevard
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Biggest in Years!

With a record wheat crop in prospect and with
three years' supply in Australia and South America
now available for foreign markets, the storage de-
mands in the United States for 1919 will be the greatest
in history.

Plan now. See that you have sufficient storage
facilities. Be sure that you are ready in time.

It will pay you big to find out at once about
the POLK SYSTEM of monolithic concrete
storage construction. Lowest cost of con-
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Factory Office
Port Branch, Indiana

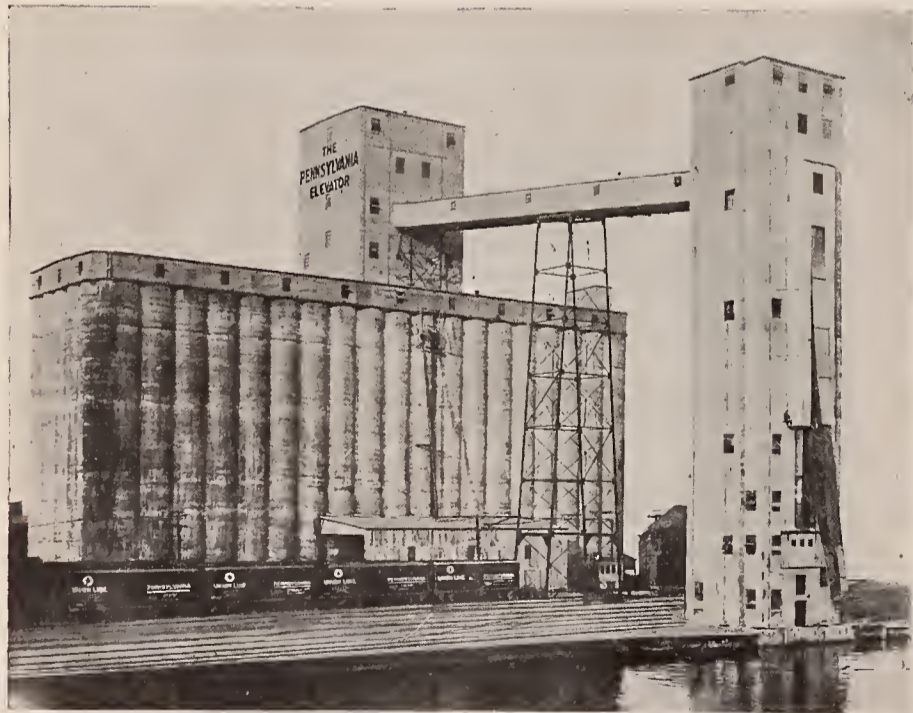


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Designers and Builders
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PENNSYLVANIA RAILROAD COMPANY ELEVATOR, ERIE, PA.

1,250,000-bushel Concrete Workinghouse and 25,000-bushel Marine
Tower. Reinforced Concrete. Latest improvements. Write us for
designs and estimates.

2051-6 McCORMICK BUILDING, CHICAGO

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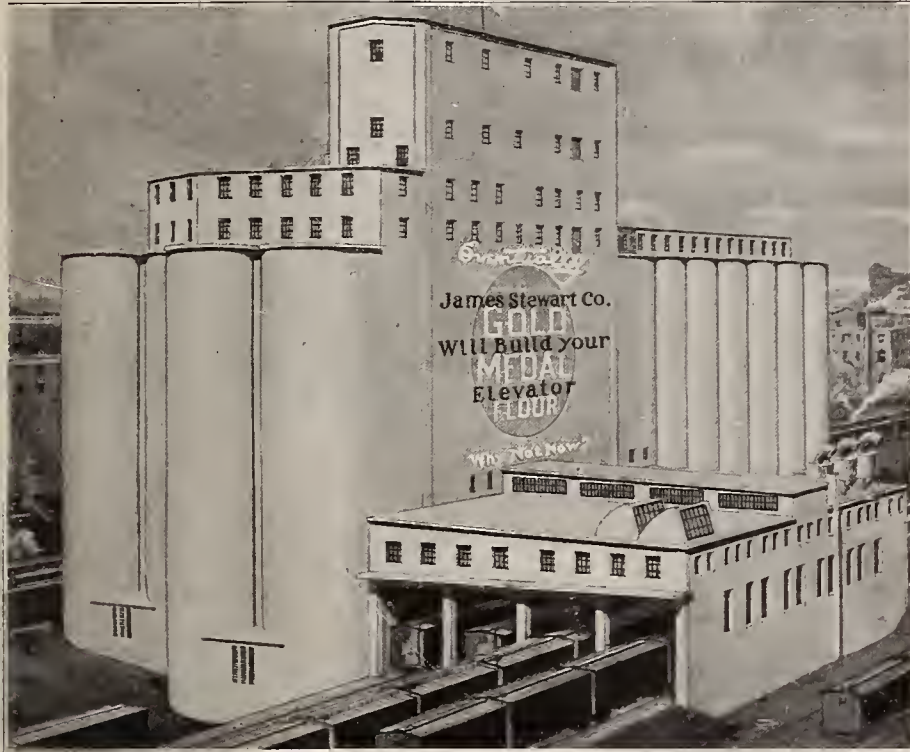
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Flour Mill and Grain Elevator Mutual Insurance Companies

show that 80% of all fires in Mills or Ele-
vators start in elevators. The installation
of an automatic feeding device which will
positively prevent an elevator choking
from over-feeding and an automatic relief
which will prevent an elevator choking
from bin getting full or spout choking, will
annually save millions of dollars in fire loss
and add at least 50% to efficiency of any
stand of grain elevators. These devices
are perfected and are available for mill and
elevator owners, are very inexpensive and
absolutely practical. Full particulars will
be furnished free of charge by this office,
on request.

Mutual Fire Prevention Bureau
OXFORD, MICHIGAN

**TWO MILLION BUSHEL FIRE PROOF
RECEIVING ELEVATOR
FOR
Washburn-Crosby Company
Minneapolis, Minn.**



Write us for designs and estimates
We Design and Build Elevators, any type of construction, in any part of the World.
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Fifteenth Floor of Westminster Building **CHICAGO, ILL.**
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**Chicago & Northwestern Railway Company's New
Reinforced Concrete Grain Elevator Being Built
at Council Bluffs, Iowa, for the Updike
Grain Company of Omaha, Neb.**



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COMPLETE WITH MACHINERY INSTALLATION
DEVERELL, SPENCER & CO.
Garrett Building **Baltimore, Maryland**

Reliance Construction Company

**Furnish Plans, Estimates and Build
COUNTRY GRAIN ELEVATORS**

Our long experience as a builder of elevators insures you an up-to-date house. Write today.

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L. A. STINSON

CONSULTING ENGINEER
H. E. GODFREY, Civil Engineer

REFERENCES: Some of the biggest and best grain elevator plants in the country
National Life Building Chicago, Ill.
Grain Driers, General Overhauling and Improvements

BALLINGER & McALLISTER
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Grain Elevators Ear-Corn Plants

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The Barnett & Record Company
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Reinforced Concrete and Steel Ore Dock constructed at Superior, Wisconsin, for the Allouez Bay Dock Company. Entirely Fireproof.

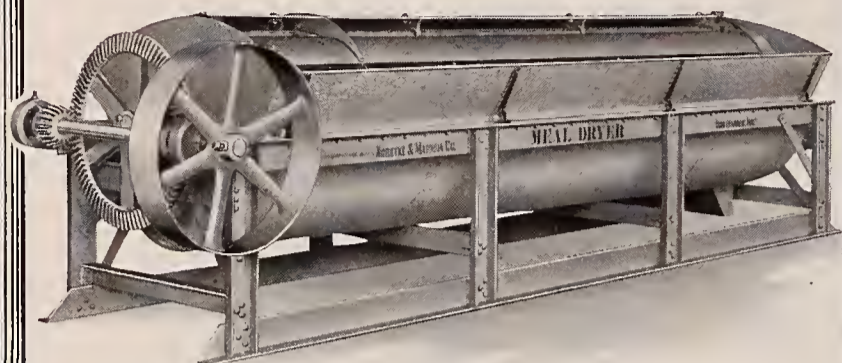
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OFFICES:

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NORDYKE & MARMON COMPANY

MEAL DRYER



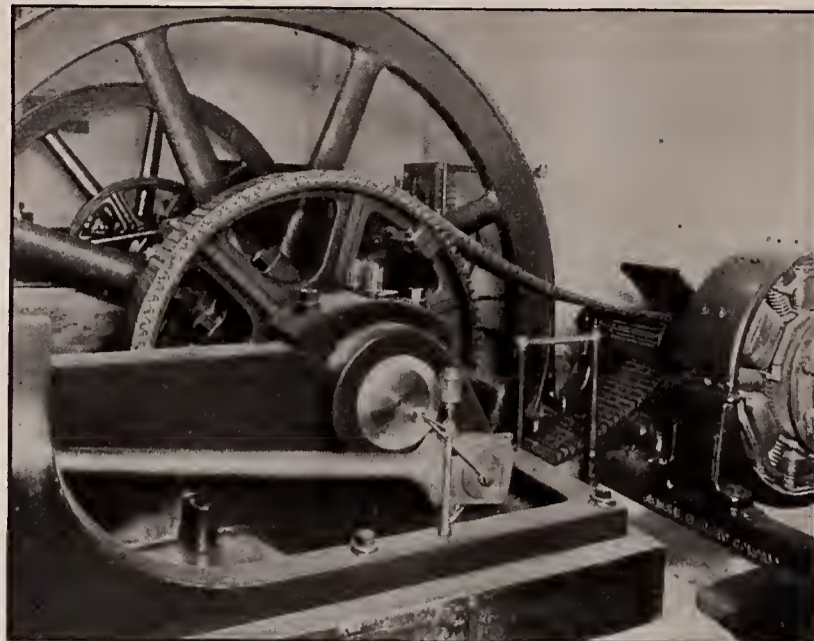
Style "H" Meal Dryer. Invaluable for Corn Milling

USED throughout the world because it has larger heating surface, perfect steam circulation, better ventilation, greater capacity and does its work more thoroughly and economically. The intake, distribution and discharge of product are freely and uniformly accomplished. The principle of construction is correct and for durability and reliability no other method of construction is equal to it. These facts are proved conclusively by results obtained in the many mills in which the Style "H" Meal Dryer is used.

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ESTABLISHED 1851 : INDIANAPOLIS, INDIANA

America's Leading Mill Builders



200-H.P. Drive

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Steady Maximum Power

IF YOU have belting difficulties with a higher cost and a lower output per unit power than your competitors, COME TO US.

MORSE DRIVES will meet every demand of the World's Peace Markets as they met every war emergency.

Wages do not come from Capital, but Production

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MORSE DRIVES have always increased production and met every demand for positive, uniform, non-slipping, high speed production. Built for great power and 100% overloads.

Morse Drives

Give greater output in a given time.
Give steadily, noiseless, clean, never failing.
Cost less to operate, 99% efficient.
Longer life, less to maintain, less depreciation.

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Meets every call for suggestions or assistance, will provide drawings and details for solving your problem for those drives that are giving you low production and high costs. Assistance free, without obligation. Always willing and ready. When in trouble call nearest office.

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1919 Diary and Memorandum Book in press. Secure copy. Give firm name, position, address.

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FIBRECLAD WIRE ROPE



Waterbury Fibreclad Wire Rope is a wire rope each strand of which is served with the best grade of tarred Russian Hemp Marline. This fibre covering prevents the chafing and wear of the wire strands during flexing movements, maintains smooth cylindrical rope surface and prevents rust and rot.

These features make it particularly valuable for transmission of power, for hoisting and towing and for numerous other uses.

Catalog

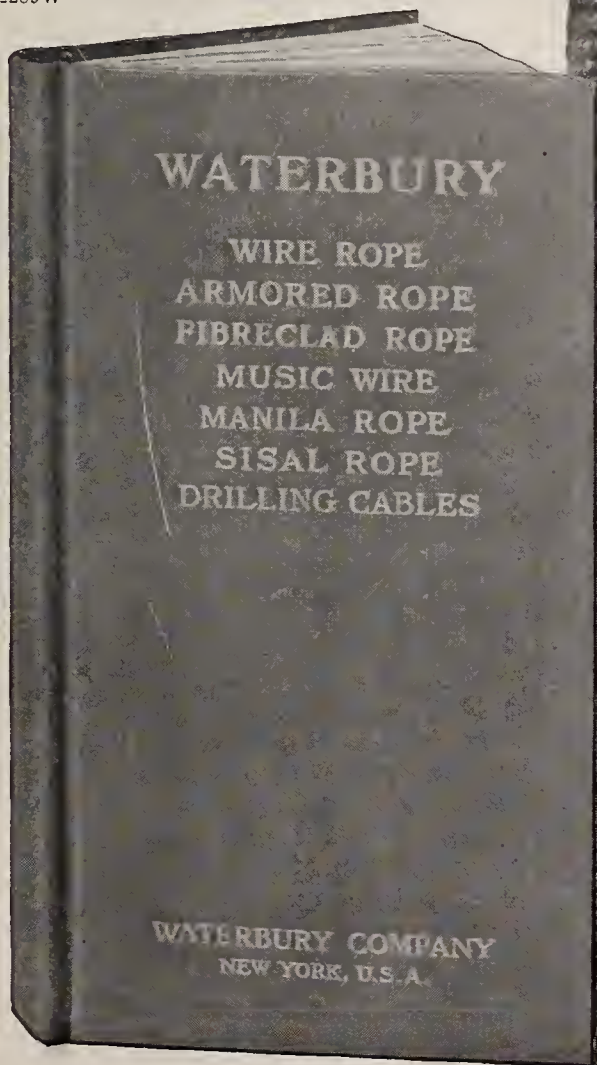
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2285W



The First National Bank of Chicago

Charter No. 8

Statement of Condition, Close of Business December 31, 1918

ASSETS	
Loans and Discounts.....	\$ 121,282,524.15
United States Bonds and Certificates.....	24,855,104.33
Bonds to Secure U. S. Postal Savings Deposits.....	2,369,500.00
Other Bonds and Securities (market value).....	5,204,943.36
National Safe Deposit Co. Stock (Bank Building).....	1,250,000.00
Federal Reserve Bank Stock.....	660,000.00
Customers' Liability Under Letters of Credit.....	4,186,100.82
Customers' Liability Account of Acceptances.....	10,573,953.01
Cash Resources—	
Due from United States Treasurer.....	\$ 296,000.00
Due from Federal Reserve Bank.....	20,111,375.08
Cash and Due from Banks.....	63,773,572.57
Other Assets	84,180,947.65
	<u>590,641.07</u>
	\$255,153,714.19

LIABILITIES	
Capital Stock paid in.....	\$ 10,000,000.00
Surplus Fund	12,000,000.00
Other Undivided Profits.....	2,081,003.34
Discount Collected but Not Earned.....	1,166,739.18
Dividends Unpaid	548,944.00
Reserved for Taxes.....	1,751,275.18
Foreign Bills Rediscounted.....	117,562.50
Cash Letters of Credit.....	397,219.28
Liability Under Letters of Credit.....	4,510,643.20
Acceptances Executed for Customers.....	10,779,570.64
Time Deposits	\$ 2,006,593.78
Demand Deposits	204,447,248.25
	<u>206,453,842.03</u>
Liability to Customers, Payments 4th Liberty Loan.....	3,374,640.00
Liabilities other than those above stated.....	1,972,274.84
	<u>\$255,153,714.19</u>

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A. V. DILLON.....Manager JOHN N. OTT.....Asst. Attorney

First Trust and Savings Bank

Statement of Condition, Close of Business December 31, 1918

ASSETS	
Bonds	\$ 26,555,046.13
Time Loans	28,413,741.40
Federal Reserve Bank Stock.....	315,000.00
Customers' Liability for Acceptances.....	606,727.65
Demand Loans	\$ 13,813,747.24
Due from Federal Reserve Bank.....	4,285,980.63
Cash and Due from Banks.....	10,156,938.80
	<u>28,256,666.67</u>
	\$84,147,181.85
LIABILITIES	
Capital	\$ 5,000,000.00
Surplus and Undivided Profits.....	5,895,107.32
Reserved for Interest and Taxes.....	431,184.61
Acceptances Executed for Customers.....	606,727.65
Time Deposits	\$49,937,114.06
Time Deposits	\$52,764,246.13
Demand Deposits	15,281,866.15
	<u>68,046,112.28</u>
	\$84,147,181.85

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Combined Deposit of Both Banks, \$274,499,954.31

Rope Drives

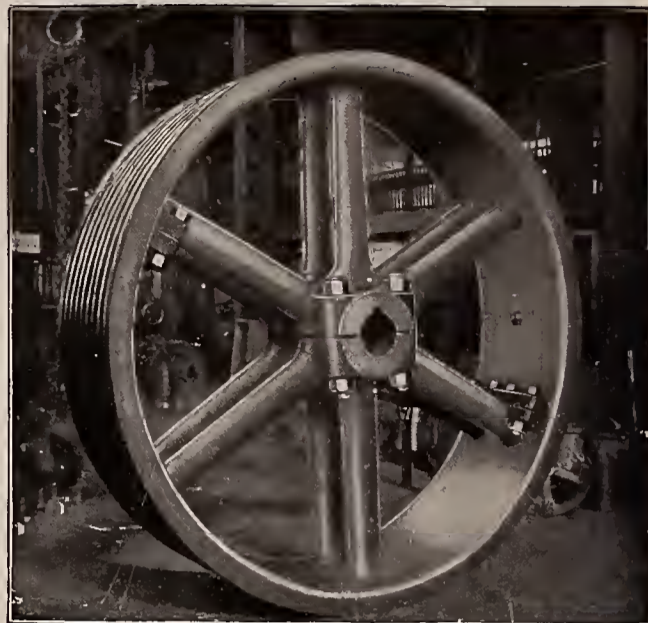
We design and install complete rope drives. We are experienced in this line, and drives designed by us are successful. We supply the best grade of Manila rope. Our Machine-molded sheaves are perfect in balance, accurately finished and free from flaws injurious to the rope.

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RANDOLPH GRAIN DRIERS
 STEAM OR DIRECT HEAT CONTINUOUS FLOW MADE IN ALL SIZES
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GRAIN DRIERS

are essential to conservation of corn. No modern grain handling plant should be without one. Allow us to place before you plain, honest facts concerning driers and learn why the one pre-eminent is

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"The drier designed to ultimately cost less"

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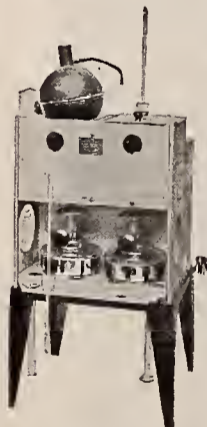
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Write for Booklet.

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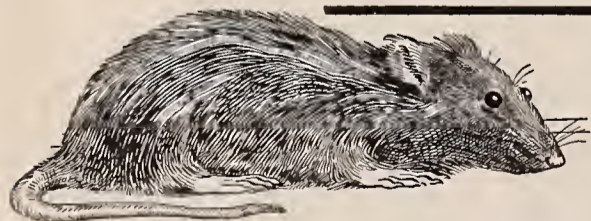


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Grain Insurance for short terms a Specialty.

CASH ASSETS - \$894,085.38

G. A. MCKINNEY, Sec'y

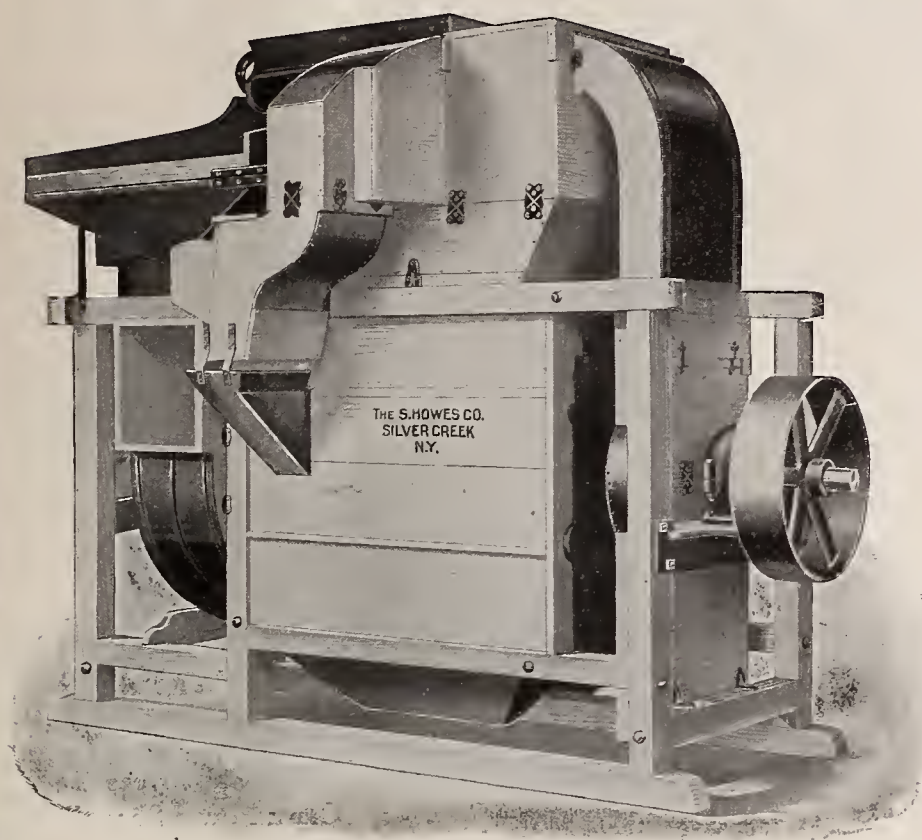
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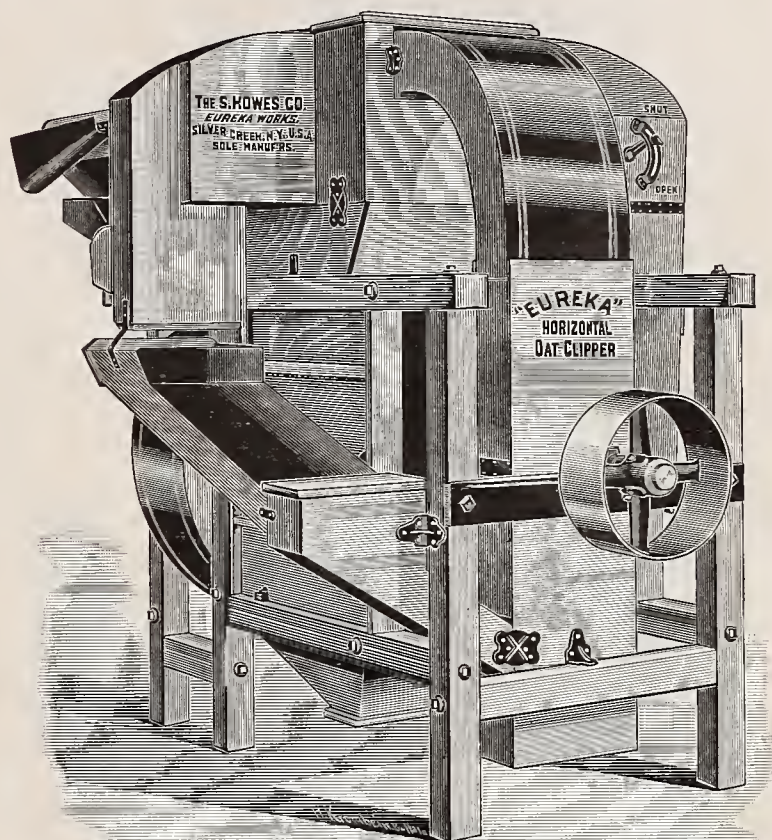
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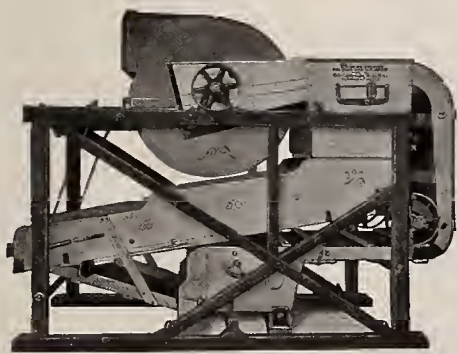
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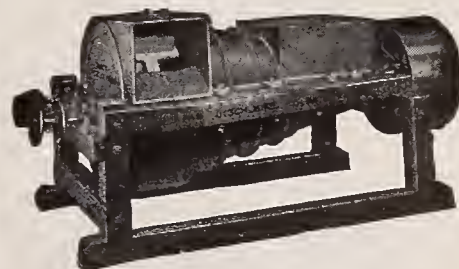
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One in Your History. Constant Machines Will Help



The U. S. Grain Cleaner



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Ball-Bearing
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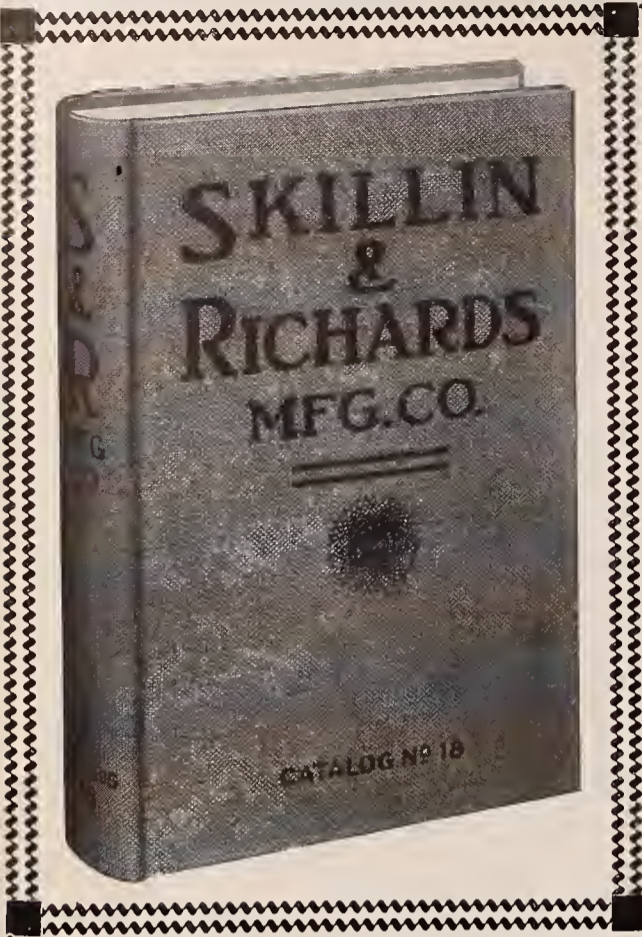
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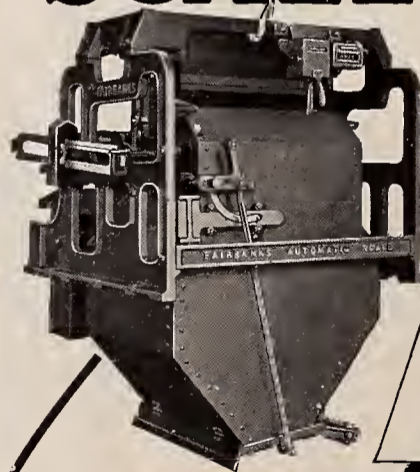
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2888

FAIRBANKS Automatic SCALES



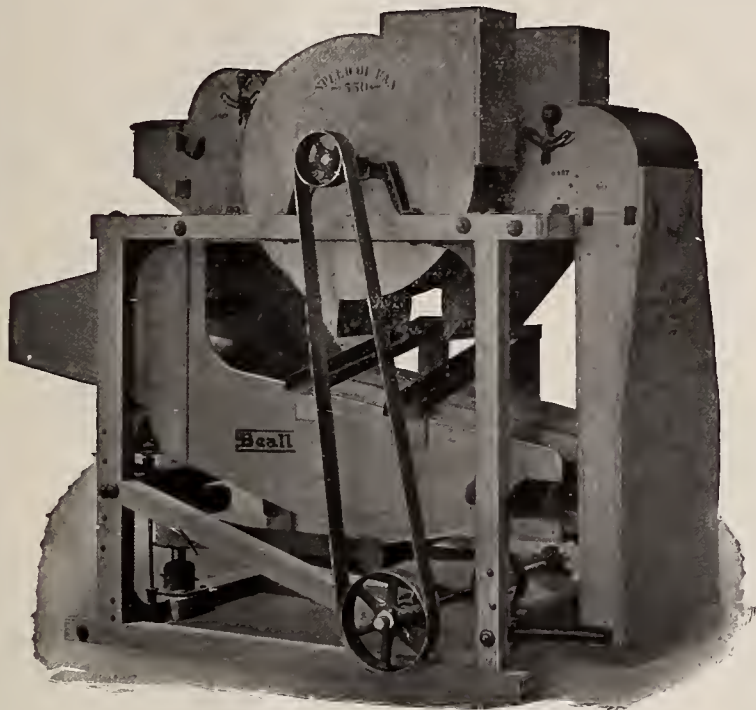
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- gives you
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Printed Records
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Weights*

This scale weighs same weight per discharge on all grains—does away with changing weights in weight box.

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**Warehouse and Elevator
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It is designed on a fundamentally correct plan and has a capacity for long, satisfactory service. It is sturdily built and economical in operation.

Of course there's a reason for the steady volume of orders for Beall Separators. The expense is practically nothing when you consider results.

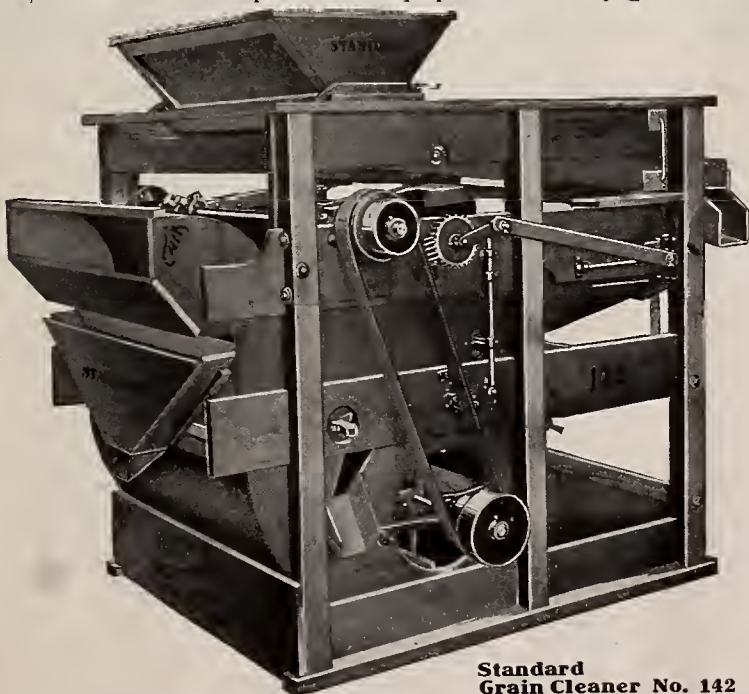
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This Year Will Assure Standard Grades.**

THIS No. 142 Standard Grain Cleaner is especially valuable as a small receiving separator, requires little power, is easy to install, is a moderate-priced machine, will make your wheat grade equal to any, and better than many, and is an example of peace-time economy. It contains valuable improvements, fully protected by patents, and should form part of the equipment of every grain elevator.



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Write today for our illustrated booklets before deciding on your new equipment. It will mean money in your pocket next year.

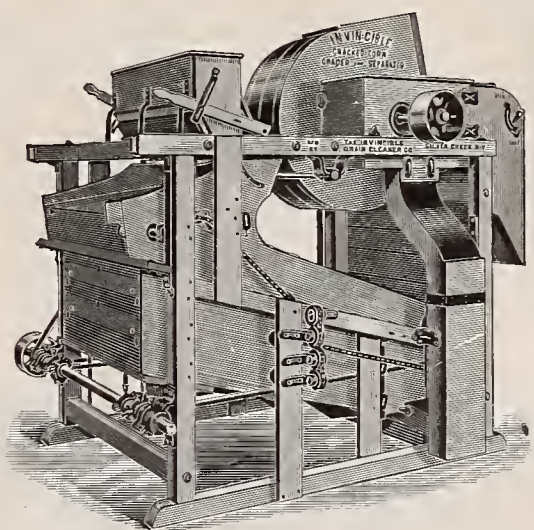
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Are you ready for the spring trade of the poultryman?

He will want three grades of cracked corn—fine, medium, coarse.



This machine will produce the grades, and at the same time gives you the meal and hulls separate. All in one operation.

It will interest you to know more about it. Write for Bulletin.

Invincible Grain Cleaner Company
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The Corn Exchange National Bank

OF CHICAGO

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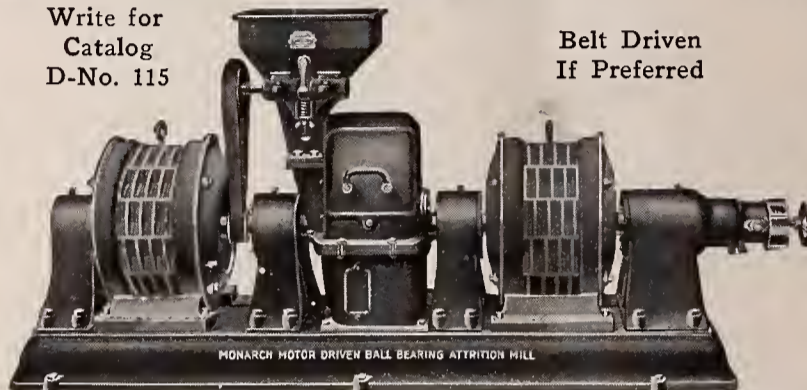
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We ask, as a plain business proposition, which would pay you better, to ignore these losses, which, in the aggregate, soon amount to a substantial sum of real money, or to protect yourself permanently from such loss by investing in

The Monarch Ball Bearing Attrition Mill

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Complete new systems installed on modern plans and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

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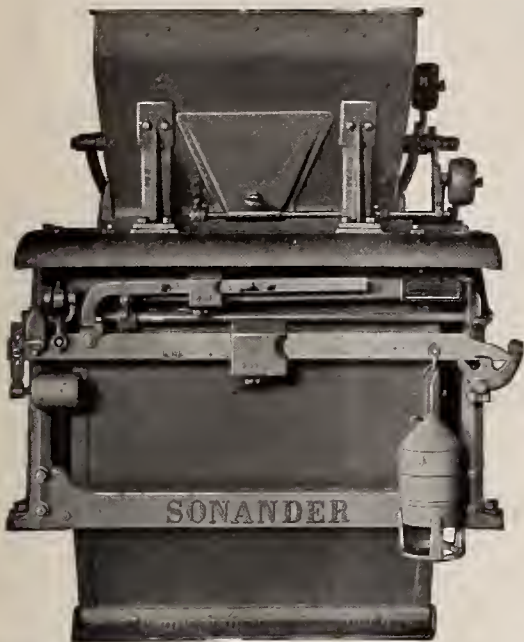
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**The HUMPHREY
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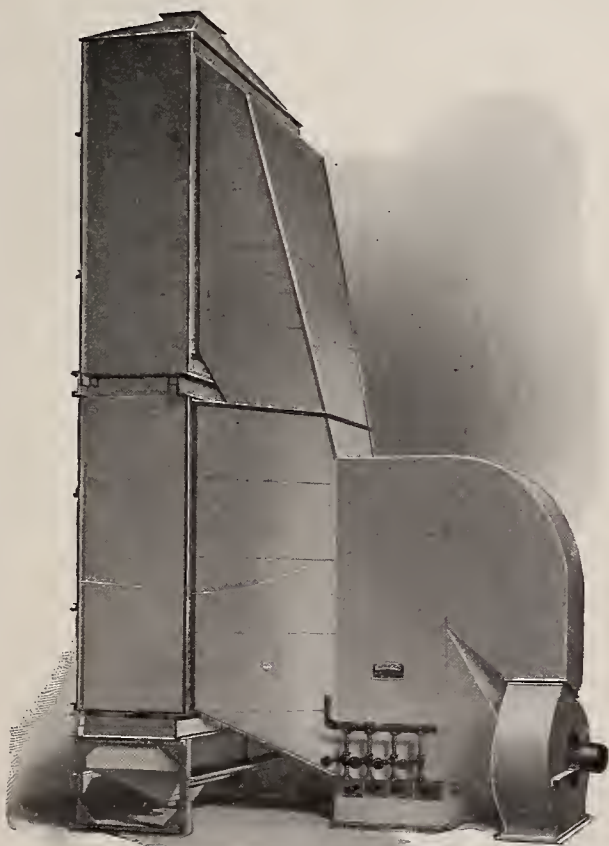
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Grain Drier—Portable Type.



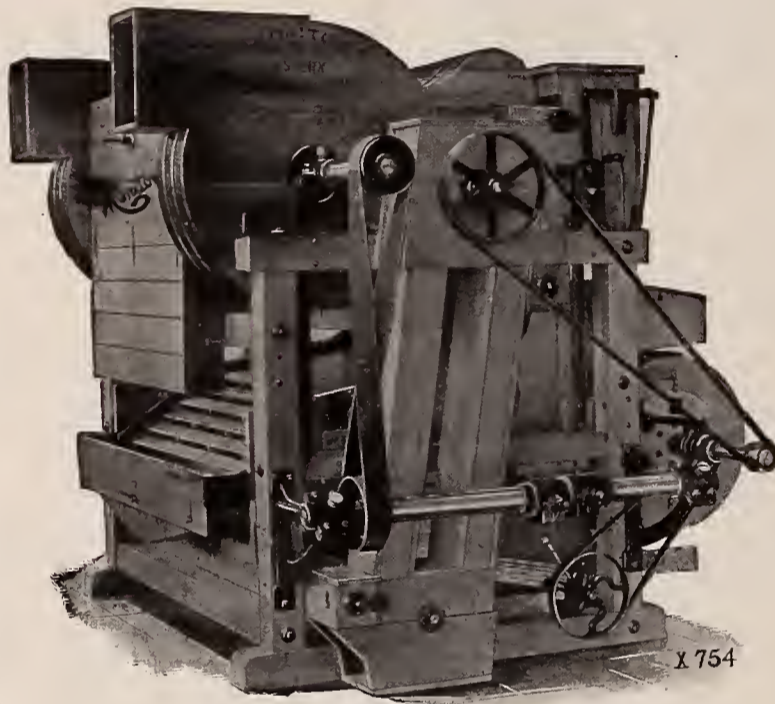
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Official paper of the Grain Dealers' National Association and of the Illinois Grain Dealers' Association.

Established in 1882.



Published on the fifteenth of each month by Mitchell Bros. Publishing Co., 431 So. Dearborn St., Chicago, Ill.

Subscription price, \$1.00 per year.

English and Foreign subscriptions, \$1.75 per year.

Established in 1882.

VOL. XXXVII

CHICAGO, ILL., JANUARY 15, 1919

NO. 7

The New Municipal Grain Elevator at Portland, Ore.

New Outlet for Grain of the Inland Empire Provided by the Splendid Facilities Now Being Constructed at Portland

NORTHWESTERN States are at last abandoning the sack shipment of grain and are providing adequate facilities for handling their huge wheat crop in bulk. Grain elevators have been erected at many points during the past year. The most important of these is the one now nearing completion at Portland, Ore., the leading shipping port of the Northwest.

The normal annual shipment of wheat from Pacific Northwest ports each year is about 1,250,000 tons. In past years about 50 per cent of this has gone through Portland. With the operation of the new grain elevator, marine and railway terminals, Portland should secure an even larger percentage of the annual crop.

The thoroughly modern facilities now being provided at Portland are being constructed at public expense. In 1917 a bond issue of \$3,000,000 was voted by the people and in the election of November, 1918, an additional bond issue of \$5,000,000 was authorized.

The municipal grain elevator, which was the immediate project undertaken on the issuance of the first of these bonds, will be ready for use early in

February. In connection with it the Dock Commission has worked out a plan of port improvements that will put the city of Portland at a tremendous advantage in competition with her sister cities on the coast, for expeditious handling of grain. The Witherspoon-Englar Company of Chicago is the designer and engineer, and Grant Smith & Co., the contractors for the plant.

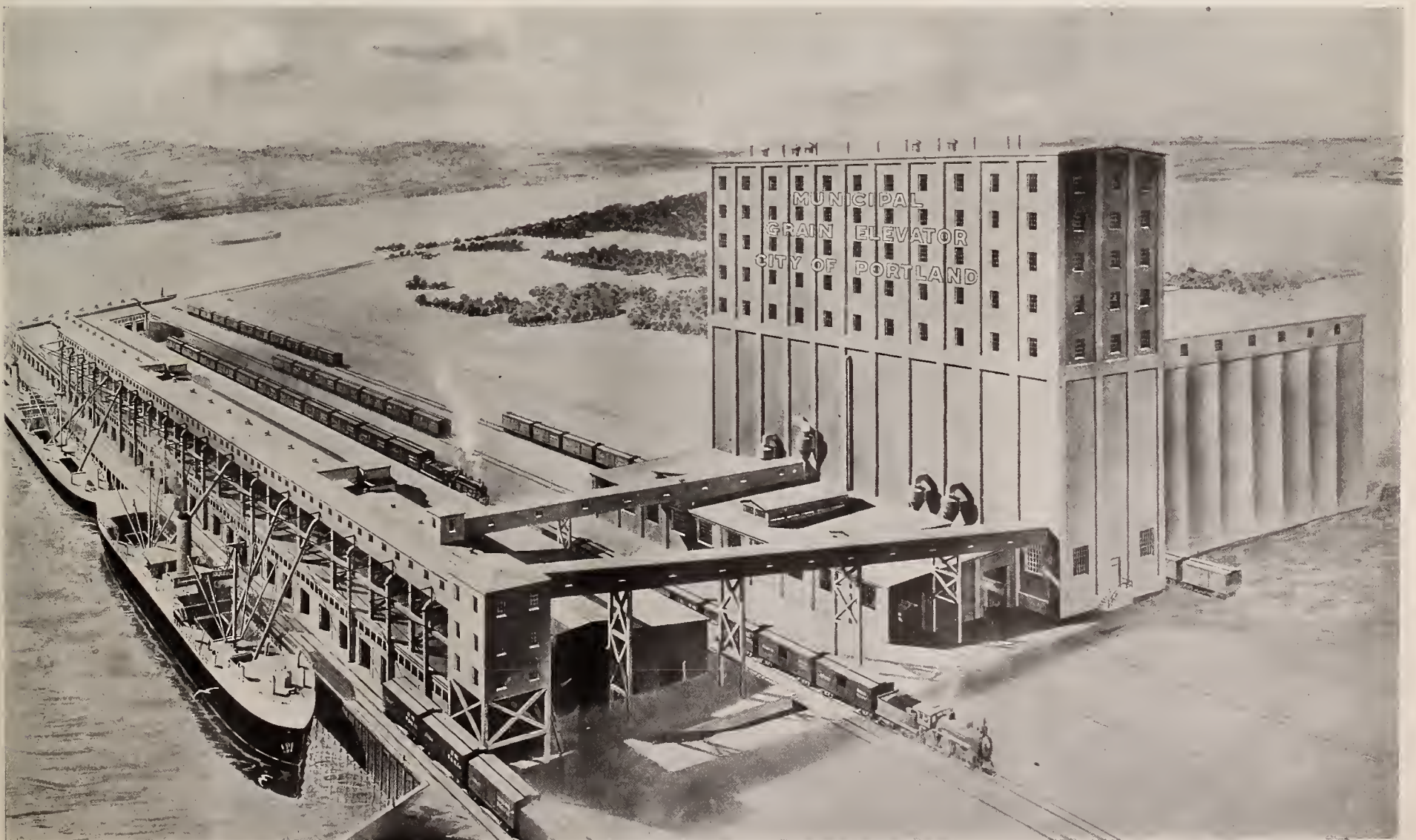
The grain elevator has a storage capacity of 1,000,000 bushels and an annex is included in the plans which will accommodate another million bushels. The elevator is a fireproof, reinforced concrete structure, consisting of a track shed, operating house and storage annex of circular tanks and bins.

The track shed will have six power shovels for unloading bulk grain into six track hoppers, with an unloading capacity of about 120,000 bushels per day. The trackage arrangement includes sufficient tracks for the placement and handling of seventy 50-foot loaded grain cars at one time. Loading to ships can be made at the rate of 20,000 bushels per hour to one or two ships.

The site selected for the grain elevator and connected rail and marine terminals was a particularly

fortunate one as it lies near the point of the peninsula formed by the confluence of the Willamette and Columbia Rivers, also in a strategic place for connection with the Union Pacific, Northern Pacific, and Great North trunk lines. River steamers coming down, and ocean vessels coming up the Columbia, can dock here without going through the bridges and narrower portion of the harbor. This means a considerable saving, in the case of ocean vessels, in time and insurance rates. There is a difference of one thousand feet in the river channel in favor of this point when compared with docks in the heart of the city. Congestion has thus been avoided in both the harbor and terminal yards. Grain handled here, will, for the most part, be brought to the elevator by rail from the Inland Empire, and loaded on ships destined for overseas markets or for Atlantic Coast ports by way of the Panama Canal.

The terminal facilities in connection with the elevator include a series of piers with intervening slips, lying diagonally to the harbor channel. Pier No. 1, which is a two-level covered structure, 180x1500 feet, is now ready for use, as is also Slip No. 1, 300x1500 feet, and dredged to a depth of 30 feet.



NEW CONCRETE MUNICIPAL GRAIN ELEVATOR AT PORTLAND, ORE.

The area owned by the municipality and controlled by the Dock Commission for this terminal comprises about 150 acres. In the rear of the elevator, slips and piers, an area of some 50 acres has been reserved for industrial sites and will be leased by the city at a small rental. It is expected that these sites will find a ready demand, for they will furnish cheap locations for industries requiring combined rail and shipping facilities and will be especially desirable for those allied to the grain industry because of their accessibility also to the elevator.

The equipment of the plant will be complete in every department. The grain cleaning machinery consists of two No. 9 Monitor Smutters; two No. 12 Monitor 2-stream Warehouse & Elevator Separators; and two No. 9 Monitor Warehouse & Elevator Separators with scalper screens, all made by the Huntly Manufacturing Company of Silver Creek, N. Y.

The conveying machinery consists of 13 leg belts totalling 4800 linear feet, and 20 conveyor belts, 11,300 feet in length. Most of this was furnished by the Webster Manufacturing Company of Tiffin, Ohio. In detail the equipment supplied by this firm is as follows: All steel grating frames with gratings and covers for first floor openings; 271 spout and man-hole frames and covers, and peek hole frames; two double drum car pullers; six pairs of Clarke-Beatty Shovel Machines, 12 sets of receiving track hoppers with all fittings except supports; three 36-inch receiving belt conveyors; three 36-inch transfer belt conveyors in basement of track shed; three 36-inch belt conveyors under storage; one 36-inch transfer belt "J" on bin floor; three 36-inch conveyors over storage; two 36-inch belt conveyors in gallery from operating house to tower; three 36-inch belt conveyors in shipping gallery; one 24-inch belt conveyor below floor of pier; one 24-inch belt conveyor in gallery from tower on pier to operating house; one bucket elevator in tower; driving machinery for smutter; 177 rack and pinion valves in spouts under storage, for workhouse and shipping bins; 12 bucket elevators with casings and driving machinery; all spouting, including car loading spout, shipping spouts, vent spouts, and Mayo Spouts; 10 sets of garner valves; 10 rotary scale valves.

The power is supplied from central station and the elevator has 47 Allis-Chalmers Motors with a total of 1516½ horsepower. Morse Silent Chain Drive made by the Morse Chain Company of Ithaca, N. Y., transmits the power from the motors to the machine. All the motors have local as well as switch-board control.

The plant is equipped with 10 Fairbanks Hopper Scales and provision is made for future installation of the Zeleny Thermometer System, made by the Western Fire Appliance Works of Chicago. The elevator is protected with a complete pipe and hose fire apparatus throughout the plant.

WINTER QUARTERS OF BLACK RUST

The life history of the black rust that infests wheat in the Northwest is peculiar in that the rust spores may pass part of their life on some other plant, as the barberry bush. Professor V. W. Jackson of the Manitoba Agricultural College has located rust on the second growth of wild barley, or "skunk grass" or "squirrel tail" as it is sometimes called. This last fall he germinated rust spores from wild barley every day after frost began. He has demonstrated that the spores will germinate after freezing temperatures when placed in water, though it may take from 12 to 24 hours, whereas ordinarily 3 or 4 hours would suffice. He has infected potted wheat plants with the frosted red rust of wild barley.

It is the same disease on both the wheat plant and the wild barley grass. The infection may be made on the wheat plant from wild barley of the second growth even if the latter is under snow. It seems, therefore, that wild barley will carry rust spores through the winter in Manitoba and communicate the disease to the wheat plant of the following spring.

How Shall the Guarantee Be Handled

BY JOHN R. MAUFF

IN SECTION 14 of the Food Control Act, approved August 10, 1917, wheat prices are guaranteed for the several standard grades of the crop of 1918, based upon No. 1 northern spring or its equivalent, at not less than \$2 per bushel, at the principal interior primary markets.

It then expressly states that this guarantee is not dependent upon any action of the President under the first part of the Section, but it is made absolute and binding until May 1, 1919.

Six months later, on February 21, 1918, by Proclamation of the President, the guaranteed price for the 1918 crop was established on the basis of \$2.26-Chicago.

Regardless of the fact that the absolute guaranteed price of \$2 incorporated in the Food Control Act was binding only until May 1, 1919, or prior to the harvesting of any of the 1919 crop, the President did on September 2, 1918, declare the same guaran-



JOHN R. MAUFF
Secretary Chicago Board of Trade.

teed basis for all wheat produced within the United States in 1919, under the authority given him in the first part of the same Section 14, as follows:

Whenever the President shall find that an emergency exists requiring stimulation of the production of wheat and that it is essential that the producers of wheat, produced within the United States, shall have the benefits of the guaranty provided for in this Section, he is authorized, from time to time, seasonably and as far in advance of seeding time as practicable, to determine and fix and to give public notice of what, under specified conditions, is a reasonable guaranteed price for wheat, in order to assure such producers a reasonable profit. The President shall thereupon fix such guaranteed price, etc.

However, in order to benefit by this guaranteed price, the producers have to comply with the stipulation in the Act, that has to do with the regulations promulgated by the President from time to time.

It is evident that the guarantee only extends to the producer, and although the Grain Corporation handled the 1918 crop, as yet no agency has been created to carry into effect the guarantee on the 1919 crop, and how can those agencies necessary to the distribution of this wheat participate without the same guarantee? Without such agency the Government itself is the only one that is authorized by the Act to pay the farmers the guaranteed price. The authority is Section 14 that gives the President power in his discretion to purchase any wheat for which a guaranteed price has been fixed under this Section and to hold, transport or store it, or to sell, dispose of or deliver it to any citizen of the United States or to any Government engaged in war with any country with which the Government of the United States is or may be at war.

It is also stated that this is for the purpose of making any guaranteed price effective, and to protect the Government of the United States against any material enhancement of its liability arising out of any guarantee under this Section.

It would seem evident from this, however, that Congress had not in mind at the time the possibility of any Proclamation by the President of any guarantee extending beyond the period of the war, because of the language used in the Act relative to selling to any Government engaged in war with any country with which the Government of the United States is at war.

If the European countries are not at war and we are not at war, then this part of the Section authorizing the President to so act to protect the Government of the United States against any enhancement of liability, is inoperative.

The Act definitely established the President as the buying agency under the guarantee and empowers him in his discretion to enter into the business for the United States Government of buying and selling this guaranteed wheat and to use the proceeds received from the sale or disposal of any such wheat as a revolving fund with any balance not used in that way to be covered into the treasury as miscellaneous receipts.

But, irrespective of the intent of the law-makers when this Food Control Act was enacted, the paramount question is, shall the Government through an act that nullifies the law of supply and demand compel the American consumers living in a land of abundance and large surpluses to eat their bread all through the year 1919 and up to the summer of 1920 on the war basis of \$2.26 per bushel Chicago?

What is the Government going to do about this question of the staff of life? Is it going to try to hold the wheat, the flour and the loaf for more than a year after peace has been declared up to the sky-high war prices, or with the world's abundance, and in all probability, a prodigious surplus, is it going to give fair play to the law of supply and demand?

With war conditions, it was the necessary thing to guarantee the American farmers for 1919 the \$2.26 Chicago basis price. It was the only certain way to insure bread for ourselves and our Allies. The Allies had a war shortage of 200,000,000 bushels on top of a peace deficiency of 400,000,000 bushels, and they must have the wheat and it was for us to act. The guaranteed price put our farmers to work planting extra acres of winter wheat so that an abundance would be assured, and the Government is bound by a solemn contract with the farmers to see that he gets the guaranteed price. Under that contract he hired his labor and bought his supplies; he did his work at inordinate cost to make certain that we should have this wheat next year. He cannot be left in the lurch. Nobody could have a thought of that alternative.

With the Canadian crop between 150,000,000 and 300,000,000, Australia 100,000,000, Argentine from 125,000,000 to 200,000,000 and their small population consuming only a mere fraction of their wheat, and as Australia has been piling up surplus wheat during the war for lack of ships, it is not impossible that these countries may be able to provide what would equal the Allies normal peace supply.

And so if we have more wheat in the world than required and more in this country than we can consume and export, what is the Government going to do about the price of bread for the American people.

This likewise concerns the prices of beef, mutton, pork, poultry, eggs, milk, butter and cheese. If in peace wheat must be bought by the mill, the baker and consumer on the war basis, then all foodstuffs will still be too high. The law of supply and demand will not be working with wheat. It will, however, be operating with other foodstuffs and how can the relative ratios be maintained, except at the expense of the higher cost of these other foodstuffs. If wheat price is allowed to be normal for the consumer, the public will be consuming it in normal

January 15, 1919

quantities and the other grains will go more freely in the feeding of poultry and livestock so as to make all food cheaper for the American consumer.

If the Government has to assume through its guarantee a loss on the 1919 crop, it should not be at the expense of the consumer through a war-time cost to him of flour and bread.

The wants of our Allies should not in times of peace demand of our American consumer that he pay a price that will probably be out of all reason as compared with other countries not under a guarantee, and especially Canada, where the 1919 crop has no such protection.

Rather let the law of supply and demand prevail, through the operation of free and open markets in competition with the world, and have flour and bread regulated accordingly and let the President, in accordance with the Food Control Act, buy of the producers at the guaranteed price and sell at whatever price is warranted by the domestic and foreign situation and in this way assume whatever loss may occur rather than to maintain an artificial level that will be far-reaching and demoralizing in its effect on all foodstuffs.

The Food Control Act expires when the existing state of war between the United States and Germany shall have terminated as determined by the Proclamation of the President, but such termination does not affect any acts done or any rights or obligations accruing or accrued.

There is, however, another part of this Section 14 that becomes inoperative with the signing of the definite peace terms, and it is highly important as it has to do with an action by the President to pre-

Housing the Grain Crops of Australia

After Years of Investigation and Millions Lost in Wasted Grain, Australia Has Made a Fair Start in Modern Elevator Construction

ACTUAL construction of grain elevators in Australia and more particularly New South Wales has at last begun for the purpose of caring for the grain crops. This subject has been agitated for a number of years and frequently taken up by the Government and by individual concerns. These have sent deputations to the United States as well as other countries to make investigations



WHEAT STACKS AT A COUNTRY RAIL STATION, RIVERINA, N. S. W.

of grain handling conditions and up-to-date housing facilities. The Australian Government has also called to their country experts from other lands to suggest and advise as to the best system for the proper handling of their grain.

For many years the only system of grain storage employed in Australia has been the stacking of sacked wheat in the open, covered by tarpaulins or at the larger points by timbered roofs of galvanized iron. In pre-war years this system, albeit somewhat haphazard, did fairly well. But cumulative war conditions brought about a break down.

The vessel tonnage loss due to Hunnish frightfulness made it impossible to ship the grain to Europe and vast stocks of sacked wheat accumulated in all the grain growing sections. The Australian Wheat Board estimated in November that there would be an accumulated surplus of 165,000,000 bushels on December 31st with the 1918-19 crop out of the reckoning.

This immense surplus was practically all stored in the open air stacks mentioned, some of the stacks representing three years' accumulation of grain. The ravages of insect pests became a seri-



100,000 BUSHEL ELEVATOR UNDER CONSTRUCTION AT URANQUINTY

ous problem, so serious that wholesale fumigation became necessary. Winter rains also resulted in considerable loss. Worse than either of these was the mice pest which was universally prevalent.

Hundreds of well built, symmetrical stacks collapsed under their onslaughts, into shapeless piles of wheat with a tangle of timbers and iron. Not

only did this mean a serious loss in grain, but the "reconditioning" process meant heavy expense in labor and materials.

These conditions are now being remedied in a number of ways. Chief of them is the adoption of our American grain elevator system. The construction of concrete grain tanks has been started at various country stations and it is planned to give a capacity of 13,000,000 bushels.

A few of these elevators are shown in the accompanying illustrations. They are built by local contractors after plans by John S. Metcalf Company of Chicago. This company also drew the plans for the 750,000-bushel terminal elevator which has been in process of construction at Sidney since last fall, and which is the only terminal elevator in New South Wales. It will be used for storage and shipping to steamers.

The grain elevators of the country type are built in units of 50,000 bushels each. The first was completed and received grain on July 30, 1918, and a number of others were finished and in operation by the end of the year. In order to make the concrete bins available for immediate use, the working house will be completed later and at the opposite end a temporary wooden tower is erected to support the elevator head. This tower is also used as a mixing tower during construction. In New South



TANKS UNDER CONSTRUCTION AT TEMORA, N. S. W.

Wales alone the present visible supply of wheat is 32,000,000 bushels, an amount in the present world situation well worth caring for. New South Wales is the greatest grain producing state in Australia. The acreage planted to wheat in 1916 was a little over 4,250,000 the amount raised being 69,000,000 bushels, since then, for various causes, the crop for the state as well as the entire country has fallen off. The crop for the whole of Australia in 1917 was 135,000,000 bushels and the crop of last year now being harvested indicated a yield of about 65,000,000 bushels.

It is safe to assert that once the wheat growers and shippers of Australia taste the advantages of the grain elevator system as we know it they will never be willing to go back to their old costly "sack and stack" methods. If they do so it will be contrary to the experience of every grain producing country where bulk handling has been tried on a extensive scale.

WHEAT FROM AUSTRALIA

The War Trade Board announce that General License PBF No. 19, permitting importations of wheat and wheat flour consigned to the United States Food Administration Grain Corporation or to the Wheat Export Company, Ltd., has been amended to read as follows:

Covering the importation of all wheat and wheat flour when consigned to the United States Food Administration Grain Corporation, 42 Broadway, New York, or to the Wheat Export Company, Ltd., 27 Beaver Street, New York; provided further, that shipments from Australia are made only on certain stipulated vessels.



NEW CONCRETE TANKS AT LOCKHART, N. S. W.

vent the enhancement of the liabilities of the United States on the guarantee of prices—

When the President finds that the importation into the United States of any wheat produced outside of the United States materially enhances or is likely materially to enhance, the liabilities of the United States under guaranties of prices therefor made pursuant to this Section, and ascertains what rate of duty, added to the then existing rate of duty on wheat and to the value of wheat at the time of importation, would be sufficient to bring the price thereof at which imported up to the price fixed therefor pursuant to the foregoing provisions of this Section, he shall proclaim such facts, and thereafter there shall be levied, collected, and paid upon wheat when imported in addition to the then existing rate of duty, the rate of duty so ascertained.

This definitely conveys the idea that the members of Congress when they approved of the Food Control Act had not in mind the necessity or possibility of a guaranteed price for any wheat grown and harvested after the termination of the war.

SOO RECORDS FOR 1918

Figures compiled by the United States engineer's office for the 1918 navigation season give the movement of freight of all kinds through the "Soo" Canals as 85,680,327 short tons, the smallest since 1914. Shipments of wheat were 122,718,146 bushels, and of other grain 30,800,621 bushels. The movement of flour was 8,228,844 barrels. Shipments of coal amounted to 17,981,510 tons, including 15,770,560 tons of bituminous. Shipments of ore were 60,551,296 tons, and of copper 86,078 tons. Of the wheat shipments, 63,000,000 bushels came from Canada, as did 3,000,000 bushels of barley and 10,000,000 bushels of oats. Flax shipments of 2,000,000 bushels also came from Canada.

Control of the Grain Trade in War Time

Measures Adopted by All Countries to Insure a Supply of Food During the Trying Years of War

A RECENT bulletin of the International Institute of Agriculture contained a brief review of the measures taken by various countries to increase production of grain, to control the grain trade and to decrease consumption.

LEGISLATIVE MEASURES TENDING TO INCREASE PRODUCTION

France.—The law of 30 January, 1917, enacts that, beginning with the harvest of 1917 and until requisition of wheat is at an end, a premium of 3 francs per quintal is to be paid to farmers for wheat grown in France. In addition to this, a premium of 20 francs is allowed for every hectare (2.471 acres) under wheat in 1917 beyond the area cultivated on the farm in 1916. The law of 6 October, 1916, empowers communal authorities to cultivate any soil not brought into use as customarily. The law of 2 January, 1917, provides a credit of 30,000,000 francs for the direct organization of agricultural labor.

By decree of 14 January, 1918, a departmental committee for taking action in agricultural matters was constituted at the chief town of each department. This committee acts for the duration of the war and is composed of the prefect as president, of the director of agricultural service, and one agriculturist from each *arrondissement*, selected by the prefect from two names submitted to him by the farmers' associations of the department.

The duties of the committee include control of the actions of the communal agricultural committees, who have to see that all land is under cultivation, and placing before the Minister of Agriculture and food supply the requisite measures for encouragement to farmers. The committee may request the attendance and support of the civil and military authorities of the district, especially of professors of agriculture and those conversant with labor conditions. The committee is to undertake a speedy inquiry into the number of improvements not carried out and of plots uncultivated; it is also to settle at once on a plan as regards spring sowings.

Great Britain and Ireland.—Occupiers are required under penalties to cultivate their land to the fullest extent possible and failing this Government will take measures for better cultivation.

In Ireland farmers were required in 1917 to cultivate the same area as in 1916, plus 10 per cent of the whole extent of the holdings; in 1918, Government has decided that another 200,000 hectares (a hectare is 2.471 acres) should be cultivated.

A law of 22 August, 1917, authorizes the Government will take measures for better cultivation, by prescribing the description of crop to be grown, and by requisitioning and itself cultivating specified areas. Under Government instructions the area under food crops in 1918 was increased by about 600,000 hectares.

By order dated 12 November, 1917, all grain intended for seed purposes may be officially tested, and farmers are requested to take every possible care in the selection and use of seed.

Italy.—A decree of 19 August, 1916, allots a premium of 5 liras per quintal for wheat, and 3 liras per quintal for all other grain under condition that the grain is grown upon soil brought into cultivation during the ensuing season. A decree of 15 January, 1917, devotes a further premium of 200,000 liras for encouragement of cereal cultivation, to be apportioned amongst farmers at the discretion of Minister of Agriculture (1 lira=1 franc at par).

A decree of 4 October, 1917, fixes premiums payable by the Government on cereals harvested during 1918 in eight provinces of southern Italy, provided that the crops are placed at the disposal of the authorities or are requisitioned by them; the premiums are as follows: 9 liras per quintal for hard wheat; 7.50 liras per quintal for soft and half hard wheat; 6 liras per quintal for rye and barley; 5.50 liras per quintal for oats and maize.

By decree of 18 August, 1918, increased premiums were granted for the crops of 1919 in the

eight Southern provinces, as follows: 12.75 liras per quintal for hard wheat; 11.25 liras per quintal for soft and half hard wheat; 9.30 liras per quintal for rye and barley; 8.40 liras per quintal for oats and maize.

The sum of 20,000,000 liras allotted by decree of 28 June, 1917, and increased to 40,000,000 by decrees of 11 November, 1917, and 14 April, 1918, is intended to facilitate allowances for encouragement of cultivation of cereals, legumes and root crops, and was further increased to 45,000,000 by the decree of 20 August, 1918.

By decree dated 14 February, 1918, the Minister of Agriculture may compel the cultivation of abandoned lands or may effect alterations in methods of farming already adopted; he is also authorized to take measures for increasing the manufacture of fertilizers and of agricultural machines, as well as to furnish aid in the selection of seed. In case of refusal to submit to any orders enforcing cultivation the temporary occupation of the land may

U. S. LICENSE REGULATIONS NOW IN EFFECT

A. ELEVATORS AND DEALERS HANDLING WHEAT, RYE, CORN, OATS AND BARLEY

Rule 1. "Storage Space Subject to Government Command."

Rule 3. "Storage in Seaboard Elevators Limited to 30 Days."

Rule 5. "Wheat Under Control Limited to 90 Days' Supply."

Rule 6. "Wheat Sold Shall Not Give Buyer More Than 90 Days' Supply."

Rule 7. "Contracts Must Provide for Shipment Within 60 Days."

Rule 9. "Grain to Be Sold at Reasonable Advance Over Cost. Hedging Considered."

Rule 15. "Sales to Distillers Limited."

be decreed for a period not exceeding six years, while land so requisitioned may be sublet to individual tenants or to associations.

Netherlands.—The Government has taken powers to compel farmers to plough up a portion of their grass lands, and has allotted a premium for voluntary ploughing of this sort.

Switzerland.—Continuing the provisions of the decree of 17 February, 1917, authorizing enforced leasing by the Cantonal Governments for their own account of all arable land left uncultivated or imperfectly farmed, also their cultivating such land and requisitioning the necessary labor and machines, the Federal Council has approved a decree under date 15 January, 1918, intended to bring into use all the resources of the country, for the production of foodstuffs.

The Cantonal Governments are authorized to stimulate production of vegetables and field crops by utilizing gardens, pleasure grounds, and private meadow land, by acquiring the leases of areas fit for cultivation, and arranging that each family should grow the necessary household vegetables, also that associations and public establishments, including the communes themselves should provide in like manner for the needs of their employees and their cattle.

All inhabitants are called upon to render mutual aid in land improvement and harvesting work, and Government measures are taken to ensure supplies of seed and fertilizers.

By decree of 24 May, 1918, farmers are required to sow at least the same extent of land for the crops of 1919 as that ordered for 1918. The Federal Council is empowered to issue special decrees enjoining a still larger extension of cereal cultivation,

and to give guarantees of price for the crops of 1922 and subsequent years, having already on 24 May, 1918, fixed prices for the crops of 1919, 1920 and 1921.

United States.—By Act of Congress dated 10 August, 1917, extensive powers were conferred on the Administration to be exercised in encouragement of production of food in every possible way. The Government was authorized to supply seed at bare cost, to initiate measures for combating plant diseases, for preventing waste of foodstuffs in threshing, in transit or in storage, to fix prices for wheat in advance of sowing in order to assure to farmers reasonable profit, to purchase nitrate of soda to the extent of \$10,000,000 (51,825,000 francs at par) to be sold to farmers, at cost price. Every community was urged to grow its own foodstuffs and fodder as far as practicable, and to increase the production of non-perishable commodities beyond local needs. Encouragement is provided for home gardens, and the energies of children's clubs with an aggregate membership of 2,000,000 are directed, under supervision, to food production. Local committees of the Grain Threshing Division have organized instruction in threshing and a repair service for threshing machines, together with facilities for obtaining labor and engine fuel. Estimates show that a preventable waste of 3 per cent occurs during threshing operations.

Brazil.—A decree of 9 March, 1918, offers premiums to farmers, companies and co-operative societies cultivating wheat in 1918 and 1919. The premiums will be in the form of agricultural implements and machinery, and their value is at the rate of 30 milreis (50.40 francs at par) per hectare, payable if the crop exceeds 15 hectolitres of wheat per hectare, with natural weight of 78 kilogrammes to the hectolitre. If the yield exceeds 20 hectolitres per hectare and the prescribed natural weight is also exceeded, the premium will be increased by 20 per cent.

Inspectors are appointed to aid farmers in preparation of the soil, selection of seed, use of implements and methods of harvesting and storing.

Egypt.—By decree dated 8 September, 1917, with the aim of increasing the production of foodstuffs required in the country, the Government limits the maximum area to be planted with cotton to one-third of any given property and imposes the obligation to cultivate cereals instead. Building sites in certain areas may be compulsorily brought into cultivation for cereals or garden produce.

Germany.—A decree dated 31 December, 1914, placed at the disposal of agriculture all uncultivated State land in Prussia. Measures were taken to ensure crops being available on these lands in 1915. It was also decided on 31 March, 1915, that all land in private possession remaining uncultivated at the end of 1915 might be requisitioned.

The cultivation of sugar beet on colonized lands was subjected to limitations in 1915, so that the area under winter rye and spring wheat might be duly increased.

Austria.—A ministerial decree dated 3 March, 1915, orders that waste lands not dealt with before 15 April shall be requisitioned with the view of cereal production, and that their preparation shall be begun immediately in accordance with the arrangements of the Commission on Crops.

A decree of April, 1916, orders the compulsory cultivation of all lands capable of being utilized.

Hungary.—A ministerial order dated 24 March, 1915, authorizes landowners to cancel farm leases when the occupier for any reason whatever has failed to carry out his field work at the proper time.

According to the *Oesterreichische Landwirtschaftliche Genossenschaftspresse* of Vienna of 3 August, 1916, the Hungarian Government has authorized municipal bodies, with the view of agricultural operations, to requisition all labor available in the country, on suitable terms of payment, inclusive of women, girls and boys.

(TO BE CONTINUED)

FRANCE harvested 137,500 acres which was recovered from Hun armies in July and August.

Informal Notes of An Elevator Pilgrimage

No. 14—An Illinois Corn Elevator

BY JAMES F. HOBART

WELL, we did it after all and got to that elevator in spite of Illinois' muddy clay and Willie's very noticable automobile. But, although Willie did his best, I had to leave him behind and enlist the services of both the Pennsylvania and the Baltimore Railroads, before meeting up with that grain elevator which we were chasing all around Xenia, Flora and Clay City. We found that none of those places had grain elevators of noticeable size and then, after following directions to reach a fair sized "elevator" we found upon arrival through and over the mud—through mostly—that the alleged elevator would be a flour mill.

One day, Willie's cousin took me in his little Ford for a ride from Sailor Springs to Clay City where, he said, there was a fine elevator. We found the place all right, after some very heavy "mudding," but found another flour mill instead of a grain elevator. During this ride we passed through the path of the cyclone which last April (1918) did many thousands of dollars worth of damage to the crops and stocks of the farmers thereabouts.

We passed a load of wheat which was being taken to the so-called "elevator," and Willie's cousin told a good story about the man who was driving the load. It was a true story, I find, of what actually happened during the night of the cyclone. Willie even called to the driver of the team, whose name was Sam, and got him to relate the story. Sam, in telling the story, said: "That night I slept up stairs with two of my children, while my wife, who was in bed with a very young baby, occupied a room down stairs. When the 'twister' hit our house it lifted the roof off slick and clean and some of the concrete blocks from the chimney fell right on the bed between myself and the two small children, but luckily injured none of us.

It rained eight or nine days last week—that of December 15, so I left Willie's friend digging away at a big ball of mud, to see if there was an automobile inside of it, while I jumped a train for Lawrenceville, Ill., and hunted up the grain elevator of The Horner Elevator & Mill Company, which was



FROM THE FORD TO THE TWISTERS' CONVENTION

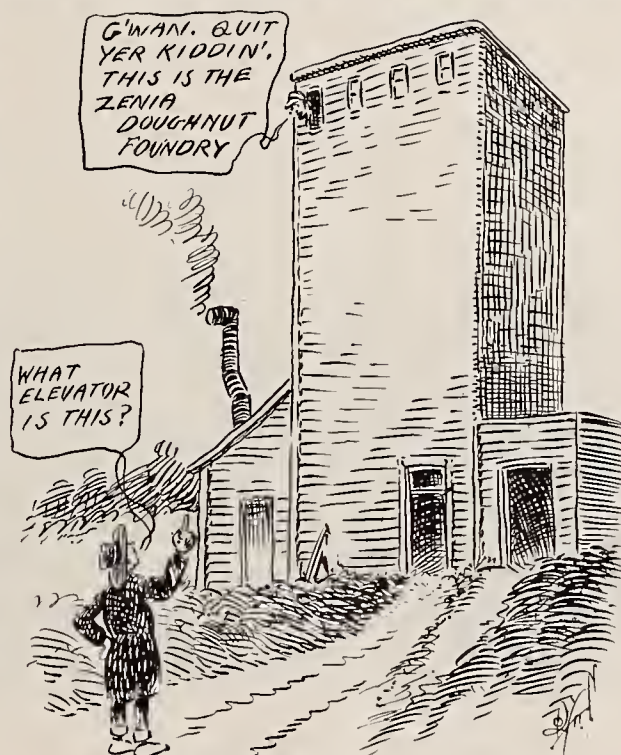
found to be doing business at the old stand beside the Baltimore & Ohio Railroad, right in the heart of the little city.

This elevator has a capacity of about 50,000 bushels, and at the time of my visit was operating almost entirely on corn. The elevator is quite an old one, with massive wooden construction, timbers 12 by 12 inches square being found in great sticks, some of them extending from bottom to top of the tall house.

In the elevator, I met genial Mr. F. J. Horner

who, after telling me some things about the plant and their methods of operating, very kindly turned me loose in the elevator with the words: "Just help yourself," which I surely did—to data and dust particularly.

The elevator receives its corn entirely from teams, the neighboring farmers bringing it in from miles around. To take care of the team loads, a wagon scale is located close to the shipping office, the weighing being done from inside of the elevator building. The wagons ascend a long trestle, built up an incline and dump their loads through the level top of the trestle, which is 100 feet long and



REPARTEE IN CLAY COUNTY, ILLINOIS

contains six dumps. A wagon is driven upon one of these "dumps," and upon the moving of a lever the back wheels of the wagon sink through the trestle until the rear axle rests upon the floor of the trestle. Each dump consists of two planks which are set in holes cut in the floor of the trestle. Each plank is about a foot wide and a little longer than the wheel base of a farm wagon. The planks are pivoted, not in the middle, but at a point a little behind where the forward wagon wheel would rest on the plank when the hind wheel is fairly on the rear end of the plank. Thus, with the wagon so located a movement of the lever frees the planks upon which the wagon rests, the rear wheels go down, the front wheels of the wagon up a bit and the corn can be easily slid out of the rear end of the wagon and through a trap in the trestle floor which is located just behind or in the rear of the tilting planks.

It is necessary to unhitch the horses before dumping the load because the sinking of the rear wagon wheels throws the wagon tongue up about 10 feet which would make it rather uncomfortable for any horse which might be hitched thereto. After the corn has been removed, the wagon is moved ahead by man power a few feet, until the tilting planks swing back into place again and are locked by the lever mechanism.

To remove corn from a tilted wagon, a man got in on top of the corn and, taking hold of the sideboards, began a treadmill act, holding himself fast by his hands to the sideboards. When the rear end of the wagon had been well emptied of corn, another man would get into the wagon, behind the first man, and both doing the tread mill act, the last ear of corn was soon kicked out of the wagon body.

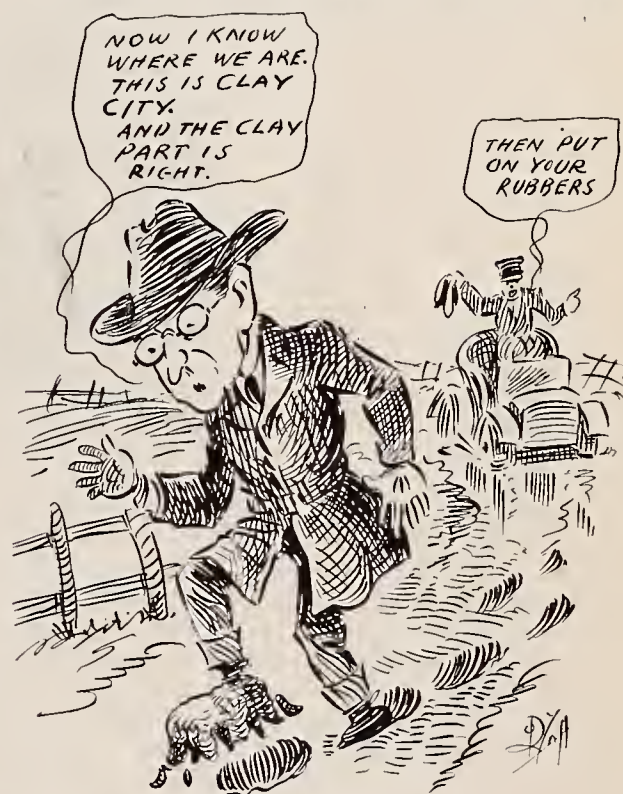
All corn brought to this elevator is weighed before being unloaded, and settlement is made on the basis of 70 pounds to the bushel, cobs and moisture amounts to come out of that weight. No matter how wet or dry the corn might be 70 pounds was always a "bushel," allowance for wet corn or dry corn be-

ing made in the price which was paid for the 70-pound bushels.

The long incline up which the loaded wagons pass is about 10 feet wide, a stout railing being erected on either side. The going-up portion of the trestle is made of cross-planking, 5 inches wide by 1½ inches thick, set up edgewise upon six stringers distributed along the 10-foot length of the cross-planking. The two middle joists, those under the horses, were 2x12 inches, and the joists under the wheels are 3x12 inches.

The floor planks, set edgewise as stated, are separated above each joist by a bit of 1-inch board and at each joist the floor planks are spiked to the board and to the plank preceding it, and well tarred. This form of trestle floor affords excellent foot hold to the horses, and the 5-inch planks will stand a good deal of wear before they need replacing.

The "going down" portion of the trestle is floored with ordinary 2-inch planks of random widths laid flatwise, and pieces of board, 2 or 3 inches wide are nailed on about every 18 inches to give holding power to the horses' feet. As only the empty wagon is to be held back, the planking is sufficient and the incline does not have to be as long as on the driving up end of the trestle. Underneath the trestle six hopper bins permit as many kinds of corn to be seg-



THE PLACE LIVES UP TO ITS NAME

regated and sent to the corn sheller as required.

The corn shellers noted by the writer in Memphis and other southern cities, seemed invariably to be having a hard time and soon shook themselves to pieces. This was attributed by the writer to the excessively high speed at which each sheller seemed to be operated, the shellers soon shaking themselves to pieces and needing constant repairs. This trouble was not noted in the corn sheller at the Lawrenceville elevator and it was stated that they never had any trouble with the shellers.

But, I noted this difference in the operation of the sheller here and in the South. The ones in Dixie shucked corn as well as shelled it, while the one in Illinois merely removed the corn from the cob. Perhaps the shucking was the extra work which caused so much trouble in the shelling machines.

After the corn has been shelled it passes into a large elevator which carries it to the top of the house. There it passes through a "Western" Corn Cleaner. The house is fitted also with a wheat cleaning machine but this was not in operation at the time of my visit. As I mentioned, the elevator was operating at this time entirely on corn, which, by the way, is very poor this year, the elevator man telling me that hardly any of the corn received would grade above No. 3.

Hundreds of acres of corn lands, with the grain still on the stalk, is under water in the southern and eastern portions of Illinois. The recent heavy rains had flooded thousands of acres along the Wabash

Cincinnati as a Hay Center

An Exchange that was Formerly a Storm Center in the Trade,
Has Become the "Square Deal" Market

River and much of the corn was known to be down, resting on the ground. "Such corn," the elevator man said, "will be a total loss. The ears will get into the mud, be buried, and will be soured and spoiled long before the water dries out enough to permit the corn to be shucked."

Here's a right strong argument for the early shucking of corn, but the farmers bring up the excuse that they cannot get the necessary help. This excuse should at once be taken care of by the manufacturers of farm machinery, and a machine designed and built which will gather and shuck corn when it is hauled along the rows in the field by horses or, better yet, a tractor. The design of such a machine is not a great undertaking. They have machines for gathering cotton, and one could be readily worked out which would gather many acres of corn in a day's time, with the labor of but one or two men to handle the machine. It would save many thousands of bushels of corn which is now lost through delay in harvesting, by lack of help, etc.

In the Lawrenceville elevator the writer noted a novel arrangement in connection with the corn cleaning machine up in the top of the house. The cleaning machine, which was made by the Union Iron Works of Decatur, Ill., had three fans or blowers instead of one blower. Either one or all of these fans could be used at any time as required and by their use the grain cleaning power of the machine was greatly increased. When the corn was very heavy and quite dirty, two of the fans would be used, furnishing a strong blast of air for removing trash and other undesirable substance from the corn.

When matters were very bad, indeed, all three of the blowers would be started to work. But, when the corn was very clean to begin with, then only one of the blowers would be operated to clean the corn exceedingly well. This elevator was operated by steam power, a boiler fired with corn cobs furnishing the little engine with plenty of steam.

In the top of the mill the writer noticed considerable old-time millwrighting, the shafting being journalled in little "flat" boxes, with the necessary adjustments made by the bridgetrees being placed on wedges above and below in order that their positions might be shifted readily to make the belts "track" closely. There was also a whole lot of old-time framing in the trestle, noted elsewhere, for receiving and unloading corn. The floor stringers were all carried on caps, the tops of which had been beveled or chamfered to the angle of the incline, then the caps were carried on 8x8 posts.

FOR many years dealers of hay in the Cincinnati market endeavored to establish some system of handling this forage whereby disputes between receiver and shipper could be eliminated.

Many meetings of the trade were held at which both sides of the question were discussed and after each meeting it was determined to make some change in the grades, it being thought that at the time the grades under which we were working were too rigid, and as a result the market worked under its own grades, disregarding those fixed by the National Hay Association.

Each of these experiments resulted in some good, but notwithstanding all of this, complaints were not eliminated. The old come-back attached to each

would like to emphasize that the shipper who loads his car uniformly will invariably receive higher returns for the hay. During the past month a few cars have come into Cincinnati loaded with several grades of hay. It stands to reason that buyers will not bid as liberally on a car of this character as they will on one which has been loaded uniformly. But let us get back to the market.

Something had to be done, and a special committee was appointed which worked vigorously to devise a plan to eliminate all objectionable features of the old system and to institute a fair and square method for all.

After many months of study and hard work it was determined to install what is known as the "Hay Plugging System," this being copied after the successful system in operation at Kansas City, Mo.

The photograph submitted herewith shows far better than words can describe how the hay is removed from the cars and the opportunity which is afforded buyers to thoroughly examine every bale in the car before making a bid.

It pictures a "Square Deal" system which cannot work any possible hardship on the shipper. He is protected and gets the full price for his hay, in competition with other hay.

The danger of having to accept less money for his consignment has been removed. There is no refund of money already paid because of subse-

quent claims on the ground that the hay proved inferior to sample when actually unloaded. The problem has been solved. All the old causes of friction have been wiped out and Cincinnati has been made the ideal hay trading center, one price for the entire carload.

If the buyer pays more for the hay than he should have, that is his loss, while if it proves a bargain that is his gain. Competition is so keen that the market is kept at its proper level. When a carload of hay is offered for sale, the buyer walks into the car, examines its contents, and bids a flat price for the hay as he sees it. If he feels that not sufficient bales have been removed to enable him to a thorough and complete view of all the hay he demands the removal of more bales, and the Cincinnati Grain and Hay Exchange has sufficient labor



TRADERS ON HAY TRACKS AT CINCINNATI

and every car of hay is still fresh in the minds of many shippers and bears repeating here, although fortunately those days of trouble are past.

Formerly when a car of hay arrived in the market, several handfuls of hay were taken from the bales nearest the door and this was graded by the official inspector. The sample was tagged and brought on 'Change where it was sold as representing the contents of the entire car. The car was then forwarded either to a point beyond Cincinnati or to a local warehouse, where it was unloaded and reinspected bale for bale. These inspections always disclosed a lot of hay of a different character than that represented by the sample and then the receiver called for discount which resulted in a series of disputes between the man in the country and his agent. And right here we



GROUP ON PLUGGING TRACKS



VIEW OF PLUGGED CARS

present at all times to make one of these deeper plugs. As a result of the Hay Plugging System, which has been in operation since November, 1917, receipts of hay at Cincinnati have been increased about 50 per cent, 10,000 cars having been received at the track during the year 1918, amply testifying to the general satisfaction that plan has given both to shippers and to receivers.

NEW BLOOD AT OMAHA

Frank Foltz, manager of the Maney Grain Company of Omaha, Neb., assumed his new position on October 1, with a long and successful experience in the grain and milling business behind him.

The grain experience of Mr. Foltz dates from 1893, when he started as bookkeeper for the Newton



FRANK FOLTZ

(Kan.) Milling & Elevator Company He served with that company in various capacities until late in the fall of 1899, when the Warkentin interests organized the Blackwell Mill & Elevator Company and built the plant at Blackwell, Okla. Mr. Foltz was in charge of the building operations at Blackwell during the winter of 1899 and 1900. The mill started operation on August 1, 1900, and he was manager and secretary until December, 1913.

On January 1, 1914, Mr. Foltz moved to Oklahoma City to take the position of secretary of the Oklahoma Millers Association, in which capacity he served until taking his present position.

Mr. Foltz has a great many friends in the Southwest and West, and he will carry to his new work a great amount of good will from shippers and buyers in that territory.

RULINGS OF BUREAU OF MARKETS

SERVICE AND REGULATORY ANNOUNCEMENTS No. 40 DOES NOT SUPERSEDE SERVICE AND REGULATORY ANNOUNCEMENTS No. 26.

Dear Sir: Reference is made to your letter of November 18, 1918, addressed to Mr. Philip Rothrock, of this Bureau, in which you request the "opinion of the Department of Agriculture as to whether or not Circular No. 40 supersedes Circular No. 26 and whether inspectors may continue to use out-certificates on the basis of sampling for the in-inspection if the inspector desires to do so."

Service and Regulatory Announcements No. 40 (Markets), to which you refer, does not supersede or in any way modify Service and Regulatory Announcements No. 26 (Markets).

No. 40 was issued for the purpose of calling to the attention of grain dealers certain classes of violations of the United States grain standards Act which have come to the attention of the Bureau of Markets. It defines in a general way the requirements imposed upon shippers by Section 4 of the United States grain standards Act, particularly with reference to the "out" inspection of grain following the "in" inspection of the same grain in the same market. An example is given of an interstate shipment and a corresponding transaction for which an "out" inspection would be required and with respect to which a prior "in" inspection would not suffice.

Service and Regulatory Announcements No. 26, Item 25, among other things, discusses the question of whether or not an inspector must obtain a new sample for the purpose of an "out" inspection when he already has a sample obtained for the purpose of a prior "in" inspection. The paragraphs of that opinion which are most important in this connection read as follows:

If the particular case in question be of the kind de-

scribed above and be the inspection point for both shipments, there must be an inspection point for each shipment, evidenced, respectively, by an "in" and "out" certificate. This does not mean necessarily in such a case that the inspector shall re-sample the car for the purpose of issuing the "out" certificate.

If the consignee of the first shipment knew at the time of its arrival that the corn was expected to move out on the afternoon of the same day in the second shipment, it would seem, as a matter of convenience to himself and the inspector, that he should ask for both inspections at the same time. In such a case, if the Act and the Rules and Regulations thereunder be otherwise complied with, the inspector could make one sampling of the car suffice for both inspections and certificates.

For various reasons, however, it might not be practicable to ask for the "out" inspection certificate until after the "in" inspection certificate had been issued. Even then it does not follow that it would be necessary to resample the car. Some time must have elapsed between the sampling of the car and the issuance of the "in" inspection certificate. When it is proposed to move the grain out the same day, but little additional time will elapse before the "out" inspection certificate is desired. Ordinarily the inspector's responsibility would not be increased. It would seem, then, under most conditions in the case you present that he should be satisfied with the sampling already done and should issue the "out" inspection certificate on the basis of the results already obtained without resampling.

It is thought that for such cases the inspector might materially reduce the fee charged for the "out" certificate to an amount almost nominal, but sufficient to cover the time and material required.

It may be that there would be times—for example, during the spring of the year or when there is otherwise likelihood of rapid deterioration—that the inspector would feel there was an added risk that he would not care to assume. In that case he should resample the car. It is necessary that he exercise reasonable discretion in the light of the existing conditions. Very truly yours,

CHARLES J. BRAND,
Chief of Bureau.

SAMPLES SUBMITTED FOR THE PURPOSE OF ASSIGNING A GRADE THERETO SHOULD BE SUBMITTED TO A LICENSED INSPECTOR

Dear Sir: Reference is made to copies of your letters of.....to the..... Company, and of to the Company, advising them respectively of the grade of certain samples of wheat submitted by them to you for that purpose.

Your attention is called to the fact that, under the United States grain standards Act, the function of grading grain and informing interested parties of the results thereof is committed in the first instance to the inspectors holding licenses issued for that purpose to them by the Secretary of Agriculture, and that it is only in respect to the grade of grain involved in an appeal or dispute properly referred to the Department's officers for determination that officers of the Department are expected to advise interested parties. This does not mean that supervisors are required to refrain from giving all possible information in respect to the application of standards for grain and kindred subjects within the knowledge

so submitting the samples that they should be submitted to some licensed inspector for that purpose, explaining at the same time the respective functions of the supervisors and licensed inspectors under the law. Very truly yours,

CHARLES J. BRAND,
Chief of Bureau.

ON THE GERMAN'S RETREAT

Right up to the last the German armies continued their acts of barbarous destruction which have given them for all time the ignoble title of Huns. So it was that Attila "Scourge of God" and king of



HUN FIRE NEAR GRANARY AT VALENCENNES
Canadian Official Photograph from Underwood & Underwood.

The Huns went through Europe in the sixth century, burning, destroying and pillaging. But he was a child in destruction compared to his modern emulant, the German soldier.

The accompanying illustration shows a fire that was started by the Huns near a large granary at Valencennes, just before they were driven out of that city by the Canadians during the closing days of the war. The reign of terror the Germans established in 1914 brought to them the detestation and enmity of the entire world. It led to their final overthrow, and yet with the certainty of final defeat staring them in the face, they continued to carry out the practice that had been instilled into them by the military leaders. We can only be thankful for the just retribution that is coming to them in the internal dissensions that are now rocking their native land.

WORLD GRAIN SUPPLY AND DEMAND

It is highly important just now to have as definite knowledge as possible of the grain supplies, prospects and probable demands of the world. Cer-

WORLD GRAIN SUPPLY AND DEMAND

Table compiled from Report of International Institute of Agriculture (Rome): (000 omitted)

	Wheat		Rye		Barley		Oats		Corn	
	1918 requirement	Average yield 1914-1918	1918 requirement	Average yield 1914-1918	1918 requirement	Average yield 1914-1918	1918 requirement	Average yield 1914-1918	1918 requirement	Average yield 1914-1918
Spain	133,074	145,665	30,316	25,698	88,980	78,734	30,269	32,247	26,539	33,947
Gr. Brit. & Ire'l'd.	91,120	*272,000	271	.....	63,978	.....	33,380	.....	.....	.....
France	*220,000	*360,000	.....	.....	.....	.....	.....	.....	.....	.....
Italy	176,160	24,908	4,716	5,769	9,160	10,611	41,220	54,032	.....	104,160
Belgium .....	.....	.....	*64,000	.....	.....	.....	.....	.....	.....	.....
Norway .....	.....	6,051	.....	7,054	.....	5,271	.....	13,657	.....	1,536
Holland	4,818	24,299	10,190	14,375	2,166	6,251	.....	24,683	.....	21,261
Sweden	6,598	14,716	25,603	22,723	12,911	13,240	64,502	76,085	.....	3,309
Switzerland	7,086	18,166	1,847	2,055	664	1,461	5,173	10,854	.....	3,835
Canada	210,070	103,864	10,359	2,035	83,026	38,348	483,909	391,473	6,905	19,390
United States.....	917,841	595,387	76,552	37,771	235,333	179,091	1,530,965	1,274,467	2,667,182	2,797,484
British India.....	379,378	.....	.....	.....	.....	.....	.....	.....	.....	.....
Japan	31,088	25,484	.....	.....	75,840	95,886	.....	5,750	.....	3,918
Algeria .....	.....	24,236	.....	.....	.....	29,275	.....	7,660	.....	.....
Egypt	32,516	35,210	.....	.....	9,842	13,016	.....	.....	.....	74,567
Tunis	8,441	6,033	.....	.....	9,160	4,227	3,847	226	.....	.....
Argentina	218,365	63,406	.....	1,807	.....	3,457	.....	17,051	170,365	87,356
South Africa.....	9,523	11,659	.....	.....	.....	.....	.....	.....	34,226	28,873
Australia	†115,230	*40,000	.....	.....	.....	.....	.....	.....	.....	.....
New Zealand.....	†6,268	6,679	.....	.....	828	920	.....	11,514	424	357

*Broomhall's estimate. †Crop of 1917-1918.

of the supervisor, but the giving of such information should stop short of providing information as to the actual grade of any lot or parcel of grain not the subject of an appeal or dispute, so that the function of grain supervisors may be kept separate and distinct from that of inspection and grading of grain. Any other policy might lead to friction or misunderstanding in case the grain from which the sample submitted for grading to the supervisor was taken should become thereafter the subject of an appeal or dispute, resulting in the assignment of a different grade.

It is suggested, therefore, that in the future when samples are submitted to you for the purpose of assigning a grade thereto you will advise the persons

tain countries are isolated and exact information concerning them is impossible to obtain. Russia, for instance, normally a large grain exporter, this year will probably produce no more than is required for its own people. The production figures in Germany and Austria are not obtainable and probably would not be reliable if they were. France, Belgium and Great Britain have also not reported fully. But with these exceptions a pretty close estimate can be made from the figures compiled by the International Institute of Agriculture.

Protecting the Wheat Price Guarantee

Food Administration and Department of Agriculture Begin Plans for Making Good the Promise to Wheat Farmers—Preparing for Maximum Yield

THE manner in which the guaranteed wheat price for 1919 is to be met is giving much concern to Food Administration and other Government officials. On December 27 Secretary D. F. Houston presented to A. F. Lever, chairman of the House Committee on Agriculture, a memorandum, signed by himself and Edgar Rickard and William A. Glasgow, Jr., of the Food Administration, in which suggestions are made for making the guarantee possible.

After reviewing the Act enabling the President to fix the price, and summing up the 1918 crop situation, the memorandum suggests that if the demand from abroad continues until June of this year the Grain Corporation will be able to carry out the obligations of the United States as to the crop of 1918 without impairing its capital of \$150,000,000. If the foreign demand should decrease, however, further appropriations by Congress might be necessary.

In regard to the 1919 crop the memorandum says:

The carrying out of the guaranteed price of wheat "harvested in the United States during the year 1919 and offered for sale before the 1st day of June, 1920," fixed by the President's proclamation of September 2, 1918, in pursuance of the direction of the Act of Congress of August 10, 1917, presents a much more difficult situation, of which Congress should be advised, and such agencies should be created and appropriations made, by Congress, as will insure the carrying out of the guaranteed price "to every producer of wheat," in its integrity. We, therefore, deem it desirable to call the attention of Congress to the situation, as it appears at present.

1. The number of acres of wheat planted for the 1918 crop was as follows:

Winter wheat.....42,301,000 acres
Spring wheat22,406,000 acres

Total64,707,000 acres

However, of the winter wheat planted about 5,000,000 acres were abandoned. From this planting there was (estimated) harvested 917,100,000 bushels. For the harvest of 1919 it is estimated that there have been planted 49,261,000 acres of winter wheat, an increase of 16.5 per cent over the winter wheat planted in the fall of 1917, for the crop of 1918. The spring wheat has not yet been planted, but if there is the same increase in planting of spring wheat in 1919 as there is (estimated) as to winter wheat, the total acreage of spring wheat may be about 26,000,000 acres or a total estimated acreage of about 75,000,000 acres. The above would indicate that the harvest of 1919 would be in excess of the number of bushels harvested in 1918.

2. The normal pre-war annual export of wheat from the United States was, about, on the average of 10 years, 110,000,000 bushels. It is estimated that the total export of wheat and flour (in terms of wheat) of the 1918 crop will be about 310,000,000 bushels. The export of wheat of the 1919 crop can not be expected to reach the volume of the 1918 crop in view of the fact that Argentina, Australia, Canada, India, and other wheat-producing countries will be in the market with their current crops and the reserves which they have been unable to ship, which was not true at least for a considerable part of the time that the 1918 crop was being marketed, and the countries of Europe will be in somewhat better situation for home production of foodstuffs.

3. The pre-war domestic average consumption of wheat in the United States did not exceed 600,000,000 bushels, including seed reserved, and we think

it may be assumed that the domestic consumption out of the 1919 crop including seed wheat reserved, cannot exceed 640,000,000 bushels as a maximum.

4. Reports indicate that the wheat planted in the fall of 1918, enters the winter in better condition and with the appearance of producing a larger per acre yield than the winter wheat planted in the fall of 1917.

5. In order to meet the competition from Argentina and other countries, it seems apparent that our wheat of the 1919 crop, for export, must be paid for here at the guaranteed price and perhaps sold in competition at a price considerably below the guaranteed price. If we sell export wheat at a price below the guaranteed price there would be difficulty in holding our own people to a price for flour based on the guaranteed price of wheat, even

come if we assume the normal abandonment for winter wheat and the five-year average yield and a planting in the spring of 1919 equal to last year with the average yield for the last five years:

	Bushels
Winter wheat	697,900,000
Spring wheat	303,000,000

Total	1,000,900,000
Deduct seed and domestic consumption	640,000,000

Net total	360,900,000
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It would be unwise not to make provision for the possible maximum quantity to be handled.

7. The total estimated elevator capacity for carrying wheat is probably at a maximum as follows:

	Bushels
Public terminals	150,000,000
Country elevators	100,000,000
Mill elevators	100,000,000

Total	350,000,000
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If the crop of 1919 should be to any considerable amount in excess of the 1918 crop, as now seems probable, it will be necessary to provide additional wheat-storage capacity to carry out the guaranteed price of wheat for the 1919 crop. Storage capacity is essential, for the guaranteed price is limited to the first of June, 1920, and producers will certainly rush their wheat to market, in order not to be caught on June 1, 1920, with wheat on hand, and the United States must take the wheat when offered.

8. In conclusion we submit the following:

(a) The guaranteed price of "every producer" is only effective provided the wheat is "offered for sale before the 1st day of June, 1920." It will be impossible to carry out this guaranty as it is intended by June 1, 1920, and if producers cannot sell their wheat to the United States before that date and are left with wheat on hand, it will be felt that the obligation of the United States has not been carried out in good faith. Therefore, Congress will have to extend this date with such provisions and safeguards as may be necessary to protect the Government from wheat harvested in 1920 being mixed with wheat of the 1919 crop.

(b) The present agency will have to be continued or a new one created with power to buy, store, and sell such wheat of the 1919 crop as may be offered to it, and sufficient appropriation will have to be made to furnish such agency with ample funds to at all times purchase throughout the United States, at the guaranteed price, such wheat of the 1919 crop as may be offered to it and also to provide storage facilities to take care of the same by lease or purchase of facilities or both. The appropriation will have to be on a basis to enable the guaranteed price to be maintained at all times by purchase of wheat with funds provided by the Government and without relying on outside credit.

(c) Provision may have to be made by Congress for the protection of the Government against wheat or flour brought in from other countries during the period when the guaranteed price is effective, and also to protect purchasers of such wheat so long as the same is in the country and not consumed. Such provision was made by Section 14 of the Act of August 10, 1917, but the same expires with the proclamation of peace.

WHEAT is the dominant crop of Italy although considerable corn is grown and consumed there. There are 32,855,000 tillable acres in the country and of these about 11,800,000 are put into wheat and normally yield in the neighborhood of 15 bushels to the acre. The meat consumption is only 13 pounds per person a year.

NECESSARY MEASURES TO CARRY OUT GUARANTEE

Suggestions in Secretary Houston's Report to Congress

Congress will have to extend time for purchase of 1919 crop beyond June 1, 1920, with such provisions and safeguards as may be necessary to protect the Government from wheat harvested in 1920 being mixed with wheat of the 1919 crop.

Present agency will have to be continued or a new one created to buy and sell the wheat, and ample funds must be provided to purchase such wheat as may be offered to it and also to provide storage facilities to take care of same by lease or purchase or both.

Government will have to be protected against wheat or flour brought in from other countries during the period when guaranteed price is effective, and also to protect purchasers of such wheat so long as the same is in the country and not consumed.

if this were desirable which, of course, it is not.

6. The planting of winter wheat for the crop of 1919 is now estimated at 49,261,000 acres. If a like increase occurs in spring planting in 1919 over the planting in the spring of 1918, there would be a total acreage planted for 1919 wheat of 75,261,000 acres, and a yield on the basis of present indications for winter wheat and of the five-year yield for spring wheat of approximately 1,114,500,000 bushels, or an increase of about 197,000,000 bushels. If we deduct the quantity needed for seed for the 1920 crop, namely, 90,000,000 bushels, and that needed for maximum home consumption, 55,000,000, we would have remaining for export and carry-over 474,500,000.

	Bushels
Possible 1919 crop.....	1,114,500,000
Deduct probable seed requirements....	90,000,000
	1,024,500,000
Deduct maximum home consumption....	550,000,000
Remaining for export and carry-over....	474,500,000

In addition to the above it seems probable that there will be a considerable carry-over from the crop of 1918. The quantity of wheat to be handled may, of course, be greater than this; it may be smaller. The planting in the spring of 1919 may not be as great as that assumed. Weather conditions, while more favorable than usual to date, may not continue favorable.

The following table will indicate the possible out-

Concerning the Acreage

Frank Criticism of the Existing Machinery for Estimating Our Grain Crops
Showing Possibility of 460,000,000 Bushels Reduction
in Total Crop Returns
BY P. S. GOODMAN

RECENT revision of the estimated acreage of important crops by the Agricultural Department evoked some unfavorable criticism from the grain trade, which has accustomed itself to reliance upon the initial acreage, and which was thrown into confusion by the drastic reduction in the estimated corn crop. It is a usual thing for the Department to revise its acreage, and in the past three or four years a sincere effort has been made to check over the preliminary and final estimates in order to approximate the facts. This constant revision is imperative in view of the divergence every 10 years between the Agricultural Bureau's acreage and crop results and those ascertained by the census enumerators, which latter are more likely to be close to, if not, the actual acreage at that time.

The methods employed by the Bureau and by the private crop reporters are identical, and their reports are largely the average guess of their correspondents. I have found in my experience, and Government agents inform me of a similar condition, that the average crop reporter thinks in multiples of five; in fact, the human mind when making a comparative estimate of indefinite quantities falls into a habit of using the changes in comparison on a 5 per cent basis. In checking over my reports on the corn crop last June I found that 2,136 correspondents gave the changes in multiples of five, 496 showed a greater accuracy in giving figures in other than fives, and 12 gave split or fractional differences, while 186 would not venture a guess in figures, but used such terms as "larger," "much larger."

As a large number of my correspondents are also representing the Government, the same variation in estimates prevails in the Government compilation. The Government and other crop reporters use their heads in weighing the acreage by sections, and also in changing estimates in localities where it is evident the local reporters are out of line with known physical condition.

The state and county agents of the Government are constantly checking up on their reports, even after compilations, and frequently after crops are gathered, they are enabled from the receipts and local consumption to rectify mistakes, and this has given rise to the revision of the previous year's acreage, which confuses and irritates trade interests. This rectification of acreage, both in the decrease and in the increase of initial reports, must continue in order to bring the conditions of the country's production to something approximating the actual.

The solidarity of the Southern congressmen, which has proven so effectual in political patronage and in benefits to that section, furnishes to the farmers generally a suggestion for accuracy in trade reporting. The variation in the cotton trade was an irritation to the southern planter and to the cotton consumer, and some years ago, through that solidarity of action, the South succeeded in having the production of cotton turned over to the Census Bureau, thus supplementing the Agricultural Department, and each year the agents of the Bureau make an accurate survey of the cotton situation. The gins report the amount of cotton turned out, the oil mills, the amount of linters, and oil, and the acreage statements of the planters are secured. In June a complete and accurate statement of the production of cotton is made, and the Agricultural Department must, by law, readjust its acreage figures to that ascertained by the Census Bureau. A solidarity of action on the part of the congressmen of the Western States could secure the same system for the three important crops—wheat, corn and oats, and the guessing period would be removed. Until then the Department must do the best possible in approximating the

A comparison of the reports of the Agricultural Bureau with census decennial report will illuminate the situation, and remove a great deal of unjust criticism. Crop reporting began to assume something of a scientific character during the nineties, but the correspondents were far out of line as shown by the census report of the crops of 1899. The Bureau was 20,000,000 acres less than the actual. During the next 10 years improvement in the methods failed to register accurately, and the sum of the annual guess showed 10,500,000 more acres than the census. The acreage after the report of the census for 1899 was not readjusted properly, due to an unfortunate conflict on the part of the Agricultural Department and an effort to rectify alleged inaccuracies of the census, had the acreage been adjusted to the census, the Bureau in 1909 would have been 25,000,000 acres higher.

	Bureau's Estimate 1909	Census Returns 1909	Bureau over Census
Ohio	10,346	11,153	*807
Indiana	11,320	10,882	438
Illinois	19,626	19,665	*39
Iowa	18,360	19,218	*858
Missouri	13,745	13,648	97
Nebraska	14,841	14,750	191
Kansas	19,675	17,412	2,263
Michigan	8,856	7,829	1,027
Wisconsin	7,929	7,897	32
Minnesota	13,040	12,516	524
North Dakota	11,144	13,321	*2,177
South Dakota	9,125	9,039	86
Kentucky	5,484	5,798	*314
Oklahoma	12,628	10,445	2,183
Texas	20,479	17,081	3,398
Southern	59,400	55,821	3,579
Eastern	26,111	25,170	941
Mountain	8,321	6,476	1,845
Pacific	8,936	7,545	1,391

*Less.

The 1909 census report made public in the latter part of 1911 was accepted by the Agricultural Department and its acreage revised to the census returns. It is significant that in the reports, the widest variation was in the corn acreage. In 1909 the Bureau was 7,500,000 higher than the census—this had been further increased to 116,000,000 acres in 1911, and in the revision was cut back 10,000,000 more, thus giving an increase in two years of this one crop of 8 per cent, compared with an increase of only 4 per cent in the previous 10 years.

The annual guessing method with its rectifications had resulted last year in a total increase on the reported crops of 66,000,000 acres, which, under the recent revision, has been cut down to 60,000,000 acres. The revised acreage is now 21.1 per cent in excess of that of the census of 1909. The details of the acreage of 1918 compared with the census of 1909, the bureau of 1909, and the census of 1899, is here presented comprising those crops on which the Government regularly reports:

	Bureau 1918	Census 1909	Bureau 1909	Census 1899
Corn	107,494	98,383	108,771	94,014
Wheat	59,110	44,261	46,723	52,589
Oats	44,400	35,159	33,204	29,540
Barley	9,679	7,698	7,011	4,470
Rye	6,185	2,196	2,006	2,054
Buckwheat	1,040	878	834	870
Flax	1,938	2,083	2,742	2,111
Rice	1,113	610	720	342
Tobacco	1,549	1,293	1,180	1,101
Potatoes	4,210	3,669	3,525	2,939
Sweet Potatoes	922	641	*641	537
Hay (Tame)	55,971	46,715	45,744	39,246
Cotton	35,890	32,444	32,370	24,275
Beans	2,100	803	*803	454
Kaffir Corn	5,619	1,635	*1,635	267
Peanuts	2,292	870	*870	517
Sugar Beets	592	364	*364	110
Cane Sugar	300	477	*477	387
Sorghum	373	444	*444	293
Total	340,777	280,625	291,064	256,953
Increase	59,152	23,672	34,111	47,048
Per cent Inc.	21.1	9.2	13.3	22.4

*Agricultural Department not reporting on these crops in 1909, census report used.

The location of this large increase in acreage in nine years is possible by arranging the acreage of the important grain states and the rest of the country by natural sections, the reported acreage of each state being consolidated.

The sections which may be out of line are assumed from the reports of 1919, compared with the census of that period. The older agricultural states showed a remarkable alignment with the

census. The heavy increases, of course, were in the newer states, and in some of these the Bureau ran rapidly ahead of the census, notably in Kansas, Oklahoma, Texas, the Mountain and Pacific states, and in these same states we find the unusual increase over the last census. Ten years ago the Bureau failed to record the development of North Dakota. The present acreage in the Northwest, Oklahoma, Texas, the other Southern, the Mountain and Pacific Coast states show the heavy increase, and they may be visualized in the following table:

	Bureau 1918	Census 1909	Increase	Per cent Increase
Ohio	11,284	11,155	129	1.1
Ind.	12,340	10,882	1,458	13.5
Ill.	20,999	19,665	1,334	6.8
Iowa	20,892	19,218	1,674	8.8
Mo.	14,675	13,648	1,027	7.5
Neb.	15,897	14,750	1,147	7.9
Kan.	20,687	17,412	3,275	18.1
Mich.	8,545	7,829	716	9.2
Wis.	8,295	7,897	398	5.0
Minn.	15,174	12,516	2,658	21.3
N. Dak.	15,997	13,321	2,676	20.1
S. Dak.	12,091	9,039	3,052	33.9
Ky.	6,675	5,798	877	15.1
Okl.	12,564	10,443	2,119	20.2
Texas	23,821	17,081	6,740	39.6
Southern	69,603	55,921	13,682	24.4
Eastern	26,278	25,170	1,108	4.4
Mountain	12,556	6,476	6,080	94.3
Pacific	11,659	7,545	4,114	54.8

The velocity of increasing acreage in the past two years is interesting. The revision of 1911 showed an advance of 20,000,000 acres in two years. At the outbreak of the great war, the advance was 27,000,000 acres, showing a natural increment. Since then there has been an increase of 33,000,000 acres, or a total of 60,000,000 in the nine years. The increase last year over 1917 was 12,000,000 acres, indicating an unusual effort on the part of the farmers of the country to meet the unprecedented demand for food and feedstuffs. It seems incredible that during the two years we have been in the war that the acreage should have been so largely increased, considering the number of men who have been drafted into the service, and the movement of farm laborers to the munition factories and higher city wages.

The back-to-the-farm movement in the nineties, due to the business depression of the first half of that period, was a natural movement, and it escaped the crop reporters, who probably formed a very thin line on the outskirts of production, where the increase was enormous. There has not been any movement to the farms, and when one goes over the returns and finds an average gain of acreage in the states of large acreage, and largest available farm labor in averages less than 9 per cent gain, he would be justified in assuming that the country wide gain does not exceed 12 per cent, and that present reported acreage is too large by 20,000,000, which, if distributed among the grains where the variation has usually occurred, would reduce our total crop by 460,000,000 from a reported total of 5,384,000,000 bushels.

CHICAGO'S FIRST WHEAT SHIPMENT

Last year Chicago received nearly 70,000,000 bushels of wheat and shipped over 50,000,000 bushels. Over in the Chicago Historical Society's Building is a water color painting showing the first wheat shipment from this city. The painting used to belong to Julian S. Rumsey and was presented to the Chicago Historical Society by his sisters.

This first shipment was made October 9, 1839, and consisted of 1,678 bushels. It was loaded on the brig *Osceola* of Buffalo, at the warehouse of Newberry & Dole. This establishment stood on North Water Street east of the present Rush Street Bridge. The painting shows the grain spouted from the third story into a box with barrow handles which two men then carried onto the tiny brig and dumped into the hold. That was probably done for the purpose of tallying, as the painting shows the grain could have been spouted direct from the third story of the warehouse into the hold of the brig.

A PLANTER of North Carolina plowed up his millet patch when he learned that the seed came from Germany. When our troops captured a machine gun they turned the gun on other Huns.



Published on the Fifteenth of Each Month

BY

Mitchell Brothers Publishing Co.

OFFICE:

Manhattan Building, 431 South Dearborn St.
CHICAGO, ILL.

A. J. MITCHELL.....Business Manager

Subscription Price - - - - \$1.00 per Year
English and Foreign Subscription 1.75 " "

ADVERTISING.

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

CORRESPONDENCE.

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

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

CHICAGO, ILL, JANUARY 15, 1919

FINANCING THE 1919 CROP

TO KEEP its pledge to the farmers and at the same time to compete in world markets with our possible 474,500,000-bushel wheat surplus, the Government will have to face a considerable loss, running possibly to \$400,000,000. The farmer will get his full price—the Government will get what it can, possibly a dollar less.

The machinery for handling the 1919 crop will probably be either a continuation of the Food Administration Grain Corporation, with an appropriation to cover its losses, or putting the administration of the law into the hands of the Bureau of Markets. Whichever way the cat jumps the country shipper would have to hold the bag. He would have to keep the grain books for the Government and then wait upon the convenience of Uncle Sam for the payment of balances due. This is the way England handled flour milling last year. The mills bought their grain at the market and sold the flour at a fixed price. But the Government was so slow in making up the deficit, as agreed, that some of the mills had to shut down for lack of capital to carry them the necessary months. Judging by the war record of home allotments and soldiers' pay the shippers who pay the full price to the farmer would be up against the same thing. They have to have enough capital to carry at least one dollar on the books for every bushel of wheat handled, possibly for months. It couldn't be done.

There are two other suggestions that have been made: Eliminate the terminal market operators, consigning all wheat to the Grain

Corporation; or, finally, returning the business to the grain trade, clearing all remittances, with the necessary papers, through an appointed bank or the Federal Reserve Bank, where the check for shippers deficit would be made out and sent along with the remittance from the receiver, the whole transaction being cleared within 24 hours and without straining the credit of the shipper.

A TIME FOR CLEAR THINKING

WITH the war over so far as this country is concerned, although internal strife still has several of the European countries by the ears, it is quite necessary that the grain trade get down to some hard, straightforward thinking. To do this with any measure of success, it is essential to have the facts. The newspapers and magazines are full of crop statements, prophecies and vaporings by men only partially informed, and as a result there is a distinct feeling of uneasiness in the trade because of these widely varying opinions. There is, as we see it, no cause for uneasiness or alarm.

We are fortunate in being able to present in this issue a statement of conditions in this country and the world at large, by John R. Mauff, secretary of the Chicago Board of Trade, and by Peter Goodman, statistician for Clement, Curtis & Co. Mr. Mauff sums up the wheat situation, and although no one can tell by what agency the 1919 wheat crop will be handled, he points out the simple facts by which the Government will have to be guided. Mr. Goodman is too well known as a reviewer of world crop situations to need comment. He points out the possibility of there being some 400,000,000 bushels of cereals less than predicted, through errors in estimation. The grave shortage of fats and meat animals insures a continued demand for coarse grains and the price that hogs and cattle command allows but small chance for a violent downward movement for some time to come. World supplies and world requirements are facts. Keep those in mind and forget the facts. Keep those in mind and forget the rumors that too often are circulated only to shake our faith in the realities.

NOT FARMS, BUT INDUSTRY

SECRETARY LANE has formulated an admirable program for putting returned soldiers on farms. The plan provides an excellent opportunity for the soldiers to make a good living and be comparatively independent, and also a means of developing the waste spaces of the country in an economic healthful manner, adding to our national wealth and relieving any tendency toward labor congestion. Many men who remember the hegira to the Western homestead grants after the Civil War, have been enthusiastic in praise of Secretary Lane's scheme. They forget the present gravitation of youth toward the cities, which, if we are not mistaken, will be more pronounced than before. Immediate high wages in industry will look better to the young ex-soldier, many of them with definite matrimonial ambitions, than in-

dependence sometime in the future, with many months of hard work and slim returns as the immediate prospect.

By the time the new land is broken and a crop grown, the present attractive returns from grain farming will have dwindled to a normal basis, and the young soldier will be too impatient to wait for the certain prosperity that mixed farming and animal husbandry will eventually bring.

If the new land is opened up we imagine it will be occupied by present renters and new immigrants, rather than by soldiers. If this is true, then industry will have the task of absorbing the army as it is discharged. The grain business must prepare to do its full share in providing positions for the men who made good.

DEMURRAGE TANGLE IN NORTHWEST

SHIPPERS of the Northwest have received a sorry deal at the hands of the Railroad Administration through the demurrage charges that have been assessed against them on cars held at Minneapolis when that market was too congested to begin to take care of its receipts. At one time thousands of cars were waiting to unload and shippers have been charged as much as \$200 demurrage on a single car. And this, understand, was under the permit system when the Administration presumably only issued permits for cars that it could handle.

In refusing to be a party to the controversy the Grain Corporation is well within its rights. It buys grain represented by warehouse receipts. Until the grain is housed and the receipt is issued, the expense belongs to the shipper. He has to pay the demurrage. But the trade should stand solidly back of his effort to get a refund from the Railroad Administration as the issuance of the permit obviously carried with it some measure of responsibility in handling the grain on its arrival.

THE CUMMINS BILL

THE Cummins Bill, S. 5020, was introduced on November 11, and provides for the return of all rate-making power to the Interstate Commerce Commission, taking it out of the hands of the Railroad Administration. The Overman Bill, which gave the Administration a free hand in all transportation affairs, was passed as an emergency measure pure and simple. The grain trade, with all other branches of business, has given the Railroad Administrator loyal support, and has accepted without protest many hardships at his hands. Only the most obvious injustices have given rise to complaint.

But now the emergency is passed. Business of all kinds expects reasonable treatment such as is due from a public service body to its patrons. No man expects a railroad corporation to lose money, on the other hand he does not propose to hold the bag while the Government tries out its theories at the expense of the public without regard to the value of the service rendered. His protec-

January 15, 1919

tion lies solely in a rate-making body before which he is entitled to present his case before he is saddled with unjust charges. This protection the Cummins Bill affords and should have the endorsement of the trade. Furthermore, your senators and representative should know your position in the matter.

THE INCREASE IN CROP VALUES

COMPARISON of present farm commodities with the values they held in former years shows an increase of over 100 per cent of the pre-war average. In his yearly report for the Department of Agriculture, Secretary Houston says that on the basis of prices that have recently prevailed, present crop values and livestock on farms January 1, is estimated at \$24,700,000,000 compared with \$21,325,000,000 for 1917, and \$11,700,000,000, the annual average in the five-year period, 1910 to 1914. This, he explains, does not mean that the wealth of the nation has increased by the difference, but that it only shows that monetary returns to the farmers have increased proportionately with those of other groups of producers, and that their purchasing power kept pace in the rising scale of prices.

What it actually shows is the depreciation in the exchange value of gold, the medium by which prices are measured. This country has about \$2,500,000,000 in gold which is withdrawn from circulation. Federal reserve bank notes, based on business paper, have increased enormously during the past year, so that a natural depreciation of gold has resulted from the inflation of credit. So far as commodity exchange is concerned the crop values this year are only slightly greater than normal.

INDIANA GETTING AFTER ABUSES

TWO bills have been prepared for the general assembly of Indiana which, if passed, will be of the greatest benefit to grain dealers in the state. One provides for the appointment of official weighmasters in all communities where petitions signed by 10 citizens shall be filed. They will be under the state commissioner of weights and measures who will see that scales are in proper condition. And now comes the important part of the bill: "A certificate of weight issued by any such official weighmaster * * * shall be recognized as and prima facie evidence of the facts therein certified in all the courts of the state . . ."

The second bill provides that railroad or interurban leases must be reviewed and have the written approval of the terms and conditions by the Public Service Commission.

These bills, if passed, will only effect dealers in Indiana, but they are so obviously needed in other states for the proper protection of grain dealers, that we freely predict that similar measures will soon be introduced into the legislatures of most of the grain states. Just what effect these laws would have if the railroads are permanently federalized, it is difficult to say, as state commissions have been practically ignored during the past year. But the possibility of Government ownership is too remote to consider seriously.

A LEADER GONE

IN THE passing of Theodore Roosevelt, the country has lost the most forceful figure in public life. His virulent and courageous personality epitomized what we like to believe are the best traits in Americanism. A natural born fighter, when a young boy he pitted his will against the frailties of constitution that nature had endowed him with, and won. He carried into public life the same characteristics, and won. This very quality drew to him a larger personal following than any man in public life in America ever carried.

There was nothing of the mugwump in Roosevelt. He made his platform and stood by it. No one had to question his meaning or his intention. One stood with him or against him—there was no half-way allegiance given nor asked. Perhaps his greatest tribute is in the personal admiration that his bitterest opponents felt toward him. He was a man—and in his death the nation and the world has lost an inspirational force.

EDITORIAL MENTION

Nearly every elevator in the country is short-handed. There will be positions open for many of the returned soldiers in the grain trade. Thank God most of the boys will be able to resume their old jobs if they want to.

The army consumes 125,000 pounds of beans per day. The Food Administration continues to favor pintos and pinks, but good old Michigan and New York navies will never lose their premier position in the taste of the people.

The Allies have promised to supply the Central Powers with enough food to prevent starvation riots and uprisings. This materially increases our food obligation and does not indicate a material lowering of coarse grain prices in the near future.

Now that peace is assured we may expect a recrudescence of politics. Watch for the flood of bills in Congress to limit or suppress speculation in grain. Farmers have been so prosperous under non-speculative wheat trading that they will easily be persuaded that their troubles all come from a futures market.

Complaints are frequent that it is growing more difficult to secure damages for claims against the railroads, particularly where car shows no sign of leakage at destination. Under the very prevalent system of repairing cars en route, no leakage at destination is not prima facie evidence that it hasn't leaked on the way.

If anyone is of the opinion that German trade is going to surrender its place in the sun, as the political leaders have done, need only look to Argentina to be undeceived. When the Allies were negotiating to buy up Argentina's surplus wheat some months ago, German agents in that country quietly but effectively bought up the entire supply of sacks, and as all grain in that country is handled in sacks, they were able to

gain control of a large part of the crop, which they will sell back to the Government at a nice profit when it comes time to make deliveries.

The winter wheat has provided an unprecedented amount of forage and farmers have taken full advantage of it, pasturing all kinds of stock and still finding it difficult to retard the growth to a safe level.

One of the items which may have bearing on the \$2.20 price for wheat which a special commission will consider next spring, is the recent announcement by the Department of Agriculture, that in 1914 it cost 2.21 bushels of rye or 1.7 bushels of wheat for enough acid phosphate to cover an acre; now it costs 1.7 bushels rye or 1.2 bushels wheat.

Grain men, growers and handlers, made serious proposals to the Government to import 1,000,000 Chinese laborers to help harvest the crops. They did not suggest how they would get them here. Our military leaders know how many ships it takes to transport a million men. Evidently the Westerners do not.

Secretary Houston, on another page, estimates the total elevator capacity of the country for wheat at 350,000,000 bushels. Last year the elevator of the country was estimated at 1,100,000,000 bushels. Quite a discrepancy, but oats, barley and corn need some room, so it is perhaps fair to allot only one-third of the total capacity to wheat.

Not since 1914 has there been such a stir in the trade over reported shipments to this country of Argentine corn. Four years ago the actual corn imported was ridiculously small compared with its effect on our market, and that seems to be the experience this year. There have been more hedges taken on Argentine corn than could be delivered by our entire merchant marine.

Based on the assumption that only marketable feed is used in fattening hogs and that at a price of 2½ cents per pound, the Agricultural Extension Division of the University of Minnesota estimates that it costs \$16.44 per hundredweight to raise pork. Two cents per pound for feed is more nearly a fair price. And how would the farmer figure his winter wheat pasturage that is now putting thousands of pounds of pork in condition to go to market?

In spite of the increase in cars furnished for grain movement, about 70 per cent more than last year, many stations in the Northwest are surrounded by great piles of wheat, dumped on the ground. Which all goes to show how far reaching in its effect is any upset of the natural law of supply and demand, such as a fixed price throughout the crop year. In England the fixed price increases through the season, enough to take care of carrying charges, but here with our great distances and uncertain weather it is imperative that the Grain Corporation have the wheat where it is immediately available at all times. Blame the Kaiser.

H. H. SAVAGE
St. Joseph.

NEWS OF THE TERMINAL MARKETS

A. R. TAYLOR
Milwaukee.

OLD TIME TRADING ALLOWED

Through an agreement with the Canada Food Board and the War Trade Board, the Board of Grain Supervisors for Canada has approved of importation and exportation of barley, rye, buckwheat, flaxseed, peas and beans. The order practically opens to market the old-time individual trading, barring the securing of licenses to make shipments.

PRODUCE EXCHANGE ENTERTAINS

The New York Produce Exchange entertained a crowd of about 2,000 poor children, many of them cripples, of lower New York, on the last day of the old year. Trading on the Exchange floor stopped at 1 o'clock and the children thronged the big floor, which was gaily decked in holiday attire. A complete vaudeville show was given and each child presented with a valuable present.

INSPECTION AT RAILROAD YARDS

A trial is being given on the Chicago market to the inspection of grain at the Chicago, Burlington & Quincy Railroad yards. The necessary moisture testing machines and apparatus has been installed by the state grain inspection department with a grain inspector in charge. The plan facilitates grading of grain with reference to its arrival on the market and will be watched with interest.

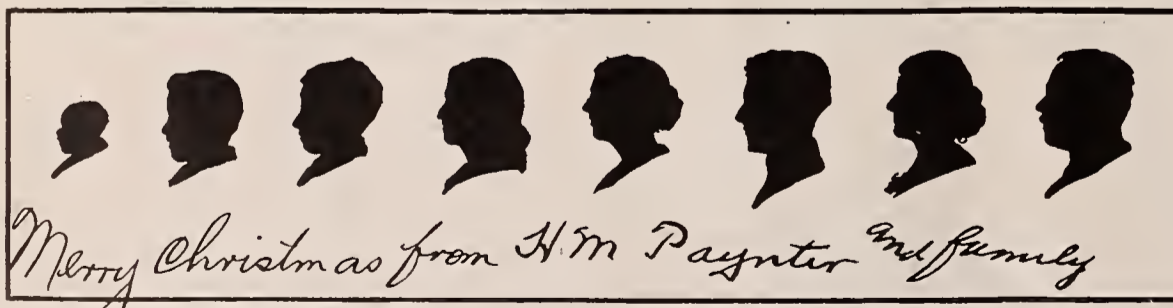
ARGENTINE CORN NEWS

The news from Argentine is playing an important part in the corn trade at the present time. The opinion prevails that either Argentine prices are too low or American too high, while the recent removal of restrictions on imports of Argentine by the War Trade Board makes for lower prices.

The first time in our history that corn imports exceeded exports was in the year ending June 30, 1914, when imports into the United States aggregated 12,290,000 bushels, while the total exports from this country during the same period were 10,720,000 bushels. The Food Administration's program does not include any exports of corn this year.

AN INTERESTING GRAIN FAMILY

The wish for a Merry Christmas from H. M. Paynter and family should count for something, as it is supported, as the illustration shows, by eight



winning personalities. Four boys and two girls comprise the family, with the father and mother, who appear at the extreme right of the picture. The family home is at 449 Hazel Avenue, Glencoe. Lieutenant Paynter, the oldest boy, is still in France. The youngest of the children is a boy of three months, showing last on the left.

Mr Paynter has been a member of the Chicago Board of Trade for 30 years. He was for over eighteen years with the old firm of Milmine, Bodman & Co., of Chicago. For a number of years

he has been associated with H. W. Roger & Bro., conducting a general receiving business in grain in central territory, and his friends are legion.

OFFICERS OF CHICAGO BOARD OF TRADE

Leslie F. Gates, of Lamson Bros. & Co., was elected president of the Chicago Board of Trade at the annual election held January 6, with Hiram N. Sager of J. H. Dole & Co. chosen as first vice-president and Charles H. Sullivan, second vice-president.

Directors are: Winfield S. Day, Jas. J. Fones, Wm. E. Hudson, H. J. Blum, Wm. H. Colvin, E. F.

LESLIE F. GATES
Newly Elected President Chicago Board of Trade.

Rosenbaum, John A. Bunnell, Edw. Andrew, Geo. H. Hales, Adolph Kempner, John J. Bagley, Jas. W. McCulloch, Jos. F. Lamy, L. C. Brosseau, W. H. Lake.

Mr. Gates was born at East Canton, Pa., in 1874 and was graduated from LaFayette College in 1897. On leaving college he went with D. Appleton & Co. for a short time as manager of their educational department. In 1896 he joined the Chicago Board of Trade and has been a member of Lamson Bros. & Co. since that time. From 1911 to 1916 he served as a director of the Board.

Besides being a grain dealer, Mr. Gates is a practical farmer, owning a large farm in Indiana. He is a member of the Union League Club and the Wilmette Country Club. He has always been a

close student of grain markets and conditions and will give a conscientious, efficient administration of his office.

MERCHANTS EXCHANGE OFFICERS

The annual election on the St. Louis Merchants' Exchange resulted in the selection of E. C. Andrews of the Kehlor Flour Mills Company as president for 1919; Charles L. Niemeier, of Schultz-Niemeier Commission Company, first vice-president; F. B. Chamberlain, second vice-president. Direct-

ors chosen were John O. Ballard, A. C. Robinson, Harry Watson, Mason H. Hawpe, W. J. Edwards.

The Merchants' Exchange gave a banquet to the retiring president, John O. Ballard, January 8, the date of the election, in acknowledgment of his efficient services in office during the trying war conditions of the past year.

NEW BUILDING FOR CHICAGO BOARD OF TRADE

It is predicted that the Chicago Board of Trade will have a new building within two years. As rapidly as possible the Board is liquidating its bonded indebtedness which will leave it in condition to secure better terms in financing the new structure.

PEORIA BOARD OF TRADE ELECTION

The annual election of officers on the Peoria Board of Trade was held January 13. A. W. Harwood was chosen president; Wm. S. Miles and F. Z. Wood, first and second vice-presidents, respectively; Wm. C. White, treasurer; John R. Lofgren, secretary.

Directors: H. H. Dewey, A. G. Tyng, W. T. Cornelison, G. C. McFadden, E. R. Murphy, L. H. Murray, Louis Mueller, T. A. Grier, Gus Peterson, J. M. Vannuys.

Committee of Arbitration: J. C. Luke, J. A. Waring, A. H. Kanne.

REDUCTION IN FEES

The Grain and Hay Inspection Department and the Weighing Department of the state of Kansas has announced the following charges for inspection and weighing, effective January 1: All inspections, 45 cents per car; re-inspections, 45 cents per car, except where the grade is changed in which case there is no charge.

On direct transfer "in" and "out" inspection will be made with but one charge of 45 cents per car, with an additional charge of 15 cents for moisture test; inspection of sacked grains, 45 cents per car, with an additional charge of 40 cents per hour for time actually consumed in the performance of such service; tests, 15 cents each; extra samples, 25 cents each; weighing grain out of public elevators, 25 cents per car; weighing grain out of private industries, 40 cents per car; weighing grain in elevators and mills, 40 cents per car; weighing direct transfers, 40 cents per car.

NEW YORK CONDITIONS

L. W. Forbell & Co., of New York, report that cash business, both for domestic and export, is at a standstill for the reason that shipping permits from Western points are denied on account of the great harbor strike. It is impossible to load out grain for harbor delivery and steamers awaiting cargoes cannot be moved to their receiving berths.

The speculative market became unsettled when the Food Administration announced that permission would be granted for the importation of Argentine corn. The revision of values for the present is downward, which has the effect of keeping out of the market those who, ordinarily, would replenish their supplies at moderate recessions. Until some stabilizing factor appears irregular markets will doubtless prevail.

It is impossible to base an opinion as to what constitutes a proper level of values for either corn or oats. The outlook for any immediate improvement in the conditions above described is not an

encouraging one, and a return to normal in the near future cannot be expected. With the settlement of the labor dispute, the matter of sufficient ocean tonnage to transport the grain from our shores will again be a commanding factor that will govern the movement to this market.

FRED MAYER

An article was published in the *Toledo Times* in December under the caption "See the Resemblance?" It referred to the picture shown in our illustration, that of Fred Mayer of J. F. Zahm &



FRED MAYER
New President of the Toledo Produce Exchange.

Company, Toledo, the new president of the Toledo Produce Exchange. Mr. Mayer has every right, judging from appearances, to sit at the peace table. If he could substitute for our chief executive some January morning his claim to the place would probably go unchallenged.

"Fred" Mayer was born in Toledo in 1868 on Summit Street, which may have something to do with the fact that he has never lived a groveling existence but always on the heights. At the age of 14 he entered the grain business with only a lot of ambition as his capital, and has largely developed both. He has been associated with the firm of Zahm since then and a partner since 1893.

Mr. Mayer has a keen sense of humor as shown by the following anecdote. Letters have been received by the firm addressed to Mr. Meyer, Mayor, Maier, Meier, etc. There was no objection raised to this variety of spelling until one day he reported the limit had been reached when a communication arrived to Mr. Mire.

Mr. Mayer served as president of the Toledo Produce Exchange in 1907, the Ohio Grain Dealers Association in 1906 and has held the office of second vice-president of the Grain Dealers National Association. He has given to association work the same attention and energy he has devoted to his business with the result that these various organizations enjoyed unusual prosperity during his term of office. He loves to work hard at business, play golf as a recreation, and enjoy the companionship of friends.

FIXED HOG PRICE VERSUS ARGENTINE CORN

"Corn bulls are looking at the fixed price of hogs. February hog price will be decided January 23 at Chicago. Will it be the same as the January price or lower? Argentine corn can be imported without restriction. Their prices are much lower than ours. They have a large surplus of good quality. They expect to harvest another large crop in March. Will drouth and hot winds spoil their prospect? Can they secure ships to export freely to this country? That is the main question. They always ship freely to England. Our crop is short. Greatest shortage is in the Southwest. Hog crop is large.

Corn receipts are liberal but it takes awhile to build up stocks in terminal markets. Colonel Stream favors lower cost of living to prevent unrest spreading in this country as it has done abroad."—C. A. King & Co., Toledo, Ohio, *Special Market Report of January 13.*

CHANGES IN MEMBERSHIP

Chicago.—New members on the Board of Trade are: John H. Block, Philip L. Poe, Geo. G. Cripps, John W. Reddick, Thos. J. Hair, W. C. Estes, Jas. E. Cagney and John T. Agar. The memberships of the following have been transferred: J. R. Pickell, M. H. Cooley, P. H. Monks, Gus Johnson, L. P. Nellis, Jas. S. Eales, W. W. Hampe and John H. Norriss. Reported by Secretary John R. Mauff.

Cincinnati.—The Schmidt-Walker Company has retired from business here. Reported by Executive Secretary D. J. Schuh.

Duluth.—W. H. Dunwoody has withdrawn his membership in the Chamber of Commerce. Reported by Secretary Chas. F. MacDonald.

Indianapolis.—J. T. Hamill has been elected to membership on the Board of Trade. Reported by Secretary Wm. H. Howard.

Milwaukee.—Memberships in the Chamber of Commerce have been granted the following: J. W. Reddick, Herman F. Weber, Hubert Karl, Jr., and J. P. Kettenhofen. R. E. Knowlton, Franklin Kelchner, Jr., H. McCardel and W. B. Morse have had their memberships transferred. Reported by Secretary H. A. Plumb.

Peoria.—J. E. McWilliams of the Smith Hamilton Company of Peoria, is a new member on the Board of Trade. Reported by Secretary John R. Lofgren.

NEW ORLEANS' INSPECTION AND WEIGHING DEPARTMENT BANQUETS ITS EMPLOYES

On Saturday evening, December 28, 1918, the New Orleans Board of Trade, Ltd., tendered to the employes of the Grain Inspection and Weighing Departments their first annual banquet. The banquet took place at Galatoire's, New Orleans' famous Cafe and Restaurant.

Everyone connected with the Grain Inspection and Weighing Departments was present and had as their invited guests: W. L. Richeson, local manager of the Wheat Export Company, Inc., and formerly chief grain inspector and weighmaster; Joseph Prudot, foreman of the Central Elevator and Warehouse Company's Elevator "E"; Al. Prudot, foreman of the Central Elevator and Warehouse Company's Elevator "D"; Henry Beelman, foreman of the Board of Port Commissioners Public Grain Elevator, and John Neeb, foreman of the Trans-Mo.,

with the hope that when the next one takes place they will all have the privilege of attending. There is no doubt that these "Get Together" meetings create a feeling of good-fellowship among the employes and serve to bring them in still closer touch with their employers.

ELECTION AT TOLEDO

Election of officers at the Toledo Produce Exchange was held January 7. The following were chosen for the year 1919. For president, Fred Mayer, of J. F. Zahm & Co.; first vice-president, Harry I. De Vore, of H. W. De Vore & Co.; second vice-president, Richard S. Sheldon, of S. W. Flower & Co.; treasurer, Kenton D. Keilholtz, of Southworth & Co.; secretary, Archibald Gassaway.

Directors, Frank I. King, David Anderson, Fred O. Paddock, Jesse W. Young, Frank R. Moorman, George D. Woodman, Jesse D. Hurlburt, Frank W. Annin, Charles W. Mollett, Raymond P. Lipe.

Committee of Arbitration, C. S. Coup, J. A. Smith, George R. Forrester, L. A. Mennel, J. W. Luscombe, Jr., E. A. Nettleton, Fred W. Jaeger.

Committee of Appeals: John Wickenhiser, R. L. Burge, F. C. King, S. J. Rudd, W. A. Boardman, O. H. Paddock, A. Mennel, W. J. Perry, L. J. Ulrich, J. C. Husted, W. E. Stone.

TO BUY ON WESTERN TERMS

Resolutions were adopted by the Portland (Ore.) Merchants' Exchange, December 16, declaring that after January 1, 1919, all purchases of Eastern grain by members for shipment to Pacific Coast terminals and to all interior points where state grain inspection systems are effective, shall be made only on Oregon and Washington officially certified weights and grades, the terms of purchase to be the regular Western terms as embodied in the rules of the association. It was further resolved that the practice of paying drafts at the full value of such shipments shall be discontinued, such drafts hereafter not to exceed 90 per cent of the invoice value of the grain at shipping point. This action is a result of dissatisfaction over the so-called Minneapolis terms involving shipment of grain to the Pacific Coast for purposes of milling with Oregon and Washington wheat. That this action would be taken was forecast some weeks ago. It is said to have the approval of other associations in that district.

TERMINAL NOTES

The Scoular-Bishop Grain Company of Kansas City, Mo., has opened an office at Omaha with Fred C. Swett in charge.

The Moore-Seaver Grain Company of Kansas City, Mo., mailed their friends a very beautiful calendar



THE BANQUET TO NEW ORLEANS INSPECTION AND WEIGHING DEPARTMENT

Mississippi Terminal Railroad Company's Westwego Elevators "A" and "B."

Vice-President T. F. Cunningham of the New Orleans Board of Trade was the principal speaker of the evening and gave the boys a very interesting talk. Everyone there had a good time and left

for 1919, the distinctive feature of which was a reproduction of the painting, "Oaks at Sunset," by Gordon Coutts.

Major Carl Langenberg of the Langenberg Bros. Grain Company of St. Louis, Mo., who was director of the affairs of the Remount Division of the Council

of National Defense at Washington, is again on the floor of the Exchange for this well-known grain and hay firm.

John B. Kempner, a broker on the Chicago Board of Trade, was suspended indefinitely for debt recently by the Directors of the Board.

Arthur Hessburg, who left the Gould Grain Company of Minneapolis, Minn., to join the army, is back with the firm in his old position.

H. H. Savage, manager of the St. Joseph office of Marshall Hall Grain Company of St. Louis, Mo., took a short vacation during the holidays.

The Moering Grain Company, recently incorporated at Milwaukee, Wis., with a capital stock of \$20,000, has increased the issue to \$30,000.

J. W. Mullally, son of Martin J. Mullally of the Mullally Grain & Hay Company, St. Louis, Mo., spent the early part of January at home on a furlough.

Lieutenant K. P. Pierce has resumed his position with Bartlett Frazier & Co. of Chicago, Ill., after a year in the Government service at Camp Pike, Ark.

Dilts & Morgan have succeeded Wm. G. Dilts, Jr., & Co., grain merchants at Kansas City, Mo. L. J. Morgan has been associated with the firm for some time.

Geo. J. Ohlenroth, late with E. M. Hoyne & Co., on the Chicago Board of Trade, engaged in the grain brokerage business on his own account on January 1.

Charles W. Avery has left the Kemper Mill & Elevator Company of Kansas City, Mo., to go with the milling wheat department of the Thresher-Fuller Grain Company.

Out of respect to the memory of Theodore Roosevelt all grain exchanges throughout the United States closed early January 8, a few of them holding no sessions whatever.

David H. Larkin, chief grain inspector of the Baltimore Chamber of Commerce, was remembered by his associates on Christmas morning by the gift of a large mahogany clock.

Ware & Leland of Chicago, Ill., whose principal New York office is at 61 Broadway, have opened a branch office at 140 West Forty-second Street, with Charles F. Palmeter in charge.

William P. Brazer, grain and feed broker of Philadelphia, Pa., has admitted his two sons, Howard F. and William P., Jr., to partnership, and the firm is now William P. Brazer & Sons.

Jacob Weisheimer of Columbus, Ohio, was a visitor among the grain and milling trade of Chicago early in January. He was introduced "on 'Change'" by G. E. Newman of Rosenbaum Brothers.

John C. Gimpel, for years with the grain inspection department of the Baltimore Chamber of Commerce, took charge, on January 4, of the Grain Inspection Department of the Newport News Chamber of Commerce.

Jesse H. Ridge, recently manager of S. C. Bartlett & Co., of Peoria, Ill., has assumed his duties with the Bartlett Frazier Company of Chicago, and was recently elected treasurer to succeed Henry J. Paten who resigned.

The Claiborne Commission Company has been organized at Kansas City, Mo., to do a general grain commission business. Hugh Claiborne, the head of the firm, was until recently with the Orthwein-Matchette Company.

The Stratton-Ladish Milling Company of Milwaukee, Wis., expects to have its new feed plant, elevator and mill in operation sometime in January. The company recently increased its capital stock from \$500,000 to \$750,000.

Charles J. Brand, chief of the Bureau of Markets, announced late in December that the Board of Review and the inspection efficiency project of the Federal grain supervision work, now maintained in Washington will be transferred to Chicago. The transfer is being made in order to establish closer contact of the Board of Review with field supervisors and licensed inspectors with a view of increasing inspection efficiency throughout the coun-

try. The move to Chicago will be effected as soon as suitable quarters are available, probably soon after the first of the year.

William A. Dinham, formerly with Stair, Christensen & Timmerman, and Roy Dinham, formerly with the Itaska Elevator Company, have received their discharge from Uncle Sam's naval service and have returned to Duluth.

Chicago Board of Trade memberships ranged during 1918 from \$3,075 to \$6,500, being highest in November and lowest in January. The 1917 range was \$7,000 and \$4,000. Early in January memberships sold at \$6,300 net to the buyer.

Tilghman A. Bryant of St. Louis, Mo., made a sale on the Merchants Exchange recently of 25,000 bushels of Idaho winter wheat. It was the first sale of the season, made possible by the removal of the Government restrictions.

Henry J. Murdock announces that he has withdrawn his interest with Rugg & Murdock Company of Boston, Mass., and has engaged in the grain and feed business on his own account. Offices are in the Chamber of Commerce Building.

John J. Stream, chairman of the Coarse Grain Division of the Food Administration, was in Chicago January 8. He was optimistic as regards the present grain situation but made no comment on the Argentine corn importation problem.

A handsomely framed picture of "Smiling Jack" Pershing was mailed to their friends late in December by the Bert A. Boyd Grain Company of Indianapolis, Ind. "Peace and prosperity without limit" were the wishes accompanying the picture.

An amendment to the rules of the Chicago Board of Trade has been posted for ballot that has as its object the prevention of an employe of any member, firm or corporation from trading through another member, firm or corporation, unless he has his employer's consent.

The Board of Directors of the Cincinnati Grain & Hay Exchange were guests of retiring President E. A. Fitzgerald at a dinner at the Hotel Gibson January 7. Mr. Fitzgerald was presented with a gold wrist watch by former President W. R. McQuillan on behalf of the other directors and members.

J. L. Nessly will head the Memphis Hay & Grain Exchange the coming year, succeeding E. P. Cook. E. E. Anderson was chosen vice-president and Walter J. Fransioli will continue as secretary and treasurer. The Board of Directors consists of E. E. Buxton, Lee D. Jones, W. R. Smith-Vaniz and A. C. Roberts.

The Nellis-Witter Milling & Grain Company has been organized at Kansas City, Mo., to carry on a general grain and feed business. L. P. Nellis is president of the company and A. E. Witter secretary and treasurer. The heads of the new firm were associated with the Kemper Mill & Elevator Company, which retires from business.

Exceptionally handsome calendars for 1919 were sent out January 1 by McConnell Grain Corporation of Buffalo, N. Y.; J. Rosenbaum Grain Company of Chicago, Ill.; Toberman, Mackey & Co. of St. Louis, Mo.; Reynolds & Thornhill of Bluefield, Va.; Mullally Hay & Grain Company, St. Louis, Mo.; H. G. Pollock Grain Company of Lima, Ohio.

L. A. Fuller, formerly of the Thresher-Fuller Grain Company, of Kansas City, Mo., has formed the Fuller Grain Company, which will conduct a general grain business. He will have as his associates W. W. Fuller, his son, E. L. Love, W. S. Gable, and H. G. Miller, all of whom were with the old firm. Offices are in 334 Board of Trade Building.

We acknowledge indebtedness to the following for holiday greetings and remembrances, many of the latter being useful and valuable: Pope & Eckhardt Company, Chicago; Lowell Hoit & Co., Chicago, Ill.; W. B. Foresman Company, LaFayette, Ind.; Geo. J. Colby, chief grain inspector and weighmaster, New Orleans Board of Trade; The O'Bannon Company, Claremore, Okla.; Lipsey & Co., Chicago, Ill.; Mullally Hay & Grain Company, St. Louis, Mo.; The Cleveland Grain Company, Cleveland, Ohio; O. W. Cook & Co., Columbus, Ohio;

Southworth & Co., Toledo, Ohio; J. F. Zahm & Co., Toledo, Ohio; Willis E. Sheldon, Jackson, Mich.; Halliday Elevator Company, Cairo, Ill.; Goffe & Carkener Company, St. Louis, Mo.; Oscar C. White of Lipsey & Co., Chicago; E. P. Bacon & Co., Milwaukee, Wis.; Victor Dewein, Warrensburg, Ill.

James M. Anderson, formerly identified with grain trade publications in Chicago as associate editor, and more recently adding to his grain experience by operating country elevators from Stronghurst, Ill., became associated with the *Rosenbaum Review* of Chicago on January 1, and will have charge during the absence of Editor J. Ralph Pickell in Europe.

The Elmore-Schultz Grain Company of St. Louis, Mo., remembered their friends during the holidays by the gift of a metal desk container for pins, clips and rubber bands. A message accompanying the gift tendered their most sincere sympathy in whatever anxiety the war had brought and hoping that the peace and spirit of Christmas would be present all the year around.

J. Ralph Pickell, editor of the *Rosenbaum Review*, published by the J. Rosenbaum Grain Company of Chicago, Ill., will sail about February 1 on a six months tour of Europe and Asia. He will represent, besides *The Review*, a branch of the Federal Government and his mission will be the investigation of financial, commercial and food conditions in those countries.

An entertainment was given by the Commercial Exchange of Philadelphia, Pa., on December 31, to commemorate the close of the year. The program was opened by piano solos by Frank Montmore of Richardson Bros. and Louis Stoll of S. F. Scattergood & Co. The committee in charge of the entertainment was Robert Morris, F. Marion Hall and David McMullin, Jr.

James M. Grannon of 5626 North Throop Street, Chicago, Ill., for years cashier and a trusted employe of the J. Rosenbaum Grain Company, was arrested recently charged with a shortage of \$5,000 to \$20,000 in his accounts. It developed that he had lost the money in speculation and three Board of Trade firms were said to have handled Grannon's business, thus violating an unwritten law of the Board.

Renwick W. Young and A. F. Fisher of Pittsburgh, Pa., formed a partnership under the style of Young & Fisher January 1 to do a general brokerage business in grain and feed. Both young men are well known in grain circles in Pittsburgh and the partnership will merely continue the business to greater advantage to their patrons which they have been conducting as individuals. Offices are in 617 Wabash Building.

The Western Terminal Elevator Company has been incorporated at Sioux City, Iowa, with a capital stock of \$2,000,000. M. King, head of the King Elevator Company, is president of the company; John J. Large, vice-president; T. F. Harrington, treasurer; W. F. Montgomery, secretary. All are prominent business men of Sioux City. The company will build a 1,000,000-bushel grain elevator in the spring, and a flour mill will follow. It is the intention to give Sioux City her rightful place as a grain center.

George S. Bridge, senior member of Bridge & Leonard of Chicago, Ill., who retired December 31 as chief of the Forage Branch of the Quartermaster Corps, bid farewell on the night of December 27, to the army officers and civilian executives who had been associated with him in the purchase and distribution of forage for the military forces of the United States in the last year. Mr. Bridge was host at a dinner to his associates at the Union League Club, and the party later attended a performance of "The Crowded Hour," a military play, at the Woods Theater. Messages of congratulation on the exceptional work of the Forage Branch were received from Washington and read at the dinner. One letter expressed the opinion that the Forage Branch had accomplished so much and conducted its affairs so successfully that its members probably worked harder in the year of its existence than in any other twelvemonth in their lives. Mr.

Bridge said he believed that message applied to every officer and civilian executive who had served with him in the Forage Branch, and warmly thanked his aides for their co-operation and the

spirit of self-sacrifice which prompted them to join that Quartermaster organization. A silver loving cup was presented to Mr. Bridge by the officers and civilians at the farewell.

and our local hay handlers consider this arrangement as one of the best and most active accomplishments of the past year.

The prospects for the year 1919 on the Cincinnati market are apparently an improvement over the year 1918. The Food and Railroad Administrations' restrictions have been removed, so that the country shippers are not compelled to secure permission to ship and the Cincinnati consignees to receive grain and hay shipments, and this alone will improve the prospects for a general revival of business to the basis of the pre-war conditions at least.

S. S. REEVES, Ass't Secretary, Cincinnati Grain and Hay Exchange.

The Past Year at Terminal Markets

Secretaries of the Various Boards Review the Past Year in their Markets

THE record of 1918 in the grain trade is now history, a history of the most unusual and trying character that the trade has ever experienced. It is here set down by the secretaries of the prominent exchanges, and is a document worth preserving as a future reference.

CHICAGO

The year 1918 will be historical in the grain trade as one of radical departures, through the adoption of the "permit" system for the regulation of receipts and shipments, the allotment of elevator room for Governmental purposes, Federal licensing of dealers and commission merchants, restrictions on individual accounts, etc.

The realities of war and all that followed in its wake demanded sacrifices, and it was this thought that dominated all the official acts and regulations of the Board of Directors in co-operation with the Food Administration during the year.

Receipts and shipments during the year amounted to over 500,000,000 bushels of wheat, corn, oats, rye and barley; 15,000,000 barrels of flour; 4,500,000,000 pounds cured and fresh meats and lard, and 390,000 tons of hay. This tells a story that requires no expert knowledge to understand.

The future is beset by the problems of handling under the guaranteed price what is now forecast as the largest crop of wheat in the history of agriculture and the further dilemma of maintaining a proper relative ratio with the fodder crops, some of which have been so generously used as substitutes for wheat during the war.

This can only be accomplished by those who have made the handling and distribution of cereal crops a life's study and who in their dealings with the producers and consumers are under the careful guidance of a duly organized exchange whose affairs are administered by officials under strict rules in the interest of the public for whose benefit the Board of Trade of Chicago was organized 60 years ago.

JOHN R. MAUFF, Secretary Chicago Board of Trade.

CAIRO

Notwithstanding the difficulties of handling business when the entire resources of the country were concentrated on fighting the war, lifetime customs of the trade restricted or temporarily abolished for the general welfare and an unprecedented rate re-adjustment to contend with, the Cairo market enjoyed a fairly prosperous year during 1918. The demand from the territory tributary to this market was probably not as great as during 1917, but our elevators were kept running and labor employed at the highest wages in history. In addition to restrictions thrown about us by war conditions, we were severely handicapped at the very beginning of the year by the extremely cold weather and heavy snows of January, which practically stopped railroad operation for a time and forced us to remain idle part of the month which usually brings our heaviest business. Labor shortage curtailed operations at times, and other troubles arose, but we felt that our problems were no greater than those of other markets, and always kept in mind that winning the war was the main business of all of us.

Some important additions were made to the handling and storage facilities at Cairo during 1918, and last fall the large house, belonging to the Illinois Central Railroad, was opened and operated for the storage and handling of Government wheat. Had the war continued, we probably would have seen immense quantities of wheat loaded direct from this elevator to river barges for cheap water transportation to New Orleans for export. Cairo is ideally situated for the movement of grain by water to gulf ports, should means of transportation be provided and the rates made attractive.

The Cairo Board of Trade looks back to 1918 with no regrets, feeling satisfied with its work and that it has done its small part in carrying on a business necessary to the conduct of the war. We feel grateful to our splendid fighting men who made an early ending of the war possible and look forward with hope to the prosperous times which will undoubtedly come with the final signing of peace.

W. G. CUNNINGHAM, Secretary Cairo Board of Trade.

ST. LOUIS

Prospects for a favorable and prosperous year in the grain business at St. Louis were never more promising than those that confront the trade at the present time and unless unforeseen political situations or disturbing business conditions upsets things the year 1919 should be one of record for the grain industry. No business in the country has operated under greater restrictions than the grain business the past year and a half, but the close of the past year finds the trade gradually returning to normal. St. Louis interests

look forward to receiving their share of the forthcoming wheat crop and in view of the present price basis new records should be established in 1919.

As one of the principal primary markets of the country St. Louis enjoyed a very profitable trade the past year. It benefited materially by both the fairly good yields produced and the high prices that prevailed. The 12 months' receipts of the five principal grains were record ones, aggregating 97,847,660 bushels as compared with 85,639,337 bushels in 1917 and 80,699,146 bushels in 1916. The volume of wheat received was the second largest on record in the past score or more of years, amounting to 37,731,818 bushels as contrasted with 30,359,894 bushels a year ago and 40,606,332 bushels the two years preceding. With the movement of the new crop enormous quantities began pouring into this market and following the first two and one-half months after the new crop began to move to market, after the first of July, the receipts amounted to 27,814,256 bushels—the largest amount ever recorded during a corresponding period. In the handling of coarse grains St. Louis holds a high place. The receipts of corn totalled 25,707,161 bushels, as against 22,249,732 bushels in 1917 and 18,460,165 bushels in 1916. Receipts of oats were 32,884,465 bushels as compared with 30,842,635 bushels the last year and 19,235,855 bushels the two years preceding.

EUGENE SMITH, Secretary St. Louis Merchants Exchange.

CINCINNATI

The Cincinnati Grain and Hay Exchange incorporated April 1, 1918, and had a very successful term since its inauguration.

The rules and regulations of the U. S. Food and Railroad Administrations restricted operations somewhat, but the patriotic spirit displayed by the efforts of the trade to win the war against the Imperial German Government practically offset any inconveniences suffered, and through these efforts our share of the grain and hay moving during the year 1918 was secured for the Cincinnati market.

The establishment of the Hay Plugging Yard increased the movement of hay to the Cincinnati Market

MILWAUKEE

Unusual conditions marked the grain trade during the past year—conditions that were brought about by the war, and the operation of the various Government agencies which came into being for war purposes. In common with other branches of industry the handling of grain and grain products has been subject to some regulation which has taken it out of the usual and ordinary channels. The trade has, however, co-operated with the Federal authorities, and has wholeheartedly placed its facilities at the disposal of the Government, often at the sacrifice of personal interest.

Milwaukee's grain trade closed the year 1918 with receipts of 76,905,019 bushels for the year, and shipments of 50,414,358 bushels. With the single exception of 1916, this was the largest volume of grain received here in any one year, and exceeded the arrivals during 1917 by 9,538,377 bushels. Of the year's shipments, 25,915,205 bushels left Milwaukee by lake, 7,384,792 bushels going across Lake Michigan and 18,530,413 bushels were consigned to the lower-lake ports.

Milwaukee is essentially a consuming market. It is not merely a point of accumulation and distribution, but has extensive manufacturing plants which absorb in excess of 50 per cent of the grain received here.

Including a new mill which is about to begin operations, the manufacturing capacity of Milwaukee's grain products plants is approximately 40,000,000 bushels annually, and the various manufacturing plants, excluding malting, which are now practically out of business, have a daily capacity of 2,005 tons of feedingstuffs.

The Milwaukee elevators have a storage capacity of 17,000,000 bushels. This elevator capacity, and the facilities at all the Milwaukee storage plants have been placed at the disposal of the United States Food Administration, and several millions of bushels of Government grain have been stored awaiting transportation by lake and rail routes to Atlantic Ports of this country and Canada. On January 1, 1919, there was



In the trying months of the winter of 1918-19, the world faces a food crisis not as spectacular as that of 1917-18, but far more desperate than most of us in well-fed America realize. Only thrift and sacrifice will give us the food surplus necessary to save the lives of millions in Europe.

Leslie's Weekly—January 4, 1919.

approximately 7,000,000 bushels of grain in store in elevators at this point.

H. A. PLUMB, Secretary Milwaukee Chamber of Commerce.

BALTIMORE

The abnormal conditions surrounding the grain trade and the many difficulties encountered, seriously hampered the movement of grain at the port of Baltimore during the past year and while some activity followed the harvesting of the new crops, the volume of trade showed a very decided decrease as compared with the years 1916 and 1917. Various causes may be assigned for the decline in the movement of grain to the seaboard, but the most potent factors were the inadequacy of railroad transportation and the scarcity of ocean tonnage.

The necessary curtailing of the transportation of various commodities other than those absolutely essential to win the war, meant that grain was often diverted from the natural and customary channels of the past. The Government has received the hearty co-operation of the grain merchants who were ever ready to give their best efforts in every way for a speedy and successful termination of the War.

Flour and wheat were accorded first consideration and the movement of flour, because of the demands of the Government for army supplies here and abroad, showed an increase at Baltimore, and the falling off in wheat was not so pronounced as was the case in corn, oats and rye. Trading in corn was extremely light throughout the year and the shipments abroad were the smallest since 1882. Baltimore, for years, with few exceptions, has been the leading port for the exportation of corn, but during the past year the exporting firms, under prevailing conditions, had little opportunity to do business. Nearby corn, of the crop of 1917, was of better quality and condition than Western corn and was in good request, bringing several cents a bushel premium.

With a removal of present restrictions and abolishment of the various Governmental agencies, it is reasonable to expect a revival of Baltimore's grain trade in the near future.

JAS. B. HESSONG, Secretary, Baltimore Chamber of Commerce.

BUFFALO'S GRAIN TRADE SUFFERS BY ELEVATOR SHORTAGE AT NEW YORK

BY ELMER M. HILL

Unless action is taken very soon to increase the number of grain elevators at New York City, Buffalo's fate as a grain port is sealed. That is the opinion expressed by members of the Buffalo Corn Exchange and operators of large grain elevators in the waterfront district. If elevators are not built at New York to take care of the grain tonnage of the Great Lakes, elevator interests see Buffalo's trade diverted to the Canadian route. Grain carriers would then follow the Duluth-Montreal route via the Welland Canal to the Atlantic Seaboard.

The Canadian Government is making extensive preparations to obtain the grain trade that is now Buffalo's. The Dominion is adding to the elevator capacity at Montreal and millions of dollars are being spent for the improvement of the Welland Canal between Lakes Erie and Ontario so that when the enlarged canal is completed grain carriers can take cargoes from elevators at the head of the lakes direct to the Atlantic Seaboard via Montreal.

"The situation is one that should have the attention of every American interest, especially the elevator and grain men of Buffalo and New York City," said Dudley M. Irwin, who has long been one of the foremost grain dealers in the Buffalo market. "We have elevators enough in Buffalo to meet all ordinary demands but the fault is not ours. The trouble is at New York. Because there are not elevators there to handle the grain shipped to the seaboard from Buffalo, the movement of grain from the Northwest is retarded. The grain backs up on Buffalo. Every influence should be exerted to correct this condition."

The elevator capacity of Buffalo is approximately 20,000,000 bushels. That is much larger than Montreal can claim but the Canadians are alive to the opportunity that will be offered when the new Welland Canal is opened for navigation. If it had not been for the war that waterway would now be open for navigation. Work on it is now being rushed, and it may be ready for lake boats within the next three years.

Mr. Irwin says the Southern ports and Philadelphia have been developing at the expense of

Buffalo. Local grain merchants believe that the Buffalo route is the natural one, but its advantages will not stand against lack of facilities. The efficiency of the enlarged Barge Canal between Lake Erie at Buffalo and the Hudson River at Albany would be increased 100 per cent if New York City had the necessary grain storage elevators.

The great natural advantage of the Buffalo route over the Montreal route is that this is more southerly, and so is open longer to navigation. The shipping facilities at New York are immeasurably superior to anything the Canadians can offer. But the neglect of New York state to meet the requirements for the handling of grain will mean cheaper shipment by way of Montreal. The fraction of a cent will turn the scales to the advantage of the Canadian city.

It is pointed out that the only grain elevators at New York City are those of the railroads. The grain that is shipped by rail and the new State Barge Canal must be held either in canal boats or box cars until there is an ocean vessel ready to take the cargo. The various grades of wheat are a complicating factor. An ocean going vessel might be loading with grain of a certain grade, and unless it happened that the canal boat had a cargo of that grade there would be delay.

Since 1903 the State of New York has expended \$154,800,000 to rehabilitate its canal system with

the idea of holding for New York the vast trade of the Great Lakes. The improved system was ready for navigation last May, but little advantage was taken of it. If preparations had been made, millions of bushels of grain would have been carried on the stream during the summer, thereby lowering the carrying charges on grain from points in the Middle West to the Atlantic Seaboard.

Because of the shortage of elevator facilities at New York and the danger of Buffalo and New York State losing its prestige as a grain receiving plant, General W. W. Wotherspoon, State Superintendent of Public Works, sharply calls attention to the necessity for providing grain elevators at New York. General Wotherspoon says it is for the state legislature to determine whether the elevators shall be erected by the state or by private capital. The wheat and grain tonnage during 1918 was three times greater than that carried in the preceding 12 months, but the lack of adequate elevator facilities at New York proved a serious obstacle. Completion of the Welland Canal improvement by the Canadian Government may be looked for within a few years and General Wotherspoon says that unless the Empire State has taken steps by that time to make sure that this tonnage will be carried on American waterways, there is grave danger it will be handled via Duluth and Montreal without breaking bulk until the latter port is reached.

TRADE NOTES

Nordyke & Marmon Company, of Indianapolis, Ind., extensive manufacturers of grain elevator and flour mill machinery, wished their patrons and friends a prosperous New Year in an attractively printed and illustrated art folder.

The Hess Warming and Ventilating Company, of Chicago, Ill., reports a good sale of its new electrically heated official Brown-Duvel Moisture Tester. The low price and convenience of the machine has evidently made a hit with the grain trade. A goodly number of testers have also been sent in to be fitted up with the new electric heaters.

William J. McMillan, the Pacific Coast representative of Huntley Manufacturing Company, of Silver Creek, N. Y., died at his home in Portland, December 28. Mr. McMillan was at one time connected with the Russell-Miller Milling Company, of Minneapolis, Minn., and is a son-in-law of A. F. Shuler, representative at Minneapolis of the Huntley Manufacturing Company. The interment was at Minneapolis.

The Corn Exchange National Bank, of Chicago, Ill., makes an excellent showing in its report of condition on December 31, 1918. Individual deposits made a large gain during the year, aggregating \$64,783,002.72, while the amount of \$73,569,357.22 from banks and bankers gave a total of \$102,352,359.94. Time and demand loans amounted to \$67,426,643.84. The bank does a very large business with and through the Central and Western grain trade.

Fairbanks, Morse & Co., of Chicago, Ill., gave a special Christmas bonus to all their employes. It amounted to 10 per cent of the year's salary to all employes who had been with the company the full 12 months and 5 per cent to those who had entered the service after January 1, 1918. The company also made a special donation of \$50,000 to the employes' pension fund, which brought their total contribution to that fund for the year to about \$100,000.

A very useful souvenir of the New Year was mailed early in January by the Morse Chain Company of Ithaca, N. Y., with branches in the principal cities. It is primarily a memoranda calendar for the year, with illustrations of Morse Silent-Running High Speed Chains, and directions for installing and operation. Then there is given Morse

Chain Sprocket data and illustrations of a number of Morse Silent Chain Drive installations in large plants. Much information is also given of a varied character to make the book well worth while.

Skillin & Richards Manufacturing Company, of Chicago, Ill., call attention in their advertisement in this issue to their new catalog, No. 18. It is a very comprehensive book of 548 pages, profusely illustrated and printed on heavy enamel paper, listing power transmission and conveying machinery of all descriptions, as well as all machines necessary for a complete grain elevator equipment. All parties interested are requested to write for this very exhaustive book.

The Weller Manufacturing Company, of 1820-1856 Kostner Avenue, Chicago, manufacturers of grain elevator conveying and transmission machinery, have supplied their friends for a number of years past on January 1 with renewal pads for the original gift of a Southgate Desk Calendar. These have been sent out for 1919. Those who have used this desk calendar know its convenience and the thanks of countless users of Weller-made machinery no doubt arise very fervently each year when the renewal pads make their appearance.

The George W. Moore Company has succeeded the Moore & Lorenz Company, manufacturers of elevating and conveying machinery, at 2144 Fulton Street, Chicago. P. A. Lorenz retires from the business and is succeeded as vice-president by Max H. Hurd, formerly secretary of the Union Iron Works and Beall Improvements Company, of Decatur, Ill. The officers of the company are George W. Moore, president and treasurer; Max H. Hurd, vice-president; P. G. Hinkley, secretary.

The fifty-fifth annual statement of the First Trust and Savings Bank of Chicago was published early in January. Earnings of the First National Bank are \$2,507,271.11 as compared with \$2,121,599.48 for the preceding year, while earnings of the First Trust and Savings Bank are \$846,310.25 as compared with \$1,006,110.33 last year. After having made provisions for depreciations and losses, realized and anticipated, and for Federal and local taxes, the combined net profits of the two banks are \$3,353,581.36. The dividends paid amount to \$2,200,000, leaving a surplus for the year above dividends of \$1,153,381.36. These combined profits show net earnings for the year of 9% per cent on the average aggregate capital employed.

NEWS LETTERS

quest for turning. This new schedule was adopted after the elevators had put into effect advanced rates, against which small receivers and shippers objected strenuously. All excess charges collected were returned.

* * *

Captain Harry Fowler of the Fowler Commission Company and Charles Dayton, president of the Frisco Elevator Company, both members of the Board of Trade, have received honorable discharges from the Army and are back in their offices.

KANSAS CITY

B. S. BROWN - CORRESPONDENT

KANSAS CITY received over 100,000,000 bushels of grain in 1918, an increase of 32,500,000 over 1917, although about 15,000,000 less than the high record set in 1916. Average receipts for the past 10 years were around 75,000,000 bushels. Due to war prices, the value of the grain was the largest on record, over \$175,000,000. Wheat receipts, 50,448,150 bushels, were 6,000,000 bushels above the average. Corn and oats arrivals each were the largest to date.

* * *

Guy A. Moore, vice-president and treasurer of the Moore-Lawless Grain Company, was elected president of the Kansas City Board of Trade at the annual election January 7, succeeding Orla A. Severance.



GUY A. MOORE
New President of Kansas City Board of Trade.

Mr. Moore is 34 years old and is the youngest president the Exchange has ever had. He served as first vice-president last year. Fred C. Vincent, treasurer of the Simonds-Shields-Lonsdale Grain Company, automatically became first vice-president. He is with the Red Cross in France at present. B. L. Hargis was elected second vice-president. The following directors were chosen: D. C. Bishop, C. K. Davis, L. A. Fuller, F. P. Logan, R. T. Morrison and H. B. Ragan.

Guy Moore, the Exchange's new president, for several years has been identified as one of the most active of Kansas City's younger grain dealers. He has served three terms on the Board of Directors, has been second vice-president and first vice-president. In 1916 he was president of the Grain Club. Since the declaration of war he has been a member of the 7th Regiment, National Guard (Kansas City Home Guards) and has been on active service numerous times during strikes.

Mr. Moore first became interested in the grain business through his father, who was a receiver and shipper in Nebraska and Colorado until his death in 1916. He came to Kansas City in 1904 and after getting a knowledge of handling grain at a terminal market by working two years in the office of the Ernst-Davis Commission Company, he organized the Moore-Lawless Grain Company in 1906. He is a native of Nebraska and is a graduate of the State University. Mr. Moore is more active in the pit than in the cash market and easily sustains his reputation of having the loudest and most ringing voice of any Kansas City broker.

* * *

Elevators at Kansas City have complained several times recently to the Railroad Administration about unnecessary delays and inconveniences that have developed since the Government took over the transportation systems. Their communications on the matter have been more along the line of helpful sugges-

tions rather than criticism, but have not yet resulted in any improvement. Small grain dealers also report the same kind of difficulties.

* * *

Before the Food Administration removed the maximum prices on flour and mill feed a fair trade had been built up in ground barley at Kansas City. Lately demand for this has diminished greatly, despite the big advance in bran and shorts. Practically all the barley came from the Northwest.

* * *

No. 2 Red recently sold for \$2.48 at Kansas City, the highest prices paid for the 1918 crop at this market and 33 cents over the guaranteed price.

* * *

Since the first of the year when all restriction have been removed from the future market at Kansas City, with the consent of the Food Administration, there has been no appreciable increase in the amount of speculative business.

* * *

Despite numerous reports that the Grain Corporation is planning to release part of its enormous holdings at the various terminal markets for domestic use, there has been nothing said by Government officials to indicate that such action is contemplated. Several inquiries directed to D. F. Piazek, zonal agent at Kansas City, have brought the reply that the Government has no wheat for sale.

* * *

Members of the Kansas City Board of Trade recently voted to resume trade in privileges under the name of bids and offers. All transactions go through the clearing house.

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Total deliveries on December contract at Kansas City were 16,000 bushels of corn and 259,000 bushels of oats.

* * *

W. T. Kemper, long identified in Kansas City as a banker, politician and grain dealer, has retired from the grain business. The Kemper Mill & Elevator Company, organized nine years ago, has discontinued business and in its place had been formed the Nellis-Witter Grain & Milling Company, with little change in the active personnel. L. P. Nellis, vice-president and general manager of the old concern, is president and E. A. Witter will continue as treasurer. The new company will do a general merchandising business in grain. Mr. Nellis made his first acquaintance with the grain trade in office of the secretary of the Exchange where he served several years as clerk.

* * *

L. A. Fuller, former secretary of the Thresher-Fuller Grain Company, announced the organization January 1 of the Fuller Grain Company. Associated with him as president are his son W. W. Fuller, E. L. Love, W. S. Gabel and H. G. Miller, all with the Thresher-Fuller Grain Company at one time. The latter firm will retain the same name, with R. J. Thresher as president. Charles W. Avery, formerly with the Kemper Mill & Elevator Company, will be associated with Mr. Thresher.

* * *

The Wm. G. Dilts, Jr., Grain Company has been changed to Dilts & Morgan. L. J. Morgan has been with the firm for several years.

* * *

Service charges of the Kansas State Grain Inspection Bureau were reduced 30 per cent, January 1, as follows: All inspections, 45 cents a car; re-inspections, 45 cents a car, except when grade is changed, in which case there is no charge; on direct transfer and "in" and "out," inspection will be made with but one charge of 45 cents, with 15 cents additional for moisture test; sacked grain, 45 cents a car, with an additional charge of 40 cents an hour for the time consumed; extra samples, 25 cents; weighing out of public elevators, 25 cents a car; private, 40 cents; weighing in, 40 cents; weighing all commodities, 40 cents an hour if fee does not cover expenses. The department has \$40,000 on hand, and makes the reductions in accordance with the law. In like manner when their fund drops to \$25,000 an advance may be made. The reduction means a big saving to elevators and receivers.

* * *

The new schedule of elevator charges, adopted in December, after several conferences between Board of Trade interests and the Railroad Administration, includes the following: For direct transfer, ½ cent a bushel; for receiving and loading, including first 10 days' storage or part thereof, 1 cent a bushel; for storing after the first 10 days, 1/30 of a cent a bushel for each day; for cleaning, ¼ cent a bushel; clipping, ½ cent a bushel; drying grain not over 18 per cent moisture, 2½ cents a bushel; for each 1 per cent of moisture, ½ cent a bushel, up to 25 per cent; mixing, ¼ cent a bushel, with no charge when mixing can be done on one elevation; turning of special bin grain, ¼ cent a bushel, with no charge without owner's re-

ST. LOUIS

R. O. JOHNSON - CORRESPONDENT

THE annual report of the St. Louis Merchants' Exchange was issued to the members by President J. O. Ballard on January 7. The report made a very favorable showing for the year 1918. The financial and real estate interests of the Exchange, are in a gratifying condition. There is a cash balance to the credit of both accounts amounting to \$22,401.80, of which the Current, or Exchange Account, aggregates \$10,630.65, and the Real Estate Account \$11,771.15. Aside from the cash balance on hand the Current Account has to its credit Liberty Loan Bonds of the Third Issue bearing 4¼ per cent interest, value \$10,000, while the Real Estate Account still owns U. S. Panama 3s, par value of \$50,000, making a total to the



E. C. ANDREWS
New President of St. Louis Merchants' Exchange.

credit of the Exchange accounts aggregating \$82,401.80. The membership of the Exchange at the close of the year numbered 902.

Dues for 1919 were fixed at \$100, the same as the two preceding years. The amount to be paid for the transfer of a membership during 1919 was fixed at \$150, an advance of \$50 over the previous two years. The Hay Department of the Exchange, which has now been in operation for the past three years, was self-sustaining the past year.

In 1918 the Exchange suffered the loss of 14 members by death. In accordance with the custom of the Board of Directors a page of the records was ordered devoted to the memory of the deceased and the bereaved family so advised in a letter of condolence.

* * *

E. C. Andrews was chosen president of the St. Louis Merchants' Exchange at the annual election, January 8. He had served the last two years as first vice-president. He is vice-president of the Kehlor Flour Mills Company, and has an extensive acquaintance in the milling and grain trade throughout the St. Louis territory.

Charles L. Niemeier was elected first vice-president of the Exchange after serving two years as second vice-president. He is a member of the Schultz-Niemeier Commission Company. F. B. Chamberlain, of the F. B. Chamberlain Company, was elected second vice-president. There was no opposition to any of the candidates, as only the regular ticket was voted on. J. O. Ballard, the retiring president, as is customary, becomes an honorary member of the Board of Directors. Other directors named for two years were W. J. Edwards, A. C. Robinson, J. H. Watson and Mason H. Hawpe.

The Committee of Appeals elected was: Edw. H. Hunter, S. A. Whitehead, Claude A. Morton, W. J. Niergarth, A. T. Leonhardt, Logan M. Baxter, Thos. Y. Wickham, Aderton Samuel, John H. Herron, Julius

W. Cohn, J. L. Frederick and H. F. Ketchum. The Committee of Arbitration named was: Adolph Corneli, Jos. T. Newell, O. J. Woolridge, A. F. Eaton, Louis F. Schultz, M. R. Parrott, Chas. E. Valier, Jos. E. Dixon, H. A. Von Rump, John C. Burks.

The Supreme Court of the United States on January 7 affirmed the judgment of the Missouri Supreme Court in denying to the Merchants' Exchange of St. Louis the privilege of conducting its private grain inspection and weighing bureau. Justice Brandeis rendered the opinion, which was concurred in by all the court. He held that the Missouri statute providing for the state grain inspection system was not in conflict with Federal legislation. This statute prohibits any person or corporation other than a bonded state weigher from issuing weight certificates at public elevators where a state weigher is on duty.

According to E. C. Andrews, president of the Merchants' Exchange, the decision of the Supreme Court will not mean the abandonment of the Weighing Department now under John Dower, but may work some hardship on the grain trade here, as every effort has been made to raise the service to the highest point of efficiency, and St. Louis weights have become famous for their accuracy. The Weighing Department has been carried by the Exchange for many years at a loss, owing to expenditure in improving its service, and only recently it has been placed on a paying basis. The annual report of the Exchange, just issued, shows that during 1918 total earnings of the department were \$58,683, and expenditures \$57,537, leaving a profit of \$1,146.

A heavy flow of ice in the Mississippi River last week, caused A. W. Mackie, manager of the Government River Service to issue orders that the towboat *Barret*, which was due to arrive at Cairo with three barges, should terminate her upstream voyage there and that all other towboats in the service should do likewise. Thus terminates the first season out of St. Louis of the revival of the use of the Mississippi River as a freight highway. Under the principle of joint river and rail rates approved by Director-General of Railroads McAdoo, a schedule of rates is being promulgated at Washington to permit the receipt of freight in St. Louis for shipment by rail to Cairo and transfer there to the river service.

When shipping is resumed from St. Louis the new municipal wharf will be used. The first unit of the wharf and warehouse plan is completed except for the installation of the loading crane, which is in possession of the city and which can be put in place in a few hours. The barge service opened on September 28, there have been 13 sailings from St. Louis, one each week, thus maintaining the announced Government schedule, which is looked on as a good augury for successful continuance of this line.

The daily capacity of the equipment which is under construction will be 2,700 tons. The difference between 225 tons furnished each day and 2,700 tons capacity a day represents what St. Louis confronts if she is to prove that she has need and demand for water transportation to the South and through New Orleans to the ports of the world.

The Marshall Hall Grain Company has been one of the largest shippers from St. Louis since the service was inaugurated.

Members of the St. Louis Grain Club, the Merchants' Exchange, representatives from the banking interests of St. Louis and James A. Hooke, director of public utilities, met at the Merchants' Exchange January 8 to discuss the erection of municipal concrete grain elevators to co-operate with the work being done with the new barge line. It was brought out at the meeting that Chicago has 10 times and Kansas City five times as much elevator space as St. Louis. Despite this fact, in the last 15 years St. Louis has done a greater grain business than Kansas City and one-fourth as much as Chicago.

The projected elevators, modeled after the municipally-owned elevators of Seattle and New Orleans, will have a capacity of 1,500,000 bushels of grain.

At the Racquet Club, January 8, John O. Ballard was guest of honor at a banquet given by members of the St. Louis Merchants' Exchange as a testimonial of his services to the organization. Mr. Ballard was the first head of the Exchange to serve two consecutive terms, and because of disturbances caused by the war, his task was an unusually hard one. John M. Messmore presided.

Friends of Tilghman A. Bryant, the well-known St. Louis grain man, were grieved to hear recently of the death of his 18-year-old son, Maxwell, from pneumonia. The boy had been sick only a short time, and his death came as a great shock to his family.

The well known Chicago firm of Logan & Bryan has opened a branch office in the Arlington Hotel at Hot Springs, Ark., under the management of George White-man of New York. The St. Louis office is in charge of William T. Rooke, familiarly known as "Billie."

Deep sympathy has been expressed by St. Louis Merchants' Exchange members to P. W. Harsh, head of the Terminal Elevator, over the loss of his daughter, Mrs. Ruth Cheney, recently in an automobile accident. The

machine in which Mrs. Cheney was riding with her husband overturned on a curve in St. Louis County and she was instantly killed. Mrs. Cheney was a sister of George Harsh of the George Harsh Grain Company, and a niece of Alex. Harsh, president of the Elmore-Schultz Grain Company.

Edward M. Flesh, president of the C. H. Albers Commission Company, who has served as second vice president of the United States Grain Corporation Food Administration here for two years, was signally honored recently, when he accepted the invitation of Herbert C. Hoover, Food Administrator, to aid in distribution of food supplies in the liberated nations of Europe. Mr. Flesh received the call unexpectedly and left almost immediately for Europe. Before leaving members of the St. Louis Merchants' Exchange presented him with a set of platinum and pearl shirt buttons and links in appreciation of his excellent work while associated with the Grain Corporation. Mr. Ballard made the presentation speech from the rostrum of the Exchange. In reply Mr. Flesh, after thanking the members, said that much of the good work of the organization had been done by Bert H. Lang of the Grain Corporation. Mr. Lang now has been appointed to fill Mr. Flesh's place, and John L. Wright, a former grain man, has been appointed his assistant.

Smoking again has been prohibited on the St. Louis Merchants' Exchange, after the ban being off for nearly a year. George Harsh of the Floor Committee is vigorously enforcing the rule and smokers are fined. The rules were abandoned one day recently, however, owing to the birthday of P. P. Connor, who was 79 years. Mr. Connor is one of the oldest members of the Exchange, having seen 40 years' service.

W. B. Gardner, the well known Chicago grain man, was in St. Louis last week, and was welcomed by his many friends on the Merchants' Exchange.

Sam S. Carlisle, of the S. S. Carlisle Grain Company, Omaha, Neb., was a visitor on the St. Louis Merchants' Exchange recently. Mr. Carlisle formerly was in the grain business in St. Louis.

NEW YORK
C. K. TRAFTON - CORRESPONDENT

IN OBSERVATION of a custom of many years standing the members of the New York Produce Exchange dedicated the afternoon of the last day of the old year to their Year End Entertainment, acting as hosts to about 2,000 poor children of lower New York, including a delegation of little cripples from various asylums. Long tiers of "bleachers" were erected on three sides of the huge floor to accommodate the young audience which displayed enthusiastic appreciation of the extensive program provided for their amusement, which included a military band, acrobats, fancy skaters, clowns, jugglers, and trained animals. Doubtless many of them were best pleased with the closing number in which they all took part, marching past a prominent member who acted the part of Santa Claus and gave each child a basket containing a miscellaneous array of gifts. It subsequently came to light that this highly popular individual was none other than George W. Blanchard, the genial head of the North American Grain Company, although his disguise was so perfect as to deceive even close friends.

Harry M. Stratton of the old Milwaukee grain firm of Donahue-Stratton Company, was one of the first visitors of the new year in the local grain market and made application for admission to membership in the New York Produce Exchange.

Members of the grain trade on the New York Produce Exchange were greatly pleased to hear that their old friend and associate Leslie F. Gates of Lamson Bros. & Co. had been elected president of the Chicago Board of Trade.

Frank I. King, head of the old Toledo grain firm of C. A. King & Co., whose bright, snappy daily market circular is read with so much interest all over the country, spent a few days recently with friends on the Produce Exchange, having come east to attend a conference of the Grain Trade Advisory Committee at the headquarters of the Grain Corporation.

Among other prominent visitors were George H. Marcy, president of the Armour Grain Company, E. D. McDougal, vice-president of that company, and Wm. H. Noyes of Lamson Bros. & Co.

Wm. Emilio Pritchard, familiarly called "Bud" by his many friends in the local grain market, recently returned to his post on the Exchange in civilian attire, having received his honorable discharge from the navy. For a number of years Mr. Pritchard has

been associated with his father, Emilio Pritchard, an old member of the grain trade, under the firm name of Pritchard & Co.

John A. Hamilton, recently appointed representative on the Produce Exchange for Shearson, Hammill & Co., has been elected to membership.

Carl F. Andrus, another young member of the local grain trade also returned to civil life this month and resumed business on the Produce Exchange, being associated with his father, C. W. Andrus, in the firm of C. W. Andrus & Son. Mr. Andrus has been engaged in the aviation branch of the army for about nine months.

Included in the usual new year announcements of business changes was that of the formation of a new firm, styled La Sauce-Bissell & Co., domestic and export dealers in flour, corn products, oats and hay. Karl H. Bissell, formerly interested in hops, brewers' materials, etc., under the firm name of K. H. Bissell & Co., has recently become a member of the Produce Exchange.

MILWAUKEE
C. O. SKINROOD - CORRESPONDENT

MILWAUKEE has started a movement which is expected to be of great importance to grain men in the entire Middle West and in fact important to all those who are affected by lake traffic. Frank Barry, secretary of the Association of Commerce, is the real sponsor for a move to get the mayors of all lake cities together to discuss the question of getting the necessary number of ships back on the Great Lakes. Mr. Barry says that since the Government has taken the lake ships for the war emergency, it should take steps to bring them back again at the earliest possible moment. The letters planned by Mr. Barry were sent out through Mayor Hoan's office since the invitation is to the mayors of the various lake cities. Mr. Barry says that the Great Lakes conference will be called to meet in Milwaukee probably about February 1. At that time it is hoped that representatives will come not only from the lake ports but also from the interior points dependent on lake traffic, like the Twin Cities, Grand Rapids and many other inland points.

The Milwaukee Chamber of Commerce adjourned at 11:30 a. m. on the day of the burial of Theodore Roosevelt. A resolution was passed by the Chamber of Commerce at a special meeting giving praise to the achievements of Mr. Roosevelt as a virile American. This is a mark of honor which has seldom been paid to any man by the local grain men.

Receipts of grain at Milwaukee have been running close to normal with the following statistics for the first week of the new year: 172 cars barley, 26 cars of corn, 289 cars of oats, 249 cars of wheat and 130 cars of rye. This was a total of 870 cars, compared with 981 cars the week before, 526 cars a year ago and 885 cars for the same week in 1916. The figures indicate that the corn movement is still very much restricted, while the oats, wheat and rye offerings are still fairly liberal.

The extent of the wheat movement at Milwaukee for the season is illustrated in the figures showing that receipts of the present crop have been about 12,000,000 bushels compared with a little more than 2,000,000 bushels for the corresponding period a year ago.

Barley has sold as high as \$1.10 a bushel for choice Wisconsin due to the brisk bidding of the various industries for the grain. The desirable qualities are especially in brisk demand. Some grain men declare there will be difficulty in taking care of a large crop of barley with the probable elimination of the brewing of beer permanently. Other grain men are more optimistic and say there will be a large food and milling demand for barley, besides a large call for the grain for feeding purposes.

Milwaukee has been growing rapidly as an oats center during the present crop season, the figures on receipts since August 1 showing total offerings of more than 23,000,000 bushels compared with a little more than 14,000,000 bushels for the same period of 1917.

The Milwaukee Chamber of Commerce, instead of its usual frolic at Christmas time, in which a show of some kind has been given, turned its holiday activities into a new channel by filling 100 or more large baskets with food and other dainties for the benefit of more than 100 tubercular families. Several hundred pounds of chicken and wagon loads of all sorts of vegetables and even bread were purchased to fill these huge baskets. Various grain men went out

personally to deliver the baskets on Christmas Eve. Other firms donated trucks for hauling and much satisfaction was expressed by the committee in this enterprise.

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Notice has been received at Milwaukee from the United States Railroad Administration that carriers have been instructed to postpone the publication of tariffs which were to have been effective on February 1. The new tariffs provided for an advance of 2 cents per 100 pounds in the rates on grain and grain products from Milwaukee and Chicago to points in Eastern Trunk Line territory.

* * *

W. G. Bruce, secretary of the Association of Commerce, says Milwaukee is sadly in need of more railroads and that if private capital will not come forward and provide these facilities, that the municipality should come forward and provide the proper belt lines and terminals to the end that the growth of Milwaukee commerce be not delayed.

* * *

Postmaster F. B. Schutz says he thinks that the city will soon have aerial mail, a project of especial importance to grain men who are eager to get this fast mail service just as soon as possible. Detroit, Grand Rapids, the Twin Cities and other centers are now strongly behind the Northern aerial mail route which will avoid the congestion of the Chicago route.

* * *

The January rate of interest of the Chamber of Commerce has been fixed by the Finance Committee at 7 per cent.

* * *

Charles A. Krause, prominent miller, says that American mills ground almost 500,000,000 bushels of corn last year. He asserts that unless export business develops in corn flour, the output will be much less this year.

* * *

Of the water shipments from Milwaukee in 1918 7,000,000 bushels went across Lake Michigan by car ferry and 18,000,000 bushels or more were consigned to lower lake ports.

this business, like other work resulting from the war, has of course disappeared to a considerable extent, the removal of the various restrictions brought about by the war will go far toward making up for it, and the certainty of big grain crops this year, at big prices, coupled with the business growing out of the handling of the big crops of 1918, will give the trade all that it can do. It is one business which the so-called reconstructions period will benefit, rather than injure, as one prominent grain man not long ago pointed out.

* * *

The success of the hay market in Cincinnati under the plugging system of sampling hay was made certain during 1918, under the vigorous direction and handling of the local trade and the committees charged with the supervision of the market. During the year, largely on account of the favor with which shippers regarded the market under the new system, more than 10,000 carloads of hay were received, as compared with about 7,500 cars during the previous year. The firm establishment of the market under the new system resulted recently in a renewal of the lease on the L. & N. tracks on Front Street where the cars are placed. W. R. McQuillan, chairman of the committee appointed about two years ago to investigate the matter, and later to take steps to establish the new system, is given a large share of the credit for the successful operation of the market, and in the formal discharge of his committee at a recent meeting of the Board of Directors of the Exchange was highly complimented on his work.

* * *

E. A. Fitzgerald, of Fitzgerald Bros., president of the Exchange during the stormiest and most difficult year in its history, retires this month to give way to whatever successor may be elected by the new Board

indicated: John De Molet, John H. Dorsel, F. B. Edmands, Wm. Fedders, R. S. Fitzgerald, Daniel B. Granger, Charles B. Hill, Geo. Keller, Lyman Perin and Robert O. Strong. The Board, when elected, will select officers for the year, succeeding President E. A. Fitzgerald, Vice-President W. R. McQuillan and Secretary-Treasurer C. S. Custer. Max Blumenthal and John Dorsel also retire as directors, although the latter, as stated, has been renominated. The annual meeting of the Exchange will be held that evening, in connection with a dinner to the new officers and directors, at a place to be announced.

TOLEDO JOHN O. NEWMAN - CORRESPONDENT

STOCKS of winter wheat are so low in this section that millers are refusing orders, and high prices of flour will continue unless northwestern Ohio millers are able to find some way to obtain wheat without bidding against each other. Millers charge the United States Grain Corporation has 1,000,000 bushels of wheat stored in Toledo elevators, but refuse to sell it to them. The supply of soft winter wheat is practically exhausted and as the Food Administration has given them permission to return to pre-war grades of flour they are anxious to begin operations on a more liberal scale. Discussing the situation, C. S. Coup, manager of the Northwestern Elevator & Mill Company said: "Toledo millers are bidding \$2.28½ a bushel, track Toledo, for wheat, and find there is little to be had. The grain corporation has a large amount of this wheat on hand but refuses to let us have it. The country elevators of Ohio and adjacent points are cleaned up on wheat, as they are not in the market at this time."

* * *

Frank I. King, one of the best posted grain and seed men in the country, propounds the question whether increased grain storage is desirable. Mr. King says that proposed suggestions to provide for the 1919 wheat crop include storage facilities by lease or purchase of facilities now in existence, or by building additional facilities, or both. In other words, he says, the bill may provide for increased storage erected by the Government.

Continuing, Mr. King says: "Will the Government need them after the 1919 wheat corpse is buried? If so, will it develop into more Government ownership? Railroads and grain men have erected terminal and country elevators heretofore. Farmers must be accommodated when they have the time and disposition to sell their grain. They are gradually enlarging their own storage on the farms. Many are no longer required to put their surplus on the bargain counter soon after harvest."

On the subject of terminal elevators Mr. King declares they have not expanded with the country. He states it takes capital and encouragement to build them. They almost starved during the first year of the Food Administration, he says.

"Providence and a desire for a war reserve have helped them this season," declares Mr. King. "Three seaboard markets have only 15,000,000 letter head capacity. And there is a big difference between letter head and working capacity."

* * *

Toledo gained prestige as a grain market during 1918. The movement and sales recorded on the Produce Exchange was unusually heavy. Trading in barley was established successfully and shipments and receipts were satisfactory. Cash corn sold at \$2 a bushel on February 21, making the second highest mark in the history of the Exchange. High and low marks for cash grain during the year were as follows:

	Corn	Oats	Rye
High	\$2.00	\$1.01	\$2.90
Low	1.35	.67	1.57

Receipts and shipments for the year as compared with 1917 were:

RECEIPTS					
	Wheat	Corn	Oats	Rye	Barley
1918 ..	5,513,707	2,544,650	8,880,350	415,100	980,200
1917 ..	5,443,200	3,720,600	124,100	14,800	32,615
SHIPMENTS					
	Wheat	Corn	Oats	Rye	Barley
1918 ..	1,187,110	997,995	6,223,550	223,800	202,901
1917 ..	1,939,300	1,056,300	2,365,060	99,900	.....

* * *

Fred Mayer, president of J. F. Zahm & Co., and one of the most popular grain dealers in northwestern Ohio, was elected president of the Toledo Produce Exchange at its annual election this month. Mr. Mayer succeeds Frank I. King, president of C. A. King & Co.

The election of Kenton D. Keilholtz, of Southworth & Co., one of the progressive young members of the trade, to the office of treasurer, met with the approval of grain and seed merchants, as well as the millers. Other officers and members of the standing committees chosen are: Harry R. Devore, first vice-president; Richard S. Sheldon, second vice-president; Archibald

CINCINNATI K. C. CRAIN - CORRESPONDENT



E. A. FITZGERALD
Retiring President, Cincinnati Grain & Hay Exchange.

THE NEW YEAR was ushered in in Cincinnati, as far as the grain trade was concerned, with the enthusiasm which is usually found among members of the trade. There was especial vim and joyousness this year, due to the fact that the trade can look back on 1918 with pride in the things which it accomplished, and with relief in the knowledge that the war, with its restrictions and regulations, is past. The celebration was held at the Hotel Sinton on December 31, in the beautiful quarters on the second floor set aside by the hotel management for the Army and Navy Officers' Club. The occasion was rendered the more notable by the presence of Mayor John Galvin, who was the guest of honor, being seated between President E. A. Fitzgerald and Chairman Alfred Gowling, of the Entertainment Committee. The Mayor delivered a short address, filled with patriotism, and calling attention to the historical importance of the past year, paying incidental tribute to the fine part which the grain men of the country as a whole played in feeding the world and winning the war. Besides the substantial refreshments which were served during the afternoon, an elaborate program of entertainment was provided, making the celebration staged by the Exchange in many respects the most enjoyable the trade has ever held.

* * *

The prominence of Cincinnati in connection with the army's supply departments was especially marked in the work of the Forage Division of the Quartermaster's Corps, which established in the city a depot for the handling of hay for export to France. A compressing plant, with a capacity of 100 tons a day, was installed, and while this plant was burned, presumably by pro-Germans or enemy agents, in October, 1917, it was at once rebuilt and put to work, with the result that, all told, the plant handled over 30,000 tons of compressed hay.

* * *

The grain and hay men of Cincinnati had good reason to celebrate the coming of the new year with some pride and circumstance, in view of the accomplishments which they had behind them for 1918. In spite of the restrictions resulting from the war, and the difficulty in moving shipments East, in the latter half of the year, on account of the embargoes existing, the trade managed to roll up a splendid volume of business, figures on which have not yet been fully compiled, but which will show a larger volume of business, both inbound and outbound, than the city ever before handled. The needs of the army of course accounted for a great deal of business, as Cincinnati's position as a gateway city made it natural for many large transactions to be handled through this point, both in grain and in forage for army horses. While

of Directors. With the numerous complications brought on by the war, and with the heavy responsibilities of virtually organizing the trade anew, President Fitzgerald discharged his numerous and important duties with firmness and discretion. At a dinner tendered him at the Hotel Gibson on January 7 by his directors, much was said to this effect, and he was presented with a handsome gold wrist watch, suitably inscribed, as a memento of his term of office, and a token of the esteem in which he is held by his fellow grain men. Former President W. R. McQuillan presented the watch on behalf of the other members.

* * *

The secession of the grain men in a body from the Cincinnati Chamber of Commerce, and the establishment by them of the Cincinnati Grain and Hay Exchange, separately incorporated, with headquarters on the second floor of the Gwynne Building, was one of the big events of 1918, as far as the grain trade in Cincinnati is concerned. The secession resulted from irreconcilable differences over the supervision attempted to be exercised over inspection and other matters by the Chamber, it will be recalled; and it is not now likely that there will be any return to the old affiliation, although the grain men, as a matter of course, retain their membership in the Chamber and will continue to count heavily in its proceedings. The Exchange was fortunate in taking with them D. J. Schuh, their executive secretary, and in his recent return to the secretaryship from work in the navy.

* * *

The annual election of a new Board of Directors of the Cincinnati Grain and Hay Exchange will be held for the first time in its new quarters on January 16, and the event is expected to be a notable one. A Nominating Committee consisting of Messrs. C. S. Custer, F. B. Edmands, Lou McGlaughlin, Geo. Keller and Robert O. Strong. The Board, when elected, will out of which five directors will be elected on the date

Gassaway, secretary; Directors: Frank I. King, David Anderson, Fred O. Paddock, Jesse W. Young, Frank R. Moorman, George D. Woodman, Jesse D. Hurlbut, Frank W. Annin, Charles W. Mollett, Raymond P. Lipe; Committee of Arbitration: C. S. Coup, J. A. Smith, George R. Forrester, L. A. Mennel, John W. Luscombe, E. A. Nettleton, Fred W. Jaeger; Committee of Appeals: John Wickenheiser, R. L. Burge, Fred C. King, G. J. Rudd, W. A. Boardman, O. H. Paddock, A. Mennel, W. J. Perry, L. J. Ulrich, John C. Husted, W. E. Stone.

LOUISVILLE

A. W. WILLIAMS - CORRESPONDENT

THE 1918 season with the elevator and grain trade of Louisville showed an increase in gross tonnage handled, although business was not as satisfactory as it could be, due to the numerous Federal regulations, traffic conditions, increased rail rates, car shortage, and labor shortage. A good volume of business was handled in the spring in connection with the distilleries making alcohol, but this dropped off as well as brewery demand.

The loss of distilling business has been a hard blow to the Louisville as well as Cincinnati and Evansville grain handlers. It formerly meant a big tonnage, and accounted for a larger volume of rye and small grain business than can possibly be handled in this section otherwise. However, during the year there was a very heavy Government movement of oats through the gateway, this resulting on the total carlot movement showing an increase over the year 1917, when a considerable amount of liquor was manufactured in the state.

Comparative figures for 1917 and 1918 for this market show a big falling off in corn handling, and a considerable drop in wheat and rye, but a great gain in the movement of oats. In fact the increase in oats movement was larger than the losses suffered in other grains, and the elevators did a very fair business.

Louisville suffered in 1918 from a shortage of elevator space. With the big plant of the Kentucky Public Elevators out of service as a result of fire in February, 1917, the private elevators were jammed past capacity in taking care of the business of the owners, and that of the concerns left without grain handling facilities as a result of the fire. One concern handled a good deal of grain through Indianapolis which ordinarily it would have handled through Louisville, and other large lots were handled through outside elevators.

The 1917 corn crop which was handled during the spring of 1918 was the wet, mouldy, frost bitten crop, which is alleged to be the worst ever handled through the section. It had to be dried and carefully handled in order to keep it from heating or spoiling. The private elevators were so busy handling this corn, that some concerns were forced to send their grain to points as far off as Baltimore in order to get it dried. The Kentucky Public Elevator had a battery of four big dryers, and could have taken care of the situation easily if it had been in operation.

There hasn't been much difference in the volume of wheat handled at Louisville during the past two years. During 1917 prices were so high and wheat so scarce that the volume was under usual figures. Then substitutes cut in on wheat in the fall of 1917 and spring of 1918. This year's wheat was superfine, free of moisture, and one of the nicest crops ever handled through the elevators. However, Kentucky wheat is exhausted, and wheat now moving in is going direct to the local mills which have been eagerly accepting all that can be had.

The outlook for 1919 is generally considered good by local grain handlers. It is well to consider the fact that there is not a ghost of a chance to get back into the distilling game this year, or at least that is the way the distillers and grain men have sized up the situation. However, they are making an effort. The grain trade will be forced to look up new markets in order to hold up tonnage since the Government movement has slumped. Indications are that there will be a considerable shortage of wheat in the spring, unless the Grain Corporation releases some of its holdings to the mills, with the result that some of the elevators of the South are doubtful as to whether there will be any movement of wheat to speak of until the new crop comes on.

Much interest is developing in river navigation in Louisville at the present time as a result of the 25 per cent increase in rail tariffs, which has not been offset by any regulation of river tariffs. River packet, towing, and barge concerns have increased rates somewhat as a result of increased operating expenses, but there is a wide margin between river and

rail rates, which should influence a larger movement. It is conceded that rail rates will not be reduced for some time to come. On the other hand there are no suitable traffic handling arrangements on the river. At the present time such grain as is handled has to be sacked, hauled and handled by hand. However, it is believed that the difference in rates may result in some better barge lines. The 9-foot stage is far from a reality, and this may keep the river companies from making many improvements for a time, but they are sure to come eventually.

Millers, elevator and other grain men, farmers, and in fact everyone concerned with the grain trade reports that the 1919 wheat crop, to be harvested in the spring, is unusually promising through Kentucky and Indiana. Mild weather during the fall resulted in much late wheat being planted, and the acreage is estimated at about 10 per cent over normal. The crop to date has been growing rapidly, but is now checked by colder weather. So far the weather hasn't been cold enough to injure it, although there hasn't been much snow for protection in this part of the winter wheat district.

The Kentucky Public Elevator Company, after having been out of commission a little less than two years as a result of fire, has finally completed its new plant, which is of concrete and steel throughout, and equipped with the most modern grain handling equipment. The plant starts operations within a few days and is now testing out the machinery. The company has installed two moisture testing machines, while Lee Irving, head of the grain inspection department of the Board of Trade, has taken two of the six machines in his department and located them at the Public Elevator plant.

Movement of grain during the past few weeks has been quiet in the Louisville section. For the week of December 28, there was a total of 133 cars in and 59 out. The week ending January 4, showed 81 cars in and 84 out. The week of January 11, showed a total of 128 cars in and 62 out. Of corn receipts there were 19 cars, and 2 shipped; oats, 35 in and 60 out; wheat, 74 in and no cars out. Rye movement has dwindled to nothing in this market, as there is no distilling demand and no rye flour milled here. Hay movement has been light during the month as farmers haven't been satisfied with low prices, which hardly paid for labor, baling, hauling, high freight rates, and cost of production. However, prices have advanced sharply during the past few days, and a better inbound movement is expected. The demand is good as pasturage is gone, and heavier feeding is taking place. For the present receipts are running 15 to 30 cars a week, with shipments of five to ten cars.

PHILADELPHIA

F. W. COLQUHOUN - CORRESPONDENT

LOUIS G. GRAFF, president of the Commercial Exchange, expresses an opinion that the outlook for business in grain and flour for the year of 1919, is excellent. He said:

"Never has there been such a glowing prospect for the largest grain and flour business in the United States. The transportation of the country will be taxed to its utmost to move the remainder of the 1918 crops before the greatest wheat crop ever known is ready to move in July. Fall planting was completed under the most favorable conditions and 40,000,000 acres of winter wheat is assured; this is in the very best of condition. The spring wheat planting will undoubtedly be the largest in history, because farmers are facing their last chance for \$2.20 wheat. That price will expire June 1, 1920. Increase in acreage of winter and a presumed increase of spring wheat makes possible a crop of 1,200,000,000 bushels and a probable crop of 1,100,000,000 bushels. Weather conditions will govern that.

"The price of corn and oats at spring seeding time will have some effect upon their acreage. The demand for both seems assured. Europe's need is great, and with a renewal of the corn business with Germany, formerly our best customer for this cereal, that business will be improved. The removal of restrictions on shipping to terminal markets will greatly help the year of 1919 business and it now behooves the railroads entering this port largely to increase their export elevator terminals. It is up to them to say if Philadelphia is to keep pace with Baltimore and New York in the grain trade or fall into insignificance in comparison to them.

"Vast quantities of grain, the largest ever exported, will be moved during 1919 and 1920. Building elevators will open the present congested outlet of this port and bring to Philadelphia its share of the big grain traffic. The business will pass through the ports offering the best facilities, and as there is no other ocean tonnage in large quantities constantly available at this port, the grain exports mean to Phila-

delphia the continuation or withdrawal of former steamship lines. Without a grain export business, steamships could seldom obtain a cargo here."

Announcement was made January 2, by William P. Brazer, that he has associated with himself in the grain and feed brokerage and commission business his sons, Howard F. and William P., Jr., under the firm name of William P. Brazer & Sons, 483-85 Bourse Building.

Walter Passmore, of the firm of Passmore & Co., grain and feed dealers, Nottingham, Pa., who has been ill in one of the local hospitals, has recovered and gone to his home. He is well known to the trade, having been associated with his father in business for several years.

G. P. Lemont, of E. K. Lemont & Son, grain and feed shippers, left this city January 4 for Daytona, Fla., where he will spend the winter in an effort to obtain a much needed rest.

Harvey C. Miller of L. F. Miller & Sons, receivers and shippers of grain, hay and feed, has left for a business trip to Chicago.

Officers and directors of the Commercial Exchange in the Bourse will be nominated January 18. At that time nominations will be in order for a candidate for president, vice-president, treasurer and six directors. Any number of candidates can be nominated for any office but it is believed that several positions will be uncontested. The elections will take place January 28. It is planned to serve a dinner on the floor of the Exchange on election day during the noon hour.

L. G. Bournique of the firm of Taylor & Bournique Company, Milwaukee grain merchants, was a recent visitor in this city. He paid a visit to the local office of the company while here.

William C. Walton, of Walton Bros., who has been in the Government service and stationed at Chicago in the Forage Department, has been mustered out and is back with the firm.

Penrose Ash McClain, Jr., son of the late Penrose A. McClain, who was Select Councilman from the First Ward and United States Collector of Internal Revenue, died December 25, 1918, at his home, 5150 Hazel Avenue, after an illness of several months. He was 36 years old. He is survived by his wife, two children and a sister, Mrs. F. Joseph Laws, of Atlantic City, N. J. Mr. McClain succeeded his father in the grain business and was a member of the Commercial Exchange.

George E. Paules, of E. L. Rogers & Co., grain receivers, with offices in the Bourse, died at his home in Cynwyd, Pa., on December 28. Death was due to pneumonia. He was 29 years old. He had been with the firm for several years. Mr. Paules is survived by his wife and two children.

Among the out-of-town visitors at the Commercial Exchange in the Bourse the past month were: G. E. Newman, of Rosenbaum Brothers, grain dealers, Chicago; F. E. Goodrich, of Goodrich Bros., grain and hay shippers, Winchester, Ind., and president of the Grain Dealers National Association; C. C. Lynn, feed and grain dealer, Bethlehem, Pa.; T. G. Williamson, of the Harvey Grain Company, Chicago; M. J. Malone, of the Halliday Milling Company, Cairo, Ill.; T. G. Gulitt, of G. E. Patteson Company, feed manufacturers, Memphis, Tenn.

Plans are under way by the sub-committee on Port Development to take up the question of securing additional grain elevator facilities at Port Richmond. Louis G. Graff, president of the Commercial Exchange and chairman of the sub-committee on grain elevator facilities of the Port Committee, has named James L. King, Morris F. Miller, William M. Richardson and George T. Omerly as members of the sub-committee. The committee, together with Mr. Graff, will make a plea to the Philadelphia & Reading Railway for additional grain facilities. Congressional pressure is also being brought to bear for increasing facilities of the port. A committee left this city January 9 to go to Washington to lay before the authorities there the necessity of these needed improvements. On December 17 Mayor Smith, Director Webster and his assistant, Joseph F. Hasskarl, of the Department of Wharves, Docks and Ferries, journeyed to Washington and urged the authorities there to take steps to bring about better facilities at this port.

That Philadelphia is in need of more grain elevators is evidenced by the large shipments of grain that have recently been made from this port abroad. Exports of wheat from here during December, 1918, amounted to 5,689,406 bushels as compared with 2,367,093 bushels the previous month. The shipments of oats abroad in December amounted to 463,897 bushels as compared with 475,707 bushels in November. The exports of wheat during the entire year of 1918 amounted to 17,864,860 bushels as compared with 29,197,855 during 1917. The falling of shipments dur-

ing last year was due to war conditions but grain men say that the increased shipments in November as compared with December prove that with peace conditions and better movement of vessels that this port is rapidly coming to the fore in grain export business.

The Philadelphia & Reading Railway had extensive plans for improvement in grain handling facilities at this port, but the Government restrictions on building caused a halt. President Graff and his sub-committee are now taking up with the railroad the question of renewing this project.

He had been for 33 years connected with the grain trade in Duluth, having come here in 1886, when he entered the employ of A. J. Sawyer & Co., a firm of grain exporters. On the death of Mr. Sawyer he became associated with C. H. Canby & Co. After that he was in business for himself and for the last six years he was connected with Jackson Bros. He was born in Inverness, Scotland, in 1859, and came to this country when a young man. He had a wide circle of friends in the grain trade and social circles, and he was generally esteemed for his sterling integrity and general high character.

COMMUNICATED

THE PULSE OF THE GRAIN TRADE

Editor American Grain Trade.—Am enclosing check to pay my subscription to the American Grain Trade another year. I cannot do without it, as it reflects the pulse of the grain trade for the whole country.

Yours truly, J. C. SMITH.

NECESSITY OF INCREASED STORAGE

Editor American Grain Trade.—We have added more storage to our elevator at this point, principally, of course, to profit by the normal advances in grain. A further reason was that with the additional storage we might continue to receive grain uninterruptedly, even though we would not get cars with which to load out our purchases.

As a rule the Government grades do not interfere with country buyers, if they will but buy on the same rules that they are required to sell by. We do not find the grading rules irksome or unfair. We do not always find competitors that will follow Government grading rules, but they are to blame for that.

A country elevator should be equipped so as to enable it to keep separate the different grades of wheat, to the end that the producer who tries and does succeed in growing a high grade of grain should reap the benefits for so doing, and not be penalized because the bulk of the grain grown is of a lower grade. This is only fair, and it is a rule that applies to the elevator owner as well as to the grower of grain, and it also applies to the laborer who does his work well and who is entitled to more pay than he who does his work indifferently.

We clean our grain rather than mix it, because we have never been successful at the markets in getting the increased grade on mixed grain.

Yours truly, W. H. HURLEY GRAIN CO.

TEXAS WHEAT CONDITION AND ACREAGE

Editor American Grain Trade.—Taking the state as a whole, the rainfall in every section during the month of December, 1918, was greater than for the corresponding month of all of the four preceding years. Wheat, oats and other small grain are in better condition at this time than ever before known in the agricultural history of the state. While the more or less continuous rain during December and November caused heavy losses to the rice crop in the Gulf Coast region of east Texas, the benefits to small grain, pasturage and winter crops in other parts of the state were enormous.

The wheat acreage is considerably larger than in any previous season. The official figures show 2,108,600 acres, which is probably low. If a normal yield should be obtained, and at this time prospects would seem to warrant the prediction that the yield per acre will exceed all previous records in the state, the total crop should amount to close to 40,000,000 bushels, as compared with about 25,000,000 bushels as the highest production any one year heretofore. One of the significant features of the wheat crop this season is that the planted area extends all the way from the Oklahoma line to the Rio Grande. Wheat is being grown in counties and sections of the state this year where it was never before planted.

The acreage planted to oats is larger than ever before, and the condition of the crop could hardly be better, according to reports received here from all parts of the state.

Yours truly, W. D. HORNADAY.

THE Food Administration on January 1 lifted all restrictions on the special price regulations on mill feeds and those limiting wholesalers', retailers' and jobbers' margins of profit on mill feed sales. The regulations on other feedingstuffs remain in force.

DULUTH

S. J. SCHULTE - - CORRESPONDENT

DULUTH has been especially fortunate in being able to dedicate a large number of very capable men to public service," said F. G. Crowell, vice-president of the Food Administration Grain Corporation, in a letter to M. L. Jenks, president of the Duluth Board of Trade, replying to a communication that had been addressed by the Board to Julius H. Barnes (now in Europe) congratulating him upon the efficiency shown by himself and Percy H. Ginder, in charge at Duluth, in directing the affairs of the Corporation. Mr. Crowell intimated further that the activities of the Food Administration could not have been carried on with its present efficiency had it not been for the co-operation of Watson S. Moore, its secretary, who also was identified with interests in Duluth.

As a result of the continued good movement of grain from over the West to the terminals there is now in store in the Head of the Lakes elevators over 21,000,000 bushels of grain, leaving space for only about 9,000,000 bushels available to take care of marketings between now and the opening of the new lake navigation season. A measure of relief may be afforded through the chartering of 16 steamers wintering in this harbor and some special shipments to the East all-rail. In that connection it may be mentioned that nearly the whole of the 240,000 bushels of flax seed now in the elevators here is marked for shipment to linseed oil crushing plants east of Chicago, with some to go clear through to the seaboard. As the storage situation at this point stands now, the Capitol, Cargill and Itasca Elevator plants are filled up, but the Globe, Consolidated and Great Northern Elevator systems have a fair amount of space left to carry the usual winter storage.

In spite of a bad start until the new season's crop began to move on September 1, the Duluth market made a good showing during the calendar year ended December 31, last. Receipts of all grains were reported by the Board of Trade here at 99,112,524 bushels, as compared with only 52,240,377 bushels during 1917. Wheat receipts accounted for 78,842,730 bushels, against 30,576,769 bushels during the preceding 12 months. A feature was the fairly active movement of rye, amounting to 8,274,897 bushels, as against 3,860,736 bushels during 1917. The barley movement fell off to 4,828,278 bushels against 8,559,418 bushels in the preceding 12 months.

Shipments of all grains during the year aggregated 78,980,556 bushels as against 55,171,999 bushels during 1917. Wheat shipments bulked up to 61,146,313 bushels, in comparison with only 31,746,513 bushels during the preceding twelve months.

The removal of all restrictions in trading in coarse grains on January 1, was hailed with satisfaction by operators on this market as indicating the restoration of normal marketing conditions in the near future. Market experts generally are watching with interest the developments as regards the handling of the 1918 domestic wheat crop. With the ending of the war and the prospect of a bumper crop ahead under normal weather conditions, it is regarded as virtually certain that the Government will be compelled to take a large loss on the transaction. Grain men on this market have suggested that the Government after paying the grower the agreed price for the wheat, should turn it into the general market at the market price, charging the accruing loss up to the general account of the cost of the war.

Lieut. Reginald Hoehle has assumed the position of deputy weighmaster for the Wisconsin Grain & Warehouse Commission at Superior. He was recently honorably discharged from Camp Gordon, Ga., where he had served for several months as an instructor. His appointment was in line with the commission's policy of putting former employes who were in the army or navy back in the Board's service.

Alexander Guthrie, representative on this market for the firm of Jackson Bros. of Chicago, died on New Year's day after an extended illness from heart trouble.

Members and employes of grain firms on the Duluth market who had been in active military service or in training camps, are gradually being returned to private life and are falling into their old positions. Among the recently returned contingent was William Dinham, formerly with Stair-Christensen & Timmerman on this market. He was stationed in the paymaster's department at the naval station at San Diego, Cal., during the greater part of his year's service with the army. Ray Dinham, his brother, was on the battleship *Denver*, and made two trips across to Liverpool in the convoy service.

The annual Duluth Board of Trade elections will be held on January 21. Following out past precedents, Benjamin Stockman, manager of the Duluth-Superior Milling Company, who has been vice-president during the last two years, will be elected president without opposition. M. L. Jenks, the retiring president, is being highly commended for the rare judgment he exercised in the trying emergencies that have arisen during the two war-time years he headed the Board. Competition is promised for places on the directorate and on some of the standing committees.

John Washburn, of the Washburn-Crosby Milling Company, has been elected a member of the Duluth Board of Trade, having purchased a membership held by the late W. H. Dunwoody.

R. M. White, of the White Grain Company, asserted that trade in feeds and coarse grains of all kinds so far this season had been the best in his experience in several years. The recent sharp bulges in bran and mill feeds quotations has resulted in increased sales of oats. Experiments have shown oats and barley, mixed half and half, to be a satisfactory feed, and liberal sales of it have been made recently by the White Grain Company for shipment over the entire district.

In order to obviate the danger as far as possible of market flurries such as have developed at times in the past through difficulty experienced in making deliveries of grains on contracts, an amendment to the general rules of the Duluth Board of Trade is proposed to admit of grain or seed in cars, including that graded "subject to approval," being a valid tender on contracts when the grade is evidenced by a certificate of inspection as being of proper grade for tender. In order to be deliverable, it is suggested that the car must have been within the switching limits of Duluth or Superior for a period of at least 72 hours. Bills for grain or seed so tendered shall not be due and payable until the grain so delivered shall have been unloaded into the elevator and until the warehouse receipt covering it has been delivered to the owner.

The EUROPEAN CORN BORER

is the caterpillar of a small moth.

The moths lay their eggs in flat masses on the under sides of the corn leaves.

The caterpillars hatch from these eggs and feed at first on the leaves, but soon bore into the tassels, the stalk, the leaf-ribs and the ears.

They live in the stalks all winter and in spring change to reddish-brown pupae which soon transform again to moths.

The pest also attacks other garden plants, weeds, and larger grasses, and lives through the winter in the stalks of these plants as well as in corn.

Burn All Plants Containing Caterpillars.

Cornstalks, corn stubble, grasses, weeds, and stalks of garden plants should be thus destroyed throughout infested areas during fall, winter or early spring. No other effective method is known for combating this pest.

Broken tassels with extrusions of sawdust-like material at the breaks are the plainest signs of an infested field.

Holes in the stalk with sawdust-like debris extruded indicate where the borer is at work.

The borer enters the ears through the husks and also through the stem and cob.

Stubble and scattered stalks—showing where the borer spends the winter in corn.

ASSOCIATIONS

CONVENTION CALENDAR

January 16—Michigan Hay & Grain Association, Cadillac Hotel, Detroit.

January 21-22—Indiana Grain Dealers Association, Board of Trade, Indianapolis.

January 21-23—Farmers Grain Dealers Association of Iowa, Cedar Rapids.

February 12-14—Farmers Grain Dealers Association of Kansas, Topeka.

February 18-20—Minnesota Farmers Grain Dealers Association, Minneapolis.

February 27-28—Ohio Farmers Grain Dealers Association, Boody House, Toledo.

May 20-21—Grain Dealers Association of Oklahoma, Oklahoma City.

May 27-28—Kansas Grain Dealers Association, Hutchinson.

October 13-15—Grain Dealers National Association, St. Louis, Mo.

MEETING OF COUNCIL CALLED

The Council of Grain Exchanges will meet in the Directors' Room of the Chicago Board of Trade at 10 o'clock on January 16. Every market is expected to be represented.

INDIANA DEALERS TO MEET

The Indiana Grain Dealers Association will meet at the Board of Trade January 21 and 22. One of the most important meetings in the history of the Association is in prospect.

KANSAS DATE CHANGED

The dates formerly set for the Kansas Grain Dealers convention at Hutchinson, May 22 and 23, conflicted with the Oklahoma dates, so the convention has been postponed a week and will be held on May 27 and 28.

NATIONAL ASSOCIATION TO MEET AT ST. LOUIS

The Board of Directors of the National Grain Dealers Association has selected St. Louis, Mo., as the meeting place of the 1919 convention. The dates are Monday, Tuesday and Wednesday, October 13, 14 and 15.

OUR HAND, BROTHER RILEY

The sympathy of my many friends, grain dealers and millers, will be extended to Charles B. Riley, secretary of the Indiana Grain Dealers Association, with office at Indianapolis, who lost his eldest daughter, Mrs. George C. Bosley, from pneumonia recently. Mrs. Bosley was the wife of George C. Bosley, formerly engaged in the grain business at Milroy, Ind., and was 36 years of age.

RAILROAD ADMINISTRATION ACTS ON WEIGHMASTERS' SUGGESTION TO STOP GRAIN CAR LEAKS

During the past year over 40 per cent of the total grain car leakages reported were directly traceable to defective sheathings. Last September at the Weighmasters' Conference in Milwaukee, the following resolution was adopted:

SHEATHING LEAKS: THEIR CAUSES AND PREVENTION

Whereas, investigations made by terminal grain weighmasters, as well as grain leakage statistics compiled by terminal grain-weighing departments, show that a large majority of all the leaks of grain from box cars occur between the outside car sheathings and the car sills, due to the tendency of the sheathings to spring away from the sills under load; and

Whereas, examination of tens of thousands of box cars used for transporting grain clearly indicate that the nails used to secure these sheathing boards to the sills are inadequate, since they do not effectively and permanently hold the sheathing boards firmly and tightly to the sills under the stress and strain to which cars are subjected in switching and handling; and

Whereas, a few of the railroads, apparently, have seen the inadequacy of nails alone for holding the sheathing permanently and tightly in position, for at least two of the grain carrying lines have experimented with metal strips being of two designs, viz: One of them consists of flat bars of iron, fastened by means of bolts, which, we are informed, are not entirely fulfilling their functions satisfactorily; the other design used consists of an angle iron which is also bolted to the sills;

Therefore, be it resolved: First, That the carriers and the builders of box cars be urged to find other and more effective methods for securing the sheathings to car sills than nailing;

Second: That should more effective methods of securing the sheathings to the car sill than nailing be

adopted by the carriers, that such improved methods ought to be applied to the box car equipment now in use, as far as it is practicable to do so;

Third: That copies of this resolution be placed in the hands of the master car builders of the extensive grain carrying railroads, and the builders and designers of freight cars and any others who may be in position to grant relief in this matter of grain leakage, that is due to the tendency of the sheathings to spring away from the car sills.

Resolved: That copies of these resolutions be placed in the hands of the carriers and the builders and designers of box cars, for their consideration.

The U. S. Railroad Administration has acted officially upon the above resolution. The Mechanical Department of the Railroad Administration in a car circular relating to standards for freight car repairs, just issued, have included the following paragraph:

"Metal strap to be applied to side sheathing—Double sheathed box cars will have applied to face of sheathing of car at side sill a small angle iron, channel iron or strap securely bolted in place to insure sheathing being held tight against side sill to prevent grain leakage; bolts to have single nuts and to be riveted over. Location of bolt spacing to be the same as on United States Standard cars where practicable. Channel or strap to be painted on back with freight car paint before it is applied."

MICHIGAN DEALERS AT DETROIT

On July 16 the Michigan Hay & Grain Association will meet at the Cadillac Hotel in Detroit. The convention will be called to order at 2 p. m. by President Robert Ryon. George S. Bridge will speak on the subject, "Our Government and the Hay and Grain Trade." "Hay" is the subject assigned to Harry G. Morgan. P. E. Goodrich will talk on "General Topics" and D. W. McMillen will discuss "How Will Reconstruction Affect the Hay and Grain Trade?"

FARMERS DEALERS OF SOUTH DAKOTA ELECT

Closing the final session of the Farmers Grain Dealers Association of South Dakota at Sioux Falls on December 12, the following officers were elected: President, John T. Belk, Henry; Board of Directors, A. R. Fryer, Doland; F. O. Simonson, Vermilion; E. H. Day, Clark; A. G. Swanson, La Bolt; Louis Kelker, Britton; A. L. Berg, Baltic; A. E. Willard, Colton.

The Board reappointed Charles H. Eyler of Sioux Falls as secretary, and C. D. Hayward, of Henry as treasurer. F. O. Simonson, of Vermilion is first vice-president, and E. H. Day of Clark, second vice-president.

ARBITRATION DECISIONS

The Anchor Grain Company of Wichita, Kan., brought a claim of \$104.20 against O. A. Talbott Company of Keokuk, Iowa. The claim is based on difference in freight charges over the C., R. I. & P. and the C., B. & Q. The Committee referring to Trade Rules 27 and 28 awarded \$42.62 to the plaintiff and ordered the costs to be divided.

* * *

The Clement Grain Company of Waco, Texas, brought a claim for \$441.02 against Embury E. Anderson of Memphis, Tenn., for overage on destination weights, paid in a draft for 13 cars of snapped corn. Arbitration Committee held for plaintiff and ordered Mr. Anderson to pay claim and costs.

* * *

A car of feed barley shipped by Arnold A. Thurnau Company of St. Louis, to Davison & Co. of Galveston, Texas, was graded "rejected" at Galveston and was refused as contract called for "good feed barley." Davison & Co. unloaded and screened the barley and made a claim for \$159.83. The Arbitration Committee cut this to \$114.65 in making the award to the plaintiff.

* * *

E. R. Kolp of Ft. Worth, Texas, brought a claim for a car of milo, against John Wade & Sons of Memphis, Tenn., before Arbitration Committee No. 1 of the Grain Dealers National Association. Sale of car was made through a broker who failed to specify "demand terms," in the confirmation. Defendants immediately protested. Plaintiff wired he was making draft in full at invoice weights and that if defendant refused he would sell car for defendants account. Defendant refused and considered incident closed. The Arbitration Committee found: 1, that broker was at fault in not specifying

"demand terms," but that defendant was not in error in refusing; 2, that "demand terms" and "Memphis terms" are irreconcilable; 3, that plaintiff should have sold the car and then presented his evidence of loss, which he did not do. So the Committee held for the defendants and ordered plaintiff to pay cost of arbitration.

CARRYING QUALITIES OF AMERICAN EXPORT CORN

That a considerable percentage of the corn exported to Europe previous to the World War arrived in poor condition, as a result of the voyage, has been learned in investigations made by the U. S. Department of Agriculture. These investigations are described in detail in a bulletin about to be issued by the Department. During the latter stages of the war the authorities who had control of the shipping of large amounts of corn to Europe took steps to insure that only such corn as would safely stand any voyage should be exported. Some of the requirements imposed were more strict than appear to be necessary under normal conditions and since such normal conditions will again obtain after the close of the war, the information presented in this bulletin will be of interest to the export trade.

The carrying qualities of export corn during shipment in Europe depend for the most part on the moisture content and the quality and condition of the corn as loaded, the length of the voyage, the season of the year during which shipped, weather conditions during the voyage, and the position of storage of corn in the vessel. In order to determine the influence of each of these factors under varying conditions, eight representative cargoes of corn were accompanied from the United States to various European ports by representatives of the United States Department of Agriculture from March 8, 1910, to April 16, 1912, and one additional cargo was thoroughly sampled at the time of loading in America and again at the time of discharge in Europe.

In the investigations covering the cargoes which were accompanied to Europe, observations and temperature tests of the corn were made daily from the time the corn was put into the vessels until it was discharged in Europe. The temperature tests were made with electrical resistance thermometers, which were placed at various definite positions in the corn during the loading of these cargoes. The thermometers were extended by leads to the deck of the ship and connected with a temperature indicator and the temperature of the corn in the various positions of storage was recorded each day during the voyage, when the weather permitted.

As the thermometers were being placed in the corn, three-quart samples of the grain were taken from the corn surrounding each thermometer with which to determine the changes in the quality and condition of the corn during the voyage. The corn in the several vessels varied considerably in quality and condition. Likewise, a large proportion of the corn became hot and damaged while it was in the vessels. The records show that the carrying qualities of the corn during the time it was in the vessel were influenced to a great extent by each of the factors mentioned.

The moisture content of corn is the primary factor determining whether it will stand an ocean voyage without deterioration. Corn in which the moisture content is sufficiently low will carry safely under ordinary conditions of ocean transit for any reasonable length of time, during any season of the year, no matter where it is stowed in the vessel, while corn containing a high moisture content is constantly in danger of heating at any time, owing to a variety of contributing causes.

Thoroughly air-dried corn contains from about 12 to 13 per cent of moisture. Such corn may be shipped for export at any time, under ordinary conditions, with little or no danger of heating in transit. This is also practically true of corn containing up to 14 per cent of moisture, provided fermentation has not started. The fact that certain lots of corn contain higher percentages of moisture does not necessarily mean that they will not stand an ocean voyage safely. The corn may be perfectly sound, the voyage may be short, the air temperature

at the time of loading and during the voyage may be low, no disturbing influence such as heat radiating from the ship's boilers and engine room and shaft tunnels may be encountered, and the corn therefore kept practically in cold storage. Under such conditions corn with a relatively high moisture content may sometimes be safely carried; yet such corn when landed upon the quays in Europe in a perfectly cool condition, may, upon being exposed to warm atmospheric conditions, often become out of condition in a short time, becoming hot and unfit for reshipment. When corn goes out of condition, the effect of its relative moisture content requires a much longer time to reach the stage designated as "hot" or to become discolored or damaged by the process of heating than corn with a high moisture content, while corn with a higher moisture content will heat, become discolored, and lose weight by evaporation quickly. The processes of deterioration are accelerated with each additional per cent of moisture much more rapidly than the proportionate increase in the moisture content.

It appears from the investigations that if corn is sound and dry when loaded into the ship, the length of the voyage has little or no effect upon its condition; but if it has a high moisture content when loaded, and if it is stowed in such a way as to be subjected to heat from the inside of the ship, or is shipped during the warm season of the year and is subjected to considerable heat from the outside temperature, the length of the voyage is a very important factor, especially if the heating begins early in the voyage, in which case the heat is gradually diffused with each succeeding day and a higher temperature is developed in the corn already hot. Thus with each succeeding day more of the sound corn begins to heat and the corn already heating becomes more severely damaged.

In making export shipments of corn, the quality, condition and temperature of the corn can be determined before the grain is delivered on board the vessel. The season of the year in which the corn is to be shipped, the stowage of the corn in the vessel, and the approximate length of the voyage are also known, or the information can be obtained before shipping. It is believed that when the quality and condition of the corn and the shipping conditions are approximately the same as those given for the nine cargoes accompanied by observers from the United States Department of Agriculture, it may reasonably be expected that the results, with reference to the quality and condition of the corn on its being discharged at the ports of Europe, will also be the same as those given for these shipments.

The dates of shipment of the nine cargoes of corn, the destination, length of voyage and the average time the corn was in each vessel, were as follows:

March 8, 1910; to Denmark; voyage 24 days; average time of corn in the vessel, 34 days.

March 17, 1910; to Bremerhaven; voyage 14 days; average time of corn in the vessel, 20 days.

December 24, 1911; to Bremerhaven; voyage 14 days; average time of corn in the vessel, 21 days.

February 22, 1911; to Bremerhaven; voyage 20 days; average time of corn in the vessel, 34 days for some lots and 37 to 40 days for others.

March 3, 1911; to Denmark; voyage 40 days; average time of corn in the vessel, 47 days.

March 28, 1911; to Rotterdam; voyage 20 days; average time of corn in the vessel, 27 days.

March 31, 1911; to Belfast; voyage 21 days; average time of corn in the vessel, 39 days.

March 1, 1912; to Rotterdam; voyage 19 days; average time of corn in the vessel, 21 days.

April 16, 1912; to Liverpool; voyage 17 days; average time of corn in the vessel, 24 days.

LAKE SHIPMENTS FROM CANADA

Sixty-three million bushels of wheat, 10,000,000 bushels of oats, 3,000,000 bushels of barley and 2,000,000 bushels of flax were shipped from Fort William and Port Arthur in 435 Canadian and United States vessels during the 1918 navigation season according to a statement issued by the Board of Grain Commissioners of Canada. A no-

ticeable decrease in the amount of grain shipped to Canadian and United States ports is revealed by the figures. Whereas only 50,571,281 bushels of wheat were shipped to Canadian and United States ports in 1918, a total of 87,006,092 bushels of wheat were shipped in 1917. The total barley shipped in 1918 was 373,202 bushels against 2,227,778 bushels last year; the flax shipped in 1918 was 546,140 bushels against 1,841,375 bushels the year before.

STAMP TAX ON DRAFTS OF SEABOARD SHIPMENTS

The Federal Reserve Bulletin contains the following interpretation of the ruling on stamp tax on drafts:

The Board's attention has been called to the fact that some difference of opinion exists as to the proper interpretation of the ruling of the Commissioner of Internal Revenue, published on page 614 of the July (1918) Bulletin, in regard to the application of the stamp tax to drafts drawn in connection with shipments of goods to the seaboard for export.

To clear up any misunderstanding, the question was again referred by counsel of the Board to the office of the Commissioner of Internal Revenue, and there is published below a copy of the counsel's letter and the reply thereto of the commissioner.

Washington, November 6, 1918.

Sir: In June we had some correspondence on the subject of revenue stamps on drafts drawn to finance sales of goods to the allied purchasing commission, and your office finally ruled as follows:

"It is accordingly held that the stamp tax imposed by subdivision 6 of Schedule A of Title 8 of the Act of October 3, 1917, does not attach to drafts on domestic banks in connection with the shipment of articles from the interior to the seaboard where such articles have been sold to the United States agent of a foreign purchaser for export under circumstances entitling the transportation within the United States to exemption from the transportation tax."

The Federal reserve banks and member banks were advised of this ruling through the Federal Reserve Bulletin, but it appears that the interpretation placed upon it by banks in different parts of the country is not uniform. In some instances counsel advised the banks that drafts drawn in connection with the sales to the Allied Purchasing Commission are subject to the tax unless accompanied by shipping documents or other evidence showing that the period the draft is to run is more or less coincident with the time consumed in the shipment from the interior point to the place from which the exportation is to be made.

In other instances counsel have taken the position that if the drafts are drawn in connection with the actual sale of the Allied Purchasing Commission they are exempt from the stamp tax, whether or not the time the draft is to run is a longer period than would ordinarily be consumed in the domestic shipment of the goods. In order that the matter may be definitely determined, will you be good enough to let me know which of these is the correct interpretation of your ruling?

Respectfully,

M. C. ELLIOTT, Counsel.

Office Commissioner of Internal Revenue,

Washington, November —, 1918.

Sir: Reference is made to your letter of November 6, 1918, relative to the method of determining whether a draft on a domestic bank is exempt from stamp tax within the ruling of the letter to you on June 19 on the ground of its connection with an export transaction.

The reason for holding such a draft exempt is, as stated in the letter of June 19, its direct connection with a process of exportation; it provides a financing method which permits the exportation to begin. This connection depends solely on the function of the draft and not at all on the length of time which the draft has to run. The letter of June 19, stating that even though the draft is to be paid before the ocean voyage begins the connection with the export transaction is not thereby affected, necessarily holds the length of life of the draft is immaterial on the question of exemption.

The ground of exemption is the function of the draft to finance an export transaction. Therefore the draft and attached papers should be examined to see that the draft represents all or part of the price of goods bought for export and placed in a course of export in one of the ways specified in Article 31 of Regulations 42.

Respectfully,

DANIEL C. ROPER, Commissioner.

[Treasury Department. United States Internal Revenue. Regulations No. 42.]

ART. 31. Charges on property shipped for export and actually exported exempt from tax.—Amounts paid for the exportation of property in the course of exportation to foreign ports or places are held to be exempt from the tax imposed under Section 500 of the Act. Prop-

erty may be deemed to be in the course of exportation when it moves under any of the following conditions:

(a) Under a through export bill of lading.

(b) Under a domestic bill of lading or receipt on which, at point of origin, "For export" is marked or the foreign consignee and destination are specified.

(c) Under a through bill of lading or through livestock contract to a place in Canada or Mexico.

(d) Under a domestic bill of lading or receipt marked, at point of origin, "For export," wherein the Food Administration Grain Corporation, Director of Overseas Transportation, British Admiralty, or any export representative of the United States or of a foreign Government, approved by the Commissioner of Internal Revenue, is named as consignee:

Provided, That in either case (a) or (b), the property so consigned be delivered to a vessel clearing to a foreign port or place and a ship's receipt is taken therefor, or in case (c) the property so consigned be delivered at a place in Canada or Mexico, or in case (d) the property so consigned be delivered to such consignee.

If when property is delivered to a carrier for transportation it clearly appears that such goods are in the course of exportation, as provided in clause (a), (b), (c), or (d), no tax shall be collected on the amounts of any otherwise taxable charges prepaid upon such property; but unless such property is delivered in such manner as is specified in the proviso to such clauses, the total transportation charges on such property from the point of origin to destination are subject to the tax, and such tax must be collected as and when the transportation charges thereon are collected, if the transportation charges be billed collect, or upon delivery of the consignment, if the transportation charges, or any of them, be prepaid.

POSSIBLE GRAIN TRADE WITH GERMANY

It was reported by cable in November that Germany had completed arrangements with Denmark for the importation from that country of 230,000 tons of wheat every month. This report, meaning 7,500,000 bushels of wheat every month, was afterwards declared erroneous, the explanation being that the figures meant the monthly requirements of Germany in the matter of wheat for its immediate future.

This amount would not be excessive, though unusual; and it is interesting to note the figures of German imports of grain before the war, in view of the fact that some American grain will undoubtedly go to Germany in the near future.

In the 10 pre-war years from 1902-1911, inclusive, Germany imported on an average 107,873,515 bushels of barley yearly. The yearly average of corn, including cornmeal, was 34,966,553 bushels. The yearly importation of oats was 16,766,997 bushels. The average yearly importations of wheat were 69,235,000 bushels. In those 10 years, Germany's exports of rye averaged 7,000,000 bushels more than her imports. It was her only large surplus crop of bread grain.

The average annual importation of all grain into Germany in those 10 pre-war years was 228,000,000 bushels. Most of this came from adjacent countries, which for a year or two will be unable to spare so much grain, the amount being nearly four bushels per capita of the population.

The average annual production of the grains named in Germany was, barley, 144,776,000 bushels; oats, 543,084,000 bushels; rye, 401,209,700 bushels; wheat, 139,000,000 bushels.

KAFFIR PRODUCTION

The various sorghum crops have increased very largely in the past few years; and while figures are available for only six states, these show that kaffirs exceed even the present relatively large production of rye. Last year the six states of Kansas, Texas, Oklahoma, Colorado, New Mexico and Arizona were credited with 75,866,000 bushels. Kansas produced the most, or 31,890,000 bushels, with Oklahoma next with 22,400,000 bushels. Texas following with 14,766,000 bushels.

This year the six states named are credited with a slightly smaller crop, estimated at 72,650,000 bushels in November. Texas leads with about 25,000,000 bushels with Kansas next, with 23,000,000 bushels. Oklahoma's production has fallen to about 17,000,000 bushels. The other three Southwestern States which produced 6,810,000 bushels last year are credited with over 8,000,000 bushels this year.

THE AMERICAN ELEVATOR AND GRAIN TRADE

FEEDING EUROPE'S HUNGRY

The food problem in Europe today, says Herbert Hoover, is one of extreme complexity. Of their 420,000,000 practically only three areas—South Russia, Hungary and Denmark—comprising, say, 40,000,000—have sufficient food supplies to last until next harvest without imports. Some must have immediate relief.

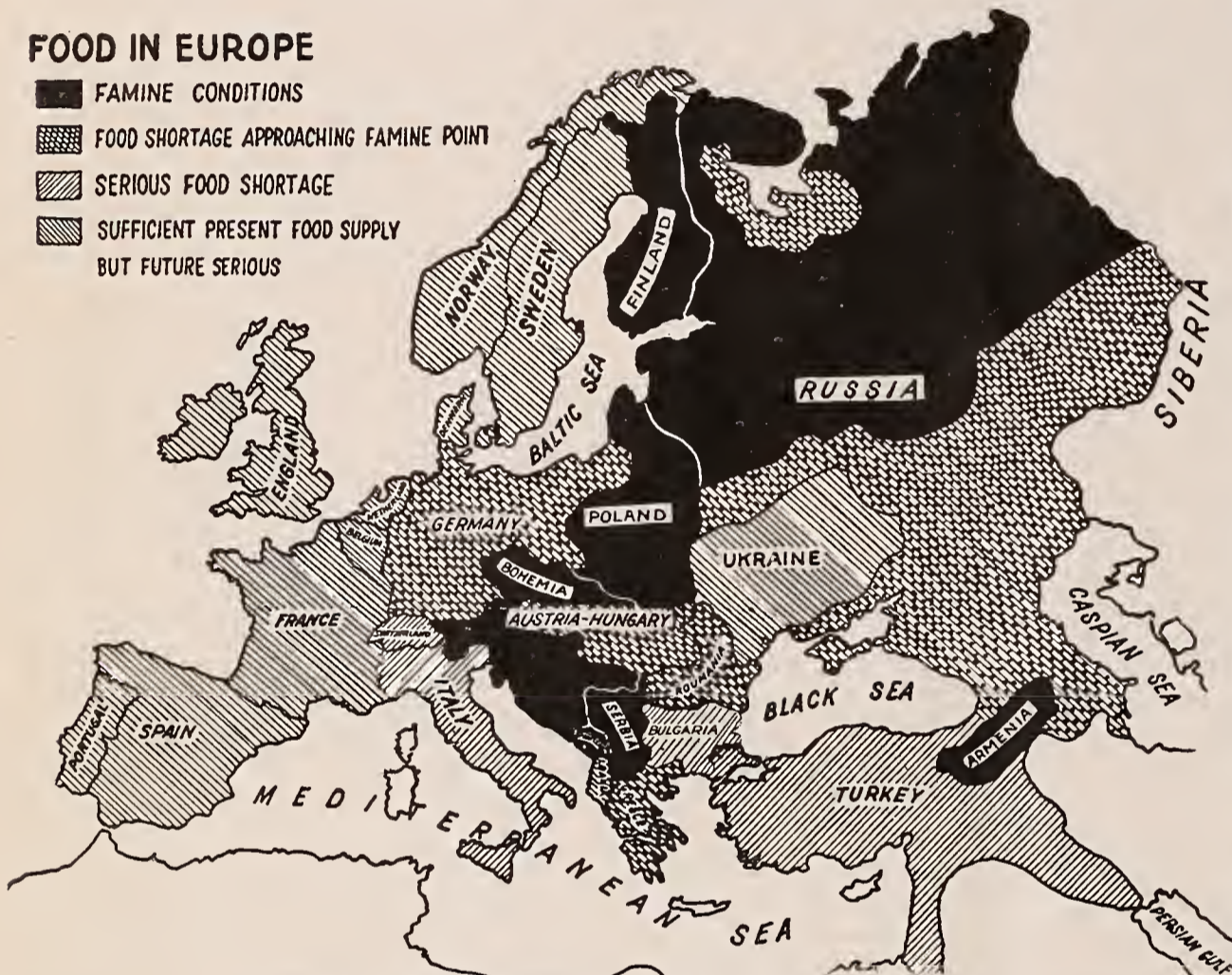
All continental Europe has reduced herds and is consequently short of meats and especially fats. Those countries have their last harvest and under orderly governments this would furnish breadstuffs and vegetables for various periods from two months upwards, depending upon the ratio of industrial population. Something over 200,000,000 of peoples are now in social disorder. In these cases, with transportation and financial demoralization, the tendency is for peasants to cease marketing even their surplus, and thus instant difficulties are projected into the cities even when resources are

that must enlist the sympathy of the American people and for whom we are prepared to make any necessary sacrifice.

There is a great problem in the situation of the enemy people—about 90,000,000. This problem is not one of going to their relief. It is a problem of relaxing the watertight blockade, which continues through the armistice, sufficiently so that they may secure for themselves the bare necessities that will give stable government. Unless anarchy can be put down and stability of government can be obtained in these enemy states, there will be nobody to make peace with and nobody to pay the bill to France and Belgium for the fearful destruction that had been done. I would certainly approach this problem with mixed feelings, having been long a witness to the robbery of food from women and children and the destruction of millions of tons of food at sea and to the misery under which the millions amongst the big and little Allies have suffered under the German yoke. Justice requires that gov-

FOOD IN EUROPE

- FAMINE CONDITIONS
- FOOD SHORTAGE APPROACHING FAMINE POINT
- SERIOUS FOOD SHORTAGE
- SUFFICIENT PRESENT FOOD SUPPLY BUT FUTURE SERIOUS



A HUNGER MAP OF EUROPE—COMPILED BY THE U. S. FOOD ADMINISTRATION

available in the country. The peasant and villager of Europe always provides for himself for the whole year in any event. The problem thus narrows itself to the support of the cities and large towns pending restoration of order and the establishment of confidence in future supplies—and the cities are the centers of anarchistic infection.

Arrangements have long since been completed by which the big Allies, that is, France, England and Italy, will be provisioned. This covers 125,000,000 people.

Our first and deepest concern now must be for the little Allies who were under the German yoke; they are the Belgians, Serbians, Roumanians, Greeks, Czechs, Jugo-Slavs and others. There are some 75,000,000 people in these groups and they must be systematically helped—and at once. We have already doubled the stream of food flowing toward Belgium.

Our next concern must be to relax blockade measures as far as possible in order that the neutral states in Europe, who are now all on short rations, should be able to take care of their people and prevent the growth of anarchy. This is another group of about 40,000,000.

Another problem lies in the 50,000,000 people in north Russia, a large part of whom are inaccessible owing to the breakdown of transportation and through sheer anarchy. Millions of these are beyond help this winter. These groups are the ones

ernment be established able to make amends for wrongs done, and it cannot be accomplished through spread of anarchy. Famine is the mother of anarchy.

WHEAT EXPORTATIONS THROUGH GALVESTON

It is stated in shipping circles at Galveston that the movement of export wheat through that port will average more than 5,000,000 bushels a month for the next four months. Advices received there show that approximately 17,000,000 bushels of wheat are stored in elevators at Kansas City awaiting shipment to Galveston for export. Thirty-five thousand tons of flour and 22,000,000 bushels of wheat is the amount in sight for movement through this port for the period including the first four months of the new year. Of the wheat, 2,000,000 bushels are now in wharf elevators here or being loaded on vessels, 2,000,000 bushels are enroute, and 1,000,000 bushels are being loaded at Northern elevators for shipment to Galveston. The trains carrying this grain move on express schedule, so great is the demand for wheat in European countries.

BEFORE the war 20 per cent of the world's wheat was exported; 7 per cent of the corn; 34 per cent of the tobacco; 12 per cent of the rice; 66 per cent of the cotton; and 40 per cent of the sugar.

RECEIPTS AND SHIPMENTS

Following are the receipts and shipments of grain, etc., at the leading terminal markets in the United States for the month of December and year 1918:

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

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus...	4,489,881	1,779,415	4,648,309	2,382,639
Corn, bus....	244,706	349,202	8,567	229,302
Oats, bus....	1,537,709	1,766,948	612,740	1,166,392
Barley, bus..	1,572	2,676	99,545	.....
Rye, bus....	511,346	674,704	107,550	1,134,616
Hay, tons....	5,831	4,240	3,814	2,207
Flour, bbls..	436,141	382,271	*288,902	380,626

*Estimated.

BALTIMORE—The Chamber of Commerce (year):

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus...	20,611,023	25,373,787	18,601,246	24,228,940
Corn, bus....	4,314,090	19,191,062	1,549,755	15,082,751
Oats, bus....	14,262,561	22,670,743	11,625,947	17,010,257
Barley, bus..	192,637	1,586,769	184,047	1,509,624
Rye, bus....	2,881,807	9,073,836	2,087,696	8,319,506
Malt, bus....	481,772	558,522	.....	.....
Buckwheat, bus. ....	.....	12,391	.....	.....
Straw, tons..	2,922	3,085	.....	.....
Mill feed, tons	21,340	12,448	4,405	1,279
Hay, tons....	62,531	52,854	42,335	14,364
Flour, bbls..	3,714,148	3,263,173	*2,247,957	2,083,333

*Estimated.

CHICAGO—Reported by John R. Mauff, secretary of the Board of Trade:

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus...	7,137,000	1,006,000	7,736,000	523,000
Corn, bus....	5,489,000	6,228,000	3,274,000	2,223,000
Oats, bus....	12,472,000	8,745,000	9,436,000	6,144,000
Barley, bus..	2,226,000	2,206,000	487,000	704,000
Rye, bus....	62,200	326,000	62,000	188,000
Timothy Seed, lbs.	1,463,000	1,915,000	2,688,000	1,291,000
Clover Seed, lbs.	1,146,000	587,000	787,000	1,144,000
Other Grass Seed, lbs...	1,275,000	3,507,000	1,029,000	790,000
Flax Seed, bus.	3,800	96,000	.....	8,000
Broom Corn, lbs.	2,299,000	2,509,000	1,453,000	1,460,000
Hay, tons....	21,322	34,681	1,609	9,409
Flour, bbls..	1,057,000	833,000	706,000	822,000

CHICAGO—Reported by John R. Mauff, secretary of the Board of Trade (year):

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus.	69,610,000	31,751,000	49,984,000	24,047,000
Corn, bus.	100,409,000	70,854,000	39,877,000	36,006,000
Oats, bus.	137,072,000	125,910,000	86,738,000	101,078,000
Barley, bus.	18,534,000	22,348,000	4,650,000	6,719,000
Rye, bus...	4,480,000	4,541,000	2,616,000	3,667,000
Timothy Seed, lbs.	24,397,000	39,144,000	23,728,000	35,005,000
Clover Seed, lbs.	8,616,000	8,814,000	7,558,000	10,411,000
Other Grass Seed, lbs.	22,764,000	32,189,000	9,504,000	13,663,000
Flax Seed, bus.	481,000	1,222,000	8,000	42,000
Broom Corn, lbs.	23,837,000	15,877,000	11,220,000	9,882,000
Hay, tons..	325,098	279,647	63,198	44,838
Flour, bbls.	8,914,000	9,678,000	6,436,000	8,383,000

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

	Receipts		Shipments	
	Dec., 1918			
Wheat	85 cars =	91,375 bus.		
Corn	219 cars =	240,900 bus.		
Oats	171 cars =	273,600 bus.		
Rye	40 cars =	44,000 bus.		
Ear Corn	31 cars =	21,700 bus.		
Feed (all kinds)	112 cars =	3,360 tons		
Hay	651 cars =	7,161 tons		

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

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus...	4,813,337	7,517,958	2,850,160	6,152,512
Corn, bus....	5,091,655	8,839,172	2,447,541	4,656,197
Oats, bus....	4,887,778	7,073,714	2,665,160	5,146,452
Barley, bus..	.....	1,033,828	.....	118,351
Rye, bus....	543,071	750,664	524,078	511,274
Timothy Seed, lbs. ....	.....	27,633	.....	31,998
Clover Seed, lbs. ....	.....	24,687	.....	34,127
Other Grass Seed, lbs...	.....	163,886	.....	138,214
Flax Seed, bus. ....	.....	268	.....	208
Broom Corn, lbs. ....	.....	1,502,218	.....	715,477
Hay, tons....	198,478	327,086	.....	257,307
Flour, bbls..	46,250	2,070,264	.....	1,478,178

DETROIT—Reported by M. S. Donovan, secretary of the Board of Trade:

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus...	94,000	176,000	12,000	20,000
Corn, bus....	185,000	191,000	99,000	8,000
Oats, bus....	322,500	300,000	176,000	31,000
Barley, bus..	6,000	.....	.....	.....
Rye, bus....	77,000	63,000	44,000	9,000

DETROIT—Reported by M. S. Donovan, secretary of the Board of Trade (year):

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus...	1,634,000	2,484,000	195,000	650,000
Corn, bus....	4,450,000	2,715,000	703,200	950,000
Oats, bus....	3,881,000	3,626,000	997,000	589,000
Barley, bus..	42,000	.....	.....	.....
Rye, bus....	635,000	460,000	44,000	105,000

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

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus...	18,308,359	3,057,631	13,578,311	2,559,346
Oats, bus....	367,704	36,791	136,816	79,684
Barley, bus..	955,810	278,271	1,238,796	598,426
Rye, bus....	1,134,480	83,149	767,413	129,233
Flaxseed, bus.	630,154	845,262	949,263	783,855
Flour, bbls..	46,250	600,840	347,455	1,006,360
Flour produced	94,015	158,815
Flour, bbls..	2,070,264	1,478,178

THE AMERICAN ELEVATOR AND GRAIN TRADE

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DULUTH—Reported by Chas. F. MacDonald, secretary of the Board of Trade (year):

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus...	78,842,730	30,576,769	61,146,313	31,746,513
Corn, bus...	189,932	31,938	170,319	5,617
Oats, bus...	2,507,492	5,184,253	2,037,991	6,356,151
Barley, bus...	4,828,278	8,559,418	4,144,245	8,675,978
Rye, bus...	8,274,797	3,800,739	7,422,677	3,859,081
Flax Seed, bus...	4,469,295	4,087,260	4,059,011	4,528,659
Flour rec'd, bbls...	5,961,525	4,603,160	6,869,280	5,765,495
Flour produced, bbls...	913,705	1,148,610		

GALVESTON—Reported by H. A. Wickstrom, chief inspector of the Cotton Exchange and Board of Trade:

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus...			1,368,162	
Barley, bus...				12,000
Rye, bus...				41,285.48

GALVESTON—Reported by H. A. Wickstrom, chief inspector of the Cotton Exchange and Board of Trade (year):

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus...			4,334,613.56	14,060,965.20
Corn, bus...			3,775,024.12	556,899.20
Oats, bus...				929,350
Barley, bus...			2,417,793.46	865,103.18
Rye, bus...			242,979.02	150,030.54
Flour, bbls...			1,500,766	689,209

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

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus...	93,750	66,250	18,750	25,000
Corn, bus...	1,671,250	1,343,750	526,250	407,500
Oats, bus...	828,200	887,400	336,600	527,400
Rye, bus...	65,000	12,500	53,750	7,500

INDIANAPOLIS—Reported by Wm. H. Howard, secretary of the Board of Trade (year):

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus...	6,822,500	3,607,500	2,767,500	1,420,000
Corn, bus...	21,426,250	21,332,500	9,533,100	12,628,000
Oats, bus...	17,809,350	17,802,000	10,318,150	12,438,000
Rye, bus...	865,000	305,000	488,450	268,250

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade:

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus...	2,921,400	1,586,250	2,902,500	328,050
Corn, bus...	1,926,250	2,187,500	1,087,250	1,227,500
Oats, bus...	442,000	1,346,400	468,000	1,116,000
Barley, bus...	310,500	27,000	96,200	66,300
Rye, bus...	39,600	33,000	1,100	36,300
Hay, tons...	27,276	33,960	11,784	19,728
Flour, bbls...	42,250	53,950	208,650	283,075

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade (year):

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus...	50,448,150	36,954,900	21,915,900	31,044,600
Corn, bus...	30,302,500	14,017,500	24,221,000	9,210,000
Oats, bus...	15,548,200	14,917,500	10,210,500	13,018,500
Barley, bus...	1,566,000	711,000	787,800	583,700
Rye, bus...	465,300	442,200	391,600	344,300
Hay, tons...	399,552	400,608	198,216	178,008
Flour, bbls...	555,425	508,300	2,060,825	3,442,725

LOUISVILLE—Reported by the Board of Trade (year):

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, carlots	3,338	3,557	35	156
Corn, carlots...	2,130	3,374	773	1,593
Oats, carlots...	6,307	4,115	5,341	3,654
Rye, carlots...	167	134	11	105

MILWAUKEE—Reported by H. A. Plumb, of the Chamber of Commerce (year):

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus...	13,049,429	7,676,447	8,681,189	5,558,966
Corn, bus...	11,803,920	11,121,900	6,960,187	7,711,557
Oats, bus...	39,266,245	29,344,010	29,694,205	22,296,218
Barley, bus...	10,117,640	16,724,120	4,369,495	3,776,821
Rye, bus...	26,677,785	2,500,165	709,284	1,583,695
Timothy Seed, bus...		5,275,016		5,070,493
Clover Seed, bus...		9,452,787		970,855
Flax Seed, bus...		436,916		
Hay, tons...		19,595		3,341
Flour, bbls...		1,072,830		1,367,943

MINNEAPOLIS—Reported by H. J. Craig, statistician of the Chamber of Commerce:

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus...	18,020,210	7,779,880	5,903,030	2,157,480
Corn, bus...	953,160	977,650	613,870	630,700
Oats, bus...	5,041,260	2,898,440	5,145,230	4,564,170
Barley, bus...	4,140,980	3,917,790	2,132,770	2,103,280
Rye, bus...	3,200,620	1,267,950	412,050	399,990
Flax Seed, bus...	787,946	613,670	172,150	117,570
Hay, tons...	2,415	4,080	386	545
Flour, bbls...	109,529	94,624	2,009,311	1,594,156

MINNEAPOLIS—Reported by H. J. Craig, statistician of the Chamber of Commerce (year):

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus...	111,885,020	101,021,250	19,571,430	33,395,650
Corn, bus...	16,527,430	8,065,390	9,927,660	6,789,930
Oats, bus...	44,065,160	29,382,160	45,091,020	37,349,930
Barley, bus...	32,715,370	27,791,110	23,242,740	23,912,110
Rye, bus...	13,233,580	9,212,550	5,631,510	4,801,770
Flax Seed, bus...				
Hay, tons...	6,291,280	6,026,380	1,001,920	1,172,150
Flour, bbls...	749,981	888,394	19,098,039	17,964,545

NEW ORLEANS—Reported by Geo. S. Colby, chief inspector of the Board of Trade, Ltd.:

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus...			2,669,555	60,594
Corn, bus...			28,780	524,043
Oats, bus...			1,429,110	232,720
Barley, bus...				185,804
Rye, bus...				221,442

NEW ORLEANS—Reported by Geo. S. Colby, chief inspector of the Board of Trade, Ltd. (year):

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus...			10,480,092	16,946,899
Corn, bus...			8,968,403	5,047,609
Oats, bus...			18,357,856	10,509,782
Barley, bus...			7,551,830	8,991,691
Rye, bus...			239,842	281,442

MONTREAL—Reported by Geo. Hadrill, secretary of the Board of Trade (year):

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus...	36,359,093		24,041,526	
Corn, bus...	280,968		107,982	
Oats, bus...	42,825,432		25,249,974	
Barley, bus...	5,010,525		2,807,952	
Rye, bus...	428,767		242,650	
Flax Seed, bus...	394,544			
Hay, tons...			166,398	
Flour, sacks...	6,364,422		8,463,551	

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

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus...	7,095,000		5,711,820	
Corn, bus...	469,000		385,560	
Oats, bus...	3,814,000		3,839,653	
Barley, bus...	1,342,775		977,705	
Rye, bus...	259,750		1,466,205	

NEW YORK CITY—Reported by H. Heinzer, statistician of the Produce Exchange (year):

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus...	33,855,000		28,924,324	
Corn, bus...	7,626,900		6,008,778	
Oats, bus...	27,229,800		18,482,467	
Barley, bus...	5,684,575		5,717,359	
Rye, bus...	3,790,650		4,260,204	

NEW YORK CITY—Reported by H. Heinzer, statistician of the Produce Exchange (year):

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus...	33,855,000		28,924,324	
Corn, bus...	7,626,900		6,008,778	
Oats, bus...	27,229,800		18,482,467	
Barley, bus...	5,684,575		5,717,359	
Rye, bus...	3,790,650		4,260,204	
Timothy, Clover & other Grass Seed, lbs...	17,367		23,722	
Flax Seed, bus...	163,800		2,370	
Hay, bales...			93,506	
Flour, bbls...	14,823,979		5,082,250	

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

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus...	2,847,600	1,048,800	2,019,600	78,900
Corn, bus...	2,343,600	2,359,000	1,778,000	1,318,800
Oats, bus...	1,448,000	2,638,000	1,910,000	2,366,000
Barley, bus...	392,400	226,800	282,600	271,800
Rye, bus...	234,300	124,300	143,000	128,700

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

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus...	46,200	426,600	34,600	163,400
Corn, bus...	2,364,350	2,431,150	1,814,550	848,380
Oats, bus...	529,100	1,252,900	806,650	994,200
Barley, bus...	30,800	171,200	5,400	102,500
Rye, bus...	32,400	31,200	45,000	15,600
Mill Feed, tons...	9,180	9,040	11,580	13,736
Flax Seed, bus...	180,000	90,000		
Broom Corn, lbs...	135,000	30,000	75,000	15,000
Hay, tons...	1,750	2,480	230	575
Flour, bbls...	317,100	201,420	258,500	162,247

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

	Receipts		Shipments	
	1918	1917	1918	1917
Wheat, bus...	3,520,700	2,792,200	3,140,400	2,270,700
Corn, bus...	37,584,660	29,266,890	18,846,035	11,318,382
Oats, bus...	15,231,100	16,986,450	14,168,010	13,168,435
Barley, bus...	1,060,900	3,297,200	477,400	1,810,900
Rye, bus...	382,800	220,800	326,200	267,800
Mill Feed, tons...	93,670	103,834	170,017	181,090
Seeds, lbs...	1,200,000	4,020,000	660,000	

**EASTERN**

Capitalized at \$75,000, the John D. Peck Grain Company has been organized at Warren, R. I.

The H. L. Baker grain business at Springfield, Vt., has been purchased by E. Crosby & Co., of Brattleboro, Vt.

Geo. W. King has sold his grain business at Charlton, Mass., to Chas. Adams of Worcester. Mr. King bought a large farm at North Brookfield.

C. E. Rutzahn has completed a new addition to his elevator at Breathedsville, Md. He will install mill machinery and operate as the Monorado Mill.

The building used for storing grain and coal by the Bond Grain Company at Charlton, Mass., has been enlarged, increasing the handling capacity of the grain company.

D. G. Bennett, N. S. Bennett and F. B. Combs have incorporated as Barber & Bennett, Inc., at Albany, N. Y. The firm will handle grain, flour, feed, seed, etc. Capital stock of the company amounts to \$225,000.

The Wm. G. Dilts, Jr., Grain Company which has been operating at Philadelphia, Pa., is now operated as Dilts & Morgan. L. G. Morgan has been with the company for three years. January 1, 1919, was the date of change.

Plans are under consideration for the erection of a mammoth grain elevator on the site of the Marine Elevator Company at Buffalo, N. Y. C. Lee Abell is president of the Marine concern and he has made the statement that the elevator, if built, will be of concrete material of the latest type of construction. The capacity of the elevator will be 2,000,000 bushels.

WESTERN

G. C. Mead has discontinued operating a grain business at Coberg, Mont.

The new elevator at St. Maries, Idaho, together with the feed mill, has been completed.

The O. L. Mitten Grain Company, which has been operating at Wray, Colo., has discontinued business.

J. E. Patton is now located at Great Falls, Mont. He disposed of his elevator at Texhoma, Okla., some time ago.

The McCaull-Dinsmore Grain Company office is now located in the Securities Building at Billings, Mont. The change was made on January 1.

A new cleaning machine is to be installed in the Stanwood Grain Company's elevator at Stanwood, Wash., to be used for cleaning grain and seeds.

A barley crusher and roller of 2,400 sacks daily capacity is being installed at the place of business of A. B. Shoemaker, a grain and bean dealer located at Modesto, Cal.

The Fisher Flouring Mills, Seattle, Wash., have purchased the Bellingham (Wash.) property of the Ford Grain Company. The amount paid for the property was not announced.

The 20 new tanks of the Globe Grain & Milling Company of Los Angeles, Cal., have been completed by them at West Ogden, Utah. A 12-story reinforced concrete workhouse will now be erected.

The announcement has been made by the Floersheim Mercantile Company that a grain elevator will be built at Springer, N. M., immediately. The ground upon which the elevator is to be built has been leased.

A bean warehouse of studded construction is being built to the plant of the Weldon Farmers' Co-operative Company, Weldona, Colo. The plant will have a concrete basement and will be equipped with modern machinery.

The 100,000-bushel grain elevator of the Farmers' Union Warehouse Company at Genesee, Idaho, has been completed. The elevator handles grain in bulk. The Hickock Construction Company had the contract for the erection of the plant.

O. S. Warden, chairman, Adam Stimpert, Judge Lew L. Calloway, Sam Stephenson and Dan Fisher have been appointed by the Great Falls Commercial Club of Great Falls, Mont., to investigate the proposition for the erection of a new elevator there. The project was authorized last November at elections.

The announcement was made recently in a Portland, Ore., paper of the transfer of property and business of the California Grain Company to the

United States Trading. The latter company was formed by A. B. Haslach and F. G. Lange. The United States Trading Company will continue conducting the California concern's grain business and mill, also engage in general import and export trade.

INDIANA

The elevator plant of Wm. Bosley at Milroy, Ind., has been repaired and equipped with new machinery.

The Halstead Bros.' grain elevator at Lafayette, Ind., has been purchased by the Farmers' Grain Company.

W. B. Springer's elevator at Fountaintown, Ind., has been purchased by the W. J. Hungate Wholesale Company.

Reiman & McCammon are remodeling and enlarging their elevator located at Letts, Ind. New equipment is being installed.

The elevator site of H. Griffith at Jonesville, Ind., has been sold to J. P. Sohn who will erect on it a new building replacing the old one which burned.

An addition is being built to the plant of the Nading Grain Company at Greensburg, Ind. New machinery is being installed and alterations are being made.

The plant of O. Gandy & Co., at Bippus, Ind., which was burned is undergoing improvements. A modern concrete elevator and brick power house will be built.

J. A. McComas' elevators at Fairland and London, Shelby County, Ind., are now the property of J. S. Sellers & Son of Crawfordsville, Ind. Possession was given the purchasers immediately.

The Liberty Center, Ind., elevator has been purchased by the Farmers' Grain Company from the Studabaker Grain & Seed Company. The purchasing company was but recently organized. This concern has also bought the Garrett & Funk Mill.

SOUTHERN AND SOUTHWESTERN

A grain elevator is to be constructed at West Palm Beach, Fla., by W. L. Brandon.

A 50,000-bushel elevator is to be built at Waco, Texas, by the Clement Grain Company.

J. W. Nelson is no longer associated with the Durrett Flour & Grain Company of Ft. Smith, Ark.

The Bower-Venus Grain Company of Muskogee, Okla., is succeeded by the H. J. Venus Grain Company.

The W. W. Black Grain Company of Lucien, Okla., has built a warehouse in which it will store mill feeds.

A combined warehouse and grinding room is to be built in the spring at Yewed, Okla., for the Farmers' Grain & Supply Company.

A grain elevator of 3,000 bushels' capacity is to be built at Green Cove Springs, Fla., for the Green Cove Springs Feed & Milling Company.

C. A. Polson will conduct a grain business at Oklahoma City, Okla., as C. A. Polson & Co. He has had 10 years' experience in the business.

The capacity of the Guthrie Mill & Elevator Company at Guthrie, Okla., is to be enlarged by the erection of a 80,000-bushel concrete warehouse.

An elevator and mill is to be built at Martin, Tenn., for A. L. Ford, W. R. Phipps and E. B. Jolley. The foundations of the plant have been laid.

The Palestine Grain Company has been incorporated at Palestine, Texas, capitalized with stock of \$30,000. The incorporators of the firm are W. M. Keller, W. L. Welborn and O. H. Pitts.

A final account has been filed by the trustee of the estate of the A. B. Crouch Grain Company of Temple, Texas. A meeting of the creditors of the concern was held on December 28 at Waco, Texas.

The charter of the Panola Grain & Grocery Company at Carthage, Texas, has been amended and capital stock increased to \$100,000. The company has purchased the San Augustine Grocery at Center.

Thomas Baskett and Joe Higdon have formed a partnership at Henderson, Ky., as the Baskett Grain Company and will conduct a grain business on an extensive scale. The elevator has been completed and the warehouse is nearly so. Electric motors and modern apparatus has been installed

to facilitate the handling of grain in the plant. A corn dump will aid in handling the corn crop of the vicinity. Mr. Higdon has been connected with the Henderson Elevator Company for a number of years.

Capitalized with stock of \$15,000 the Quinlan Farmers Grain & Supply Company has been incorporated at Quinlan, Texas. J. F. McFadden, W. E. Stark and C. E. Willier of Quinlan are interested.

Plans are again being investigated for the construction of a great grain elevator at Norfolk, Va. The plant was planned some time ago, but was not built because of the war. Secretary W. A. Cox of the Chamber of Commerce is one of the leading promoters.

A 50x100 foot mill construction building is to be erected at Evarts, Ky., by the Evarts Wholesale Feed & Grain House of which B. M. Williams is president and manager. The building will cost \$3,500. The contract has not yet been let. The firm will deal in grain, hay and feeds.

MINNESOTA AND WISCONSIN

C. Steinkopf sold his elevator located at Brooten, Minn., to W. H. Wilson of Minneapolis.

Repairs are going to be made to the plant of the Kennedy Grain & Supply Company at Kennedy, Minn.

Reports state that a new grain elevator will be built at Vlasaty (r. f. d. Dodge Center), Minn., in the very near future.

The Farmers' Elevator Company of Clara City, Minn., is contemplating the purchase of the Cargill Elevator at that point.

The St. John Elevator at Beaver Creek, Minn., has been taken over by Wm. Rathjen who recently sold his Nunda, S. D., plant.

An addition is being built to the plant of the Farmers Elevator Company at Darwin, Minn. The addition will be used in connection with the feed mill.

A new warehouse is to be built to the plant of the Willmar Farmers' Co-operative Company of Willmar, Minn. The new building will be 70x100 feet.

The property of the Farmers' Elevator Company at Franklin, Minn., which remained after the fire which occurred last spring was sold at a public auction recently.

Efforts are being made to interest the farmers around Goodridge, Minn., in the erection of a new grain elevator there. G. W. Hunt of Sunbeam is one of the promoters of the enterprise.

The Moore Elevator at Benson, Minn., has been purchased by Geo. W. Welsh of DeGraff. M. W. Sutfin, recently honorably discharged from the U. S. Army, will be in charge as buyer.

Because of its lack of systematic accounting the owners of the Dalton Grain & Elevator Company, a farmers' concern operating at Dalton, Minn., faces a deficit in its accounts of \$14,000, it is reported.

It is reported that the Equity Co-operative Exchange of St. Paul, Minn., has increased its capital stock from \$1,000,000 to \$10,000,000. The company expects to purchase a line of elevators making a total of 100 in its control, this year.

The elevator located at Clear Lake, Wis., is now the property of the Anderholm Bros. It was formerly owned by E. J. Schneider. The company will ship their wheat to the Apple River Milling Company at Amery, having it ground there and shipped back, selling it under their own brand.

THE DAKOTAS

Repairs have been made to the South Dakota Grain Company's elevator at Letcher, S. D.

LeRoy Booher's elevator at Delmont, S. D., has been undergoing repairs lately.

The Occident Elevator Company is succeeded at Adrian, N. D., by the Adrian Equity Elevator Company.

Numerous repairs were recently made to the Hunting Elevator Company's Hudson (S. D.) elevator.

A new grain elevator and coal warehouse is to be built at Webster, S. D., on the site of the old plant for the Webster Equity Elevator & Trading Com-

pany. The livestock business of the Equity was also taken over by the grain company. N. F. Nyman will be in charge of all the branches.

The late Jos. Heille's interest in the grain business at Wales, N. D., has been purchased by C. H. Vance.

Ross McKenzie is succeeded as manager of the Fields & Slaughter Elevator at Elk Point, S. D., by C. Enright.

The elevator at Westhope, N. D., formerly operated by G. A. Cornwall, has been taken over by the Cargill Elevator Company.

The Armenia Elevator Company has purchased the business formerly conducted at Ross, N. D., by the Thorpe Elevator Company.

The New Hope Company of Crooks, S. D., has changed its name to that of the Crooks Grain Company. G. A. Crooks is manager.

Electric motors are to be installed in the Farmers' Elevator and the Spencer Farmers' Union Milling & Supply Company of Spencer, S. D.

A grain elevator at Dunseith, N. D., has been purchased by the Dunseith Equity Co-operative Exchange. H. F. Sanders is to be buyer for the company.

The Cooperstown Co-operative Association, recently organized at Cooperstown, N. D., has taken over the business of the Farmers Elevator Company there.

The elevator of the Equity Co-operative Exchange at Sanborn, N. D., has been equipped with a new electric motor. The plant was formerly operated by a gasoline engine.

The elevator of the Equity Elevator & Trading Company at Werner, N. D., has been improved. A new boot and dump controller has been installed. C. B. Howard is manager.

W. M. Rowley has finished his elevator at Alcester, S. D., with a capacity of 20,000 bushels. A motor-driven 10-ton auto truck dump scale and an automatic scale and cleaner have been installed.

IOWA

An addition has been built to the farmers' elevator located at Dumont, Iowa.

Delbert Shorrett succeeds I. N. Shearer & Sons in the grain business at Ida Grove, Iowa.

The office at the elevator of the Farmers' Elevator Company at Hull, Iowa, is being enlarged.

The Hunting Elevator Company's elevator at Hartley, Iowa, is undergoing numerous improvements.

A new elevator 30x31 feet has been completed at Plessis, Iowa, for the DeWolf Grain Company of Spencer.

Half interest in the elevator at Hamburg, Iowa, conducted by H. A. Noble has been purchased by Don McBride.

The Angus, Iowa, elevator of the Clark-Brown Grain Company, which burned not long ago, is to be rebuilt immediately.

An addition is to be built to the present elevator of the Hornick Cereal Company at Hornick, Iowa. A. J. Nelson is manager.

Joe Drennan has disposed of his elevator, scales, etc., at Corning, Iowa, to Joe Curry. Possession was given on January 1.

The new elevator of the McKee Bros. Company at Letts, Iowa, has been completed. A feed warehouse is also operated in connection with the elevator.

Under the management of the Tooley Bros. and J. W. Schilling the elevator of Gilchrist & Co., at New Hampton, Iowa, has again been opened for business.

The grain business at Greene, Iowa, has been purchased by Ira Marsh. He will erect a scale office and storeroom on the site which he has leased from the railroad.

The Home Lumber Company now operates the business of the King-Wilder Grain Company at Buchanan, Iowa. The company will make improvements on its plant.

A new 40,000-bushel elevator is to be built at Onawa, Iowa, for Harper & Murphy. The old elevator of this concern burned last summer. The new elevator will be 80 feet high.

Capitalized with stock of \$50,000 the Farmers Co-operative Elevator Company has been incorporated at Mondamin, Iowa. W. A. Robinson is president and John McClanahan, secretary.

The Farmers' Elevator Company was recently organized at Bremer, Iowa, and started operations on January 1. Fred Bortz is secretary of the company. The company has purchased the A. Jahnke Elevator there.

A group of business men have formed a \$2,000,000 company which it is reported will operate as the Western Terminal Elevator Corporation at Sioux City, Iowa. The firm will build and operate a 1,000,000-bushel cereal elevator in Sioux City. M. King, president of the King Elevator Company and

for a quarter of a century interested in the elevator business of Sioux City, is at the head of the corporation.

L. P. Coffman is now manager of the plant of the Elliott & McBeath Grain Company at Whiting, Iowa. He was formerly with the Nye-Schneider-Fowler Company of Omaha, Neb.

The Armour Grain Company is building a 40,000-bushel country elevator at Lavinia, Iowa. The work has been started by the contractors, Burrell Engineering & Construction Company of Chicago, Ill.

The Farmers' Elevator Company, operating at Cornell, Iowa, has installed a five-bushel Richardson Automatic Scale and a loading spout. New offices and a lumber shed, 20x36 feet and 56x82 feet, respectively, have been built.

The office of the E. J. Feehrey Grain Commission Company at Jefferson, Iowa, has been closed. The Feehrey Company is a Chicago concern and L. T. Feehrey, who has been in charge of the Jefferson branch, is now in the Chicago office.

A 25,000-bushel elevator has recently been completed at Adel, Iowa, for the Farmers' Elevator Company. The elevator is equipped with electric power, Richardson automatic scales, a 1,500-bushel cleaner and other modern grain handling apparatus.

CANADA

Wm. M. Ryan of Waskada, Man., has sold out to the Interior Elevator Company, Ltd.

J. R. Genest, Montreal, has been succeeded in his business enterprise by Genest & Genest, Ltd.

A Federal charter has been granted the Northern Grain Company, Ltd., which will operate at Edmonton. Its capital stock amounts to \$100,000.

The Canadian Northern Railway contemplates the erection of a grain elevator at New Westminster, B. C.

The plant of the Western Elevator Company at Sceptre, Sask., is to be rebuilt. The plant burned a short while ago.

The Terwilliger Grain Company, Ltd., has disposed of its elevator at Calgary, Alta., to the Spencer Grain Company, Ltd.

A new grain elevator is being built at Edmonton, Alta., for the Gillespie Elevator Company. This elevator will add to the company's storage capacity in the province of Alberta about 40,000 bushels.

The announcement has been made that the Dominion Elevator Company will rebuild its elevator at Whitewood, Sask. The elevator burned some time ago. T. T. Hamill is manager of the company.

In the election of directors for the Saskatchewan Co-operative Elevator Company, held recently at Regina, Sask., A. G. Hawkes and T. Sales were re-elected and H. C. Fleming was chosen to succeed J. E. Paynter. Profits for the year amounted to \$124,811.28.

The annual meeting of the United Grain Growers was held at Calgary on December 17 and continued for three days. The financial statement presented showed that a balance of \$41,760.96 has been carried to the balance sheet, subject to Dominion taxes. Expense of operating elevators during the year were \$2,371,779, while \$131,892.34 was paid for rental of the Manitoba Governmental elevators.

A new cleaning house is under course of construction at Port Arthur, Ont., for the Saskatchewan Co-operative Elevator Company, which will be ready for operation by February 1. It includes a work house, storage annex, a 600-foot pile trestle with crib protection for receiving tracks, two shipping galleries, two boat spouts, and an office building. The work house will have capacity of 200,000 bushels; storage house, 500,000 bushels. The cleaning machinery includes six No. 10, Style B warehouse receiving separators; one No. 9, Style A screenings separator; one No. 7 oats clipper, furnished by Huntley Manufacturing Company. Two wheat and oats separators and one automatic 10-bushel scale and four hopper scales of 120,000 pounds' handling capacity are also to be installed. The plant will be equipped with passenger elevator and complete dust collecting system. Electricity will furnish motive power.

OHIO AND MICHIGAN

The plant of the Rose City (Mich.) Elevator Company will be improved this coming summer.

Capitalized at \$15,000, the Edmore Grain & Lumber Company has been incorporated at Edmore, Mich.

A new grain elevator is under course of construction at Defiance, Ohio, for the Farmers' Elevator Company.

A 10,000-bushel elevator addition is to be built to the elevator of the Vanlue Grain & Supply Company of Vanlue, Ohio.

The new grain elevator of the Binsley Company at Rogers, Ohio, has been practically completed. The plant is equipped with gas engines, cleaners

and other modern handling apparatus. It has a capacity of 20,000 bushels grain. H. J. Walter is manager.

A new separator is to be installed at McClure, Ohio, for the McClure Elevator Company, of which John M. Miller is manager.

Incorporation papers have been filed at Grand Blanc, Mich., as the Co-operative Elevator Company by men of that vicinity.

A 35,000-bushel elevator with office and warehouse will be built next spring at Sugar Ridge, Ohio, for the Sugar Ridge Grain Company.

The capital stock of the Strittmatter Grain & Milling Company, located at Portsmouth, Ohio, has been increased from \$10,000 to \$50,000.

Case M. Elliott will equip his elevator at Hamilton, Ohio, with fire-fighting apparatus in shape of fire barrels. His elevator has a capacity of 10,000 bushels.

H. M. Crites & Co. are installing new equipment in their elevator at Circleville, Ohio, including a new dump, new buckets, car puller, manlift and moisture testers.

Henry Kleemala and N. Erickson have incorporated at Bessemer, Mich., as the Farmers' Milling & Elevator Company. Its capital stock amounts to \$5,000.

New equipment has been installed in the elevator of the A. C. Gale Grain Company at Cincinnati, Ohio. The plant is being closed while these improvements are being made.

J. H. Ingraham & Co.'s elevator at Spencer, Ohio, has been purchased by the Spencer Equity Union Exchange Company. The latter concern is capitalized with stock of \$30,000.

Capitalized with stock of \$25,000, the Toledo Bean & Seed Warehouse Company has been incorporated at Toledo, Ohio. G. R. Forrester, E. B. Slawson, Maude Van Cise and K. A. Gehring are interested.

An organization was formed at Prairie Depot, Ohio, for the purpose of conducting a grain elevator on the co-operative basis there. Roscoe Knisely, H. H. Reynolds, Sam. Huber, Wm. Dowling, and Geo. Nonnemaker are interested in the company. It has capital stock amounting to \$25,000.

Cole, Morgan and Anderson have taken over the elevator at Greenville, Ohio, of which Geo. Nagel was sole owner. Mr. Nagel recently purchased the holdings of Mr. Miller in the plant, which has been conducted as the Miller & Nagel Grain Elevator. The Cole, Morgan & Anderson concern operates the Wenrick & Mote Elevator.

ILLINOIS

A new grain elevator was completed at Meyer, Ill., recently.

A 20x40-foot warehouse is being built at Carlinville, Ill., for A. C. Brown.

The elevator at Central (Morris P. O.), Ill., has been overhauled. C. J. White is manager of the elevator.

The elevator located at Nilwood, Ill., has been purchased from Higginson & Tarley by William F. Alford.

A 2,550-bushel Richardson Automatic Scale has been installed at Weston, Ill., for the Weston Grain Company.

The Richardson Hay, Grain & Coal business at Toledo, Ill., has been purchased by G. C. Sparks and J. T. Congill.

The A. E. Rosenbeek Grain & Coal Company of Hartsburg, Ill., is succeeded in its business there by the Coorts Bros.

A new elevator of 50,000 bushels' capacity is to be built at Cissna Park, Ill., for the Cissna Park Grain & Coal Company.

The capital stock of the Farmers Elevator Company located at Danforth, Ill., has been increased from \$15,000 to \$60,000.

Probably a grain elevator will be constructed at Woodland, Ill., this spring for the Farmers' Elevator Company of that town.

Extensive repairs are being made to the Smith-Hippen Elevator at Manito, Ill. A new concrete driveway is being put in.

Business operations have been started at Rampler (Ogden P. O.), Ill., by the recently incorporated Farmers' Elevator Company.

Extensive improvements have been made at the Wyanet, Ill., elevator of the Wyanet Grain Company. W. R. Teece is manager.

The capital stock of the Farmers' Elevator Company operating at Taylor Ridge, Ill., has been increased from \$10,000 to \$50,000.

A company is to be formed at Lewistown, Ill., which will build and operate a grain elevator. The building will be located on a site recently pur-

chased from Frank Sheets by John Thorn, and will cost about \$12,000. The elevator will be built this spring.

Farmers in the neighborhood of Bluffs (Fulton P. O.), Ill., have made plans to organize as the Farmers' Co-operative Company.

The interest of C. E. Davis in the elevators of Davis & Craig at Cadwell, Ill., was traded in by him for an 80-acre farm of Dr. T. G. Wells.

The Lake City Farmers Co-operative Grain & Mercantile Company of Lake City, Ill., is building a new grain office in connection with its elevator.

A brick office will soon replace the wooden structure at the elevator of the Farmers' Elevator Company of Watseka, Ill. The building will cost \$5,000.

The site of the elevator of the Smith-Hippen Company at Green Valley, Ill., has been purchased by the Farmers' Grain & Coal Company of that city.

The former Delaney Elevator at Niantic, Ill., has been purchased from Frank Beall by Arthur Pritchett. Mr. Beall bought it from the Delaney Bros.

Capitalized at \$40,000, the R. F. Cummings Grain Company has been incorporated at Gilman, Ill. The company will deal in farm products, lumber, coal, etc.

The charter of the Glenarm Grain Company which operates at Glenarm, Ill., has been amended, the capital stock being increased from \$8,000 to \$10,000.

A. C. Kaiser, O. L. Kaiser and C. L. Emerson have formed a partnership at Homer, Ill., and will operate as A. C. Kaiser & Co. Its capital stock is \$28,000.

The elevator of the Buckley Farmers' Grain Company at Buckley, Ill., has been repaired. The cupola has been raised and two grain distributors installed.

A building has been purchased at Murrayville, Ill., by the Murrayville Farmers Elevator Company which it will remodel into a feed and flour establishment.

The Brocton Farmers' Elevator Company of Brocton, Ill., has practically completed its new elevator. It will be ready to receive grain the middle of January.

The Farmers' Grain, Fuel & Supply Company of Macomb, Ill., expects to erect a new house, equipped with all modern conveniences for handling grain.

Capt. Louis J. Colehower recently honorably discharged from the U. S. Army will engage in the grain business with his uncle, Harry Taggart, at Wenona, Ill.

A considerable amount of remodeling is to be done to the elevator of the Fidelity Co-operative Grain Company of Fidelity, Ill., increasing its handling capacity.

The elevator and grain business at Seaton, Ill., formerly conducted by the Inland Grain Company has been purchased by the Seaton Farmers' Grain & Supply Company.

Numerous improvements have been made to the elevator of the Morrisonville (Ill.) Elevator Company. A concrete driveway has been built and repairs made on the dumps.

A certificate of dissolution has been filed by the McKenzie Company of Taylorville, Ill. The company was incorporated, capitalized at \$25,000, to deal in grain in the year 1917.

The elevator formerly the property of the Symerton Farmers Grain Company at Symerton, Ill., is now being operated by Stephen Tulley, John Quigley, Wm. Nugent and Pierce Carey.

B. C. Holl, W. Grady and Henry A. Hagan have incorporated at Sadorus, Ill., as the Sadorus Grain & Coal Company. The capital stock of the corporation is \$20,000.

The Farmers Elevators at Watson and Hanna City, Ill., have been purchased by the Alvin Grain & Electric Company. The firm will operate both the elevators in the near future.

The grain, hay and coal business of Richard Richardson at Mattoon, Ill., has been purchased by G. C. Sparks and J. T. Coughill. They will operate the business, taking immediate possession.

A new Richardson automatic scale has been installed in the elevator of the Farmers' Elevator Company at Piper City, Ill. The company will build a new office this spring. C. F. Hupp is manager.

The Farmers' Elevator at Yorkville, Ill., has been equipped with a 10-horsepower Fairbanks-Morse scale. The company has also built a 24x80 foot feed and storage house, two stories in height.

Jake Haning, Harvey H. Hea and Carl L. Frevert incorporated at Midway Station (Mail La Salle), Ill., as the Midway Grain Company. The firm owns a grain elevator near Minier. Its capital is \$6,000.

The plant of the Kaneville Elevator & Supply Company, located at Kaneville, Ill., has been remodeled. The damage needing repair was done by fire last July. The cribbed walls and wooden roof

and gallery were replaced by a concrete structure. A hopper bin was put in and new machinery installed, including a 10-horsepower motor.

Fred T. Walters contemplates the erection of a circular grain tank at Monarch, Ill., on the site of the Gilbert Store, which he purchased a while ago.

The grain elevator at Stonington, Ill., formerly owned by B. F. Jofpes, has been purchased by Philip Alyward. The consideration was \$30,000. Mr. Jofpes will enter the commission business at St. Louis.

A new brick office has been completed to the elevator of the Farmers Elevator Company at Cooper Station (mail Deer Creek), Ill. The old office building has been moved and equipped with a scale for handling livestock.

Incorporation papers have been filed at Carrollton, Ill., as the Carrollton Farmers Elevator Company capitalized at \$15,000. The incorporators are: A. W. Scott, W. R. Bare, S. E. Shannon, Faulkner Barnes and Eldred Thomas.

Ole Volden, Randolph Kellar and Frank Helmericks have filed incorporation papers as the Ellicott Elevator Company of Paxton, Ill. The capital stock is \$9,000. The company will engage in grain, hay, straw and livestock business.

A new elevator is to be constructed at Roanoke, Ill., for the Roanoke Farmers' Association. The plant will be built between the two elevators now standing. After the new plant is completed one of the old ones will be torn down.

Extensive repairs are being made to the elevators of the Mazon Farmers Elevator Company, Mazon, Ill., at Gorman and Booth Station, Ill. The contract has been awarded to the Burrell Engineering & Contracting Company, of Chicago, Ill.

Watson & Hannah's elevators at Alvin, Ill., have been bought by the Alvin Grain & Electric Company. Watson & Hannah recently purchased one of the elevators from the Farmers' Elevator Company. Mr. Watson is selling out because of ill health.

The Bucks Grain Company of Bucks Station (Heyworth p. o.), Ill., has sold out to the recently incorporated Farmers Co-operative Grain Company of Heyworth, Ill. The Bucks company will not, however, go out of business entirely.

The East Elevator at Sadorus, Ill., has been purchased by Arthur Goers from Chambers & Foote. Possession was given on January 1. Chambers & Foote will in all probability begin to erect a new elevator near Tuscola. Their Tuscola plant has been recently equipped with a new grain drier.

Farmers of Dewitt County, Ill., have organized to operate at Clinton, Ill. The firm is capitalized at \$150,000. The company has plans under consideration for either purchasing or building about 15 grain elevators in Dewitt County during the coming year. F. L. Johnston, county agent, is named as one of the foremost promoters of the enterprise.

MISSOURI, KANSAS AND NEBRASKA

The Oran Grain Company of Oran, Mo., has discontinued business at that place.

The plant of the Avoca Elevator Company of Avoca, Neb., is being remodeled.

The Farmers' Elevator Company has erected a new concrete elevator at Big Spring, Neb.

Peter Gravert has moved his elevator at Benson, Neb., to his place of business on 62nd street.

Capitalized at \$10,000, the Farmers Equity Co-operative Company was formed at Kincaid, Kan.

J. O. Keith is now located at Trenton, Mo. He was formerly in the grain and hay business at Galt, Mo.

The Murphy Elevator Company of Niles, Kan., will make numerous improvements on its elevator this winter.

The Hugoton Elevator Company has remodeled its elevator at Rolla, Kan., preparatory to handling this year's crop.

Latto & Robinson of Sylvan Grove, Kan., have changed their name to that of the C. E. Robinson Elevator Company.

A 25,000-bushel cribbed, iron clad elevator, will be erected at Clatonia, Neb., for the Farmers Elevator Company.

A fireproof grain elevator is being built by a stock company which was organized by farmers around Lamont, Kan.

A co-operative company, capitalized at \$20,000, has been formed at Spencer, Neb., to operate as Farmers' Elevator Company.

The Farmers' Co-operative Grain & Mercantile Union of Anthony, Kan., are anticipating the erection of a grain elevator there.

The Kemper Mill & Elevator Company of Kansas City, Mo., which has been in the grain and feed business at that city for a great many years retired on December 31 from business. E. A. Witter and L. P. Nellis, long interested in the company, have announced that they would organize a new com-

pany and assume all the Kemper connections. They will operate as the Nellis-Witter Grain & Milling Company with Mr. Witter as its head.

Repairs are to be made on the elevator of Frank Bartling at Douglas, Neb. He will then handle grain, with J. Deitz as manager.

The H. J. Arnold Elevator at Sterling, Kan., is undergoing improvements which will increase the capacity of the plant to 75,000 bushels.

Capitalized at \$10,000 the Farmers Supply Company was organized at Zenith, Kan. J. A. Henry, Aaron Simpson both of Stafford are interested.

Capitalized with stock of \$10,000, the Sublette Grain Company has been organized at Sublette, Kan., M. K. Kriden, G. E. Murphy and N. T. Yount are the incorporators.

August Fink has disposed of his elevator at North Union, Mo., to the Farmers Warehouse Association. This organization will take charge in March.

C. A. Krouse has disposed of his elevator business at Kinney, Neb., to the Kinney Grain Company. Mr. Krouse has moved to Canada to engage in farming.

The Crowell Lumber & Grain Company has purchased the elevator at Wayne, Neb., formerly owned by G. A. Lamberton. The firm's office is at Omaha, Neb.

The Farmers' Warehouse Association has purchased from August Fink his elevator at Union, Mo. The association will take charge of the business in March.

Operations have been started in the new Farmers Elevator at Garden City, Mo. The main building will be 30x30 feet, 70 feet in height; the warehouse will be 20x48 feet.

A company has been incorporated at Bushnell, Neb., which will build a 50,000-bushel elevator there. The company is capitalized with stock of \$25,000.

The elevator of the Farmers Union at Morrill, Kan., has been remodeled and capacity increased from 7,000 to 8,000 bushels. A storehouse 60 feet long has been built.

Repairs are being made to the damaged elevator of the Western Star Milling Company at Salina, Kan. The elevator was damaged by fire recently to the extent of \$1,740.

E. J. Mark, M. J. Hamling, Jos. Mark and Herman Ulaymon have incorporated at Platte Center, Neb., as the Farmers Union Co-operative Company. Its capital stock is \$25,000.

The Farmers' Equity Exchange has been organized at Wilsonville, Neb. The Exchange will open a store and later on take over the elevator of the Farmers' Elevator Company.

A. W. Christensen is president and C. R. Bishop is secretary of the Leshara Farmers Elevator Company which was recently incorporated at Leshara, Neb. Its capital stock is \$20,000.

The business at Gering, Neb., formerly conducted by R. L. Davison as the Gering Grain & Feed Company has been taken charge of by E. G. Davis who will operate it hereafter.

J. J. Wiggins expects to rebuild his elevator at Carrollton, Mo., which burned down last summer. The capacity of the plant will be about 14,000 bushels. Work will start on March 1.

A building has been leased, located at Kansas City, Mo., by the Croysdale Grain Company, whose warehouse at East Bottoms burned on December 15. The building was formerly occupied by the Midland Poultry Feed Company.

A 20x40-foot warehouse is being built to the elevator of the Farmers' Union Elevator Company at Abdal (r. f. d. Superior), Neb. It will handle mill feed flour, etc., and will install feed grinder, cornmeal and graham machinery. Anton Damin is manager.

IN THE COURTS

Suits have been filed by the E. B. Conover Grain Company of Springfield, Ill., against the C. P. & S. L. and the C. & A. to recover \$1,500 from the former and \$3,000 and \$2,500 from the latter. The former roads are said to have caused the loss because of delay in the delivery of grain.

Justice Middleton awarded J. C. McKeggie & Co. of Toronto, Ont., the full amount claimed in their suit against Quance Bros. of Delhi for \$1,051 damages for breach of contract to accept delivery of three cars of rye. Defendants alleged that two of the cars were of inferior grade and that the third was undelivered.

In the District Court of Republic County, Kan., at Belleville, the Derby Grain Company filed suit against the Farmers' Co-operative Grain & Supply Company of Narka, Kan., to recover \$1,167.74 said to have been paid the Narka firm for several shipments of corn. Upon the arrival of said corn it was found to be off grade because of heating and was graded No. 5. The agreement by telephone

was that the defendants ship 2,000 bushels white corn at \$1.65 per bushel. The Toledo firm had already sold this for milling purposes, but because of its poor quality was compelled to sell it elsewhere at a loss.

A suit was filed in the Philadelphia Municipal Court against Robert McKinley by Chas. H. Longscope to recover \$192.38, balance alleged to be due on feed sold by the plaintiff and delivered to defendant.

H. P. Madsen of Hinton, Iowa, was awarded \$353.75 and interest from January 2, 1918, in suit filed against the Atlas Elevator Company. Mr. Madsen claimed that he sold in January, 1918, 254 bushels and 6 pounds grain at \$1.40 per bushel. The company failed to pay in full for the grain. The firm states that they made a verbal contract

in December of the preceding year at \$1.22 for 800-odd bushels.

McQuinlan & Currus of Cincinnati, Ohio, are defendants in suit filed in the U. S. District Court at Cincinnati, Ohio, by the Young Bros. Hay Company of Lansing, Mich. The plaintiffs are attempting to recover \$3,571.20, said to be due for hay which they refused to accept. The defendant ordered 50 cars of hay and accepted only 18 of them.

The suit of the Walker Grain Company of Ft. Worth, Texas, against the Blair Elevator Company was on December 14 reversed and remanded for a new trial by the United States Circuit Court of Appeals of New Orleans, La., from the Northern Texas Federal District Court. The plaintiff claimed that the defendants failed to pay for corn delivered on a future contract.

He sold out in 1910 to his nephew. Again in 1911 he entered the grain business at Colby and Brewster, Kan. He was here until taken ill. His widow and son left.

McCLAIN.—On December 25 at the age of 36 years, Penrose A. McClain, a member of the grain firm of P. A. McClain & Co., of Philadelphia, Pa., died after a long illness. He was a member of the Commercial Exchange.

McKEE.—After a week's illness, John E. McKee, a Chicago Board of Trade man, died at his residence in that city. He was secretary and junior member of Lynch & McKee. Mr. McKee was born in Canada 62 years ago.

MEIGS.—During the early part of the month of December, John B. Meigs, president of the Mohr-Holstein Commission Company, died at a sanitarium in Milwaukee, Wis., after a long illness. He was 64 years old. His widow, two daughters and two sons survive him.

PAULES.—On December 11, Geo. E. Paules, an employe of E. L. Rogers, a grain receiving concern operating in the Bourse, Philadelphia, Pa., died at Cynwyd, Pa.

SCHMITZ.—Double pneumonia caused the death of Albert J. Schmitz of the Wichita Grain Exchange and formerly associated with the Mid-West Grain Company of St. Joseph, Mo.

SELEY.—Pneumonia caused the sudden death of W. W. Seley, well known in grain business circles and president of the Seley-Early Grain Company of Waco, Texas. He had been a resident of Waco for 42 years.

STIERS.—Isaac Newton Stiers died on December 10 at his home in Logan, Ohio. He moved to Logan from Zanesville 35 years ago and for several years had been engaged in the grain business with his brother.

TAYLOR.—Influenza caused the death of Joseph H. Taylor, connected with the Treasure State Grain Company at Boyd, Mont., at Red Lodge, where he was taken for treatment.

WILLIAMS.—On January 2, Clarence L. Williams died from pneumonia at his home in Newton, Mass. He was senior member of the Williams-Donahoe Company of Boston, Mass., grain receivers. He was a member of the Boston Chamber of Commerce and was well known among the grain dealers of New England.

WINSOR.—On December 28, Geo. T. Winsor, of Riordon, Winsor & Co., grain and provision dealers on the Chicago Board of Trade, passed away. He was buried at Morris, Ill.

OBITUARY

ARNTSON.—Following an operation for ulcers of the stomach, A. J. Arntson died at Rochester, Minn. Mr. Arntson had been identified with the business interests of Sheldon, N. D., for 12 years and had been engaged as elevator manager. His widow and five children survive him.

BEAUVAIS.—Elzear A. Beauvais died suddenly at his home in Chicago, Ill., from influenza on December 19. He was born in Montreal and moved to Chicago in 1881 and with the late Zanophile P. Brosseau and the latter's brother Auguste engaged in the grain business until in 1915. Then he formed a partnership with his brother-in-law, Joseph H. Bourassa, the firm operating as Beauvais & Co. He was an active member of the Board of Trade. His widow, three sons and a daughter are left.

BRIGHAM.—Pneumonia caused the death of Alfred R. Brigham, general manager of the Cutler Grain Company's store at West Brookfield, Mass., on December 16.

CLARK.—After an illness of long duration, Henry T. Clark died at his home in Richmond, Ind., where he moved a few months ago from Indianapolis, Ind. Mr. Clark was for 27 years engaged in the grain business at Indianapolis. His widow, three daughters and one son survive.

COMSTOCK.—Albert J. Comstock died during the month of December at his home in Middleport, N. Y. He was a feed and flour dealer of that city. Widow and three daughters survive him.

COOPER.—Heart trouble caused the death on December 19 of Archie Cooper, a pioneer citizen of Rushville, Mo. He had for a great many years been engaged in the grain business at Rushville and was engaged in such at the time of his death. His widow, a son and two daughters survive.

DYER.—Following a brief illness from pneumonia, Jerome Dyer died at his home in Kansas City, Mo. He was a member of Dyer & Co., large hay operators in Kansas City and Omaha, Neb.

ELLIOT.—J. K. Elliot died not long ago at Minneapolis, Minn. He was formerly of J. K. Elliot & Co., grain commission merchants.

ERSKINE.—On December 11 Frank D. Erskine died at Hawarden, Sask. He was for 20 years connected with the Illinois State Grain Inspection Department at Chicago, Ill.

FANSLER.—Pneumonia caused the death of W. A. Fansler, manager of the Equity Elevator at Sitka (mail Glenham), S. D. His widow and four children survive him.

FAIN.—After an illness of three months, W. L. Fain, head of the W. L. Fain Grain Company of Atlanta, Ga., died on January 4. He established the firm of which he was president in 1881. His widow and an only son, now a lieutenant in France, survive him.

FERGUSON.—Aged 72 years, Hugh Ferguson died from heart disease at St. Louis, Mo. He was for over 50 years a member of the St. Louis Merchants Exchange.

FOELL.—Influenza caused the death of Edwin L. Foell, of Foell & Co., St. Louis, Mo. He was 29 years old. He represented the firm in the cash grain department.

GRAHAM.—Samuel Creighton Graham died, aged 62 years, at his home in Pittsburgh, Pa. For years he had been engaged in the grain and feed business.

GUTHRIE.—After an illness of several weeks' duration, from heart disease, Alexander Guthrie died at his home in Duluth, Minn. He had been in the grain business in that city since 1886 and had for almost the entire time been a member of the Board of Trade. For the past six years he had been representative of the firm Jackson Bros. & Co., of Chicago.

HEILLE.—Influenza caused death of Joseph Heille of Wales, N. D. He had been employed in the grain business for a number of years and since 1916 had very successfully operated an elevator of his own.

HELLER.—Horace H. Heller died recently at his home in Rockville, Ind. He was a member of Rohm Bros. & Co., elevator operators and millers, of Rockville, Ind.

KEHLOR.—Aged 51 years, John M. Kehlror died at Los Angeles, Cal., on December 12. Mr. Kehlror was formerly a prominent member of the Chicago Board of Trade and lived in Kenosha, Wis. He retired from business several years ago. In the early days he was engaged with his brother in the milling and grain business at Memphis, Tenn., and St. Louis, Mo.

KEIGHLEY.—After a two years' illness, H. Keighley, a grain and hay dealer of Providence, R. I., passed away. He was 59 years old at the time.

KELLOGG.—After several months' illness, J. M. Kellogg died at Denver, Colo. He was an old timer in the grain business, having entered it in 1880 with his father at Beatrice, Neb. Mr. Kellogg later built elevators at Naponee, Culbertson and Stratton, Neb.

FIRES-CASUALTIES

Marshall, Texas.—Fire damaged to the extent of \$50,000 the warehouse of the Fidelity Grain Company and other buildings.

Sceptre, Sask.—The elevator of the Saskatchewan Western Elevator Company was damaged by fire to the extent of \$4,000.

Weymouth, Mass.—A. J. Richards & Son sustained a loss of \$2,500 when fire broke out in its office building and grain storehouse.

Cairo, Ga.—Fire damaged to the extent of \$40,000 the seed and syrup warehouse of W. H. Robinson during the month of December.

Dunning, N. D.—On December 23, together with 10,000 bushels grain, the Farmers Elevator was destroyed. W. H. Greer is manager.

Sikeston, Mo.—Fire destroyed the offices of the Sikes-McMullin Grain Company. The loss was fully covered by the insurance carried.

Edmore, N. D.—Fire destroyed totally the St. Anthony & Dakota Company's elevator plant. Several thousand bushels grain were destroyed.

Chelsea, Mass.—The Brennan Grain Company's warehouse was burned. Loss amounted to \$10,000. The fire started in a hay pile in the warehouse.

Lennox, S. D.—A grain elevator annex filled to over capacity with grain burst under the strain scattering 4,000 bushels oats on the ground. It was salvaged with but little loss.

Kansas City, Mo.—The building occupied by the Grosedale Feed & Grain Company burned recently. It was owned by the Tarkio Molasses Feed Company. Loss amounted to \$3,000.

Danville, Va.—Fire destroyed James L. Pritchett's warehouse, with 500 tons of hay and a quantity of cement and lime. Loss amounted to \$20,000. The loss was partly covered by insurance.

Amery, Wis.—On January 4 the elevator and mill of the Apple River Milling Company was destroyed. The plant had just been completed during the month of December. The plant is to be rebuilt

and machinery installed as soon as weather permits. Loss, \$20,000; partially covered by insurance.

Owensboro, Ky.—The Rapier Grain & Seed Company lost its plant by fire with a \$250,000 loss. The elevator contained 150,000 bushels grain, including wheat, corn, cottonseed meal, kaffir meal, kaffir corn, barley and oats.

Minot, N. D.—Fire destroyed the two frame elevators here belonging to the Minot Flour Mill Company. The fire is supposed to have started from sparks from a passing locomotive. The elevators and contents were insured.

Colon, Neb.—The Nye-Schneider-Fowler Company lost its elevator at this point with a loss of \$5,000. The damage was fully covered by insurance. The office and lumber sheds were saved. Company will rebuild at once.

Port Huron, Mich.—The McMorrin Milling Company's elevator, operated as the Farmers Elevator, was destroyed recently, together with several bushels wheat, oats, buckwheat and rye. Loss amounted to between \$30,000 and \$50,000. The loss is partly covered by insurance.

Winona, Minn.—Early in the month of December the Gould Grain Company lost its Elevator "F" by fire. Several large bins of screenings which had been stored in the elevator for some months were destroyed. The elevator was of wooden construction and was formerly owned by the Northwestern and for years operated by J. H. O'Neil, a barley man. After his retirement the plant was taken over by the Dyer Company.

Fort William, Ont.—On January 2 the 100,000-bushel elevator of Parrish & Heimbecker, Ltd., was destroyed. The entire building, which was of frame construction, covered with galvanized iron, was totally destroyed. The fire is thought to have been caused by an overheated bearing in the upper portion of the house. Loss on building is \$250,000; 80,000 bushels wheat were contained in the plant at

the time. Insurance will cover, fairly well, the loss incurred. Plans for rebuilding have not been announced.

South Bartonville, near Peoria, Ill.—The plant of the American Milling Company was destroyed, with the exception of the concrete elevator. The property loss amounted to \$500,000. The plant is to be rebuilt.

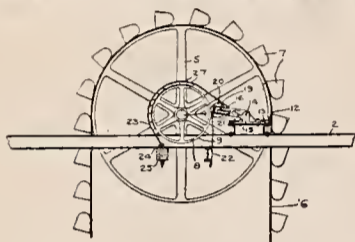
Portage la Prairie, Man.—Loss of between \$400,000 and \$450,000 was caused on December 25 when fire broke out in the Woodward Company's elevator here. The plant, which has a capacity of 165,000 bushels, was pretty well filled with grain when the flames broke out. The cause of the fire is unknown as the plant was closed for Christmas holiday when the blaze broke out. Sixteen freight cars, nine of them loaded with grain, were burned.

GRAIN TRADE PATENTS

Bearing Date of November 5, 1918

Back stop for elevator heads.—Finlay R. McQueen, Minneapolis, Minn. Filed June 1, 1917. No. 1,283,539. See cut.

Claim: Back stop for elevator heads comprising a shaft, a brake wheel mounted thereon, a frame pivoted

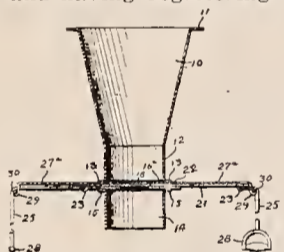


for oscillation in the plane of said wheel, a spring-actuated friction wheel carried by said frame to engage the periphery of the said brake wheel, a brake band pivotally supported at one end adjacent said brake wheel and partially encircling the same and having brake shoes for engagement with said wheel, the other end of said brake band having no eccentric pivotal connection with said frame, oscillation of said frame operating to loosen or tighten said band on said brake wheel.

Process for reclaiming seed.—Shirl Herr, Crawfordsville, Ind., assignor to Crawfordsville Seed Company, a co-partnership, Crawfordsville. Filed March 9, 1918. No. 1,283,512.

Cut off for grain spouts.—Claude Simmons, Gibson City, Ill. Filed July 14, 1918. No. 1,283,929. See cut.

Claim: In a grain spout, the combination, of a hopper section, an outlet section, guiding plates positioned between the adjacent ends of the hopper and outlet sections and having registering openings there-



through, a slide valve arranged between said guide plates and provided with an opening adapted to register with the openings in the guide plates, the upper guide plate having at its opposite lateral edges outstanding arms with downturned forked extremities, rollers carried by the forked extremities, and flexible cables trained over the rollers and extending beneath the arms for engagement with the opposite ends of the slide valve to shift the same.

Bearing Date of November 19, 1918

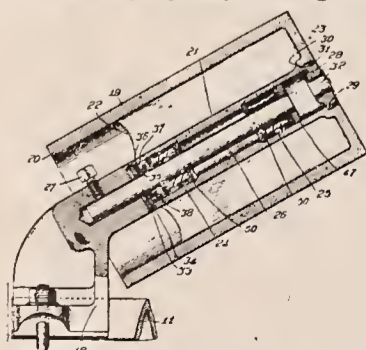
Bean polisher.—Cary W. Naramor, Mecosta, Mich. Filed December 4, 1915. No. 1,285,322.

Seed Germinator.—LeRoy M. Smith, Chicago, Ill. Filed August 16, 1915. No. 1,285,439.

Bearing Date of November 12, 1918

Carrier for belt conveyors.—Myron A. Kendall, Aurora, Ill., assignor to Stephens-Adamson Manufacturing Company, Aurora, Ill., a corporation of Illinois. Filed November 28, 1917. No. 1,284,364. See cut.

Claim: In a belt carrier, in combination, a supporting bracket having an upwardly facing inclined socket, an inclined spindle having its lower end removably held in the said socket, a pulley turning on the spindle



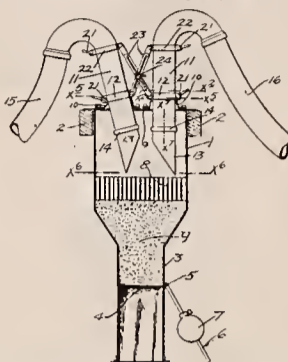
with the hub of the pulley extending beyond the upper end of the spindle and the interior of the pulley hub formed with outwardly facing annular shoulders adjacent its opposite ends but with the upper one of the said shoulders below the upper end of the spindle, a packing fitting the lower end of the pulley hub and

surrounding the spindle, a thrust plate fixed upon the upper end of the spindle, antifriction rollers turning upon the spindle within the pulley hub between the lower shoulder and the said packing and between the upper shoulder and the said thrust plate, and a plug removably held in the outer end of the pulley hub.

Bearing Date of November 26, 1918

Grain elevator cleaner.—Charles P. Nall, Minneapolis, Minn., assignor to Nall Separator & Elevator Company, a corporation of South Dakota. Filed July 29, 1914. No. 1,285,783. See cut.

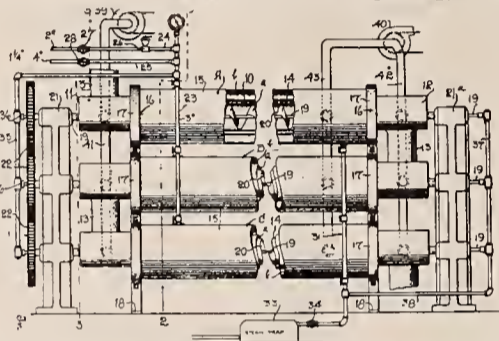
Claim: In an apparatus of the kind described, the combination with a closed hopper, of suction tubes ex-



tending into the same, and means connected to one of said tubes for producing a partial vacuum therein, the ends of said tubes within said hopper having reversely beveled portions.

Grain drier.—John F. Monahan, Peoria, Ill. Filed May 8, 1918. No. 1,285,779. See cut.

Claim: A grain drier comprising a grain pipe section having closed chambers at its ends, one of the chambers being provided with a grain inlet opening and the other with a grain outlet opening, a steam



pipe surrounding the grain pipe, means for circulating steam in the space between the grain pipe and the steam pipe, a tubular shaft passing longitudinally therethrough and having thereon a screw conveyor, means for causing the circulation of steam through the hollow shaft, and a hot air pipe surrounding the steam pipe.

FIELD SEEDS

CANADA WILL BUY SEED OATS FROM UNITED STATES

An order in council has been passed authorizing the Seed Purchasing Commission to purchase seed oats required for Alberta and southern Saskatchewan in the United States, and providing the oats purchased be not liable to payment of customs duties. About 3,500,000 bushels of seed oats will be required, owing to the shortage of which not more than 1,500,000 bushels are available in the three Western provinces, 500,000 bushels in Ontario and 300,000 bushels in Prince Edward Island. If these figures are approximately correct, it will be necessary for the seed purchasing commission to buy at least 1,000,000 bushels of seed oats from the United States.

CANADA INCREASES ITS SEED PRODUCTION

For many years Canada imported most of its seed stocks, both field and vegetable, either from European countries or the United States. But a few years ago, because of the possibility of a shortage in foreign supplies of seed, the Seed Bureau of Canada started investigations relative to the feasibility of home production. Individual farmers had been experimenting on a small scale and some success had been obtained at Yarmouth County, N. S., for Swede seed, and Waterloo County, Ont., for seed of more tender vegetables.

The Government conducted for four years experiments in western Ontario and kept close account of the results. These results served as a basis for drawing up a schedule of subventions to growers authorized by the Minister of Agriculture in 1913.

At the outbreak of the war the Seed Branch officials conducted a campaign in Eastern Canada and British Columbia and in 1915 reported over 36,000 pounds for subvention. In 1913, 10,000 pounds had passed inspection. Last year the Canadian crop was 64,000 pounds. Officials estimate that the 1919 seed crop will amount to well over three-quarters of a million pounds.

Canada's Seed Bureau has been working in close touch with the American Seed Reporting Service

Bureau of Markets at Washington, D. C., and arrangements are under way for unrestricted interchange of seeds between both countries and for seed exports to overseas Allied countries. Assurance is given Canadian farmers that the supply of both field and vegetable seeds will be sufficient for their needs.

EXPORT OF SEED CORN TO CANADA

Arrangements have been made with the Canada Food Board whereby applications for licenses to export seed corn in quantities of 100 bushels or less need not be accompanied by a Canadian import permit.

All applications for licenses to export seed corn to Canada in quantities exceeding 100 bushels must have attached thereto a Canadian import permit, issued by the Canada Food Board, Ottawa, Canada, to the consignee for the quantity specified in the application for export license.

The War Trade Board, after consultation with the United States Department of Agriculture and the Seed Commissioner of the Canadian Department of Agriculture, announced that on and after December 10, 1918, licenses would be granted for a limited quantity of seed corn (without restriction as to varieties) for export to Canada.

BUREAU BENEFITS TO THE FARMERS

The wheat crop in St. Claire County, Mich., this year was practically a failure, due to unfavorable weather conditions, and the growers were so obliged to obtain seed from outside sources. The members of the Executive Committee of the Farm Bureau devised a plan whereby seed of uniform grade and producing a standard variety of grain could be obtained by the farmers, a plan which will bring credit to the Bureau not only now but in the future also. The Bureau instructed the county agent to take orders for Red Rock, a superior variety of pedigreed wheat. Orders for 1,600 bushels came in promptly and the agent went to St. Joseph County in the western part of the state and through the assistance of the Farm Bureau of that county easily obtained a carload of wheat that had passed a rigid inspection, both in the field and after threshing. By buying in carload lots through this organization the farmers of St. Claire County saved 30 cents per bushel and obtained a high grade of seed, preparing the way for producing a standard variety of grain.

EXPERTS INVESTIGATE EUROPEAN SEED SITUATION.

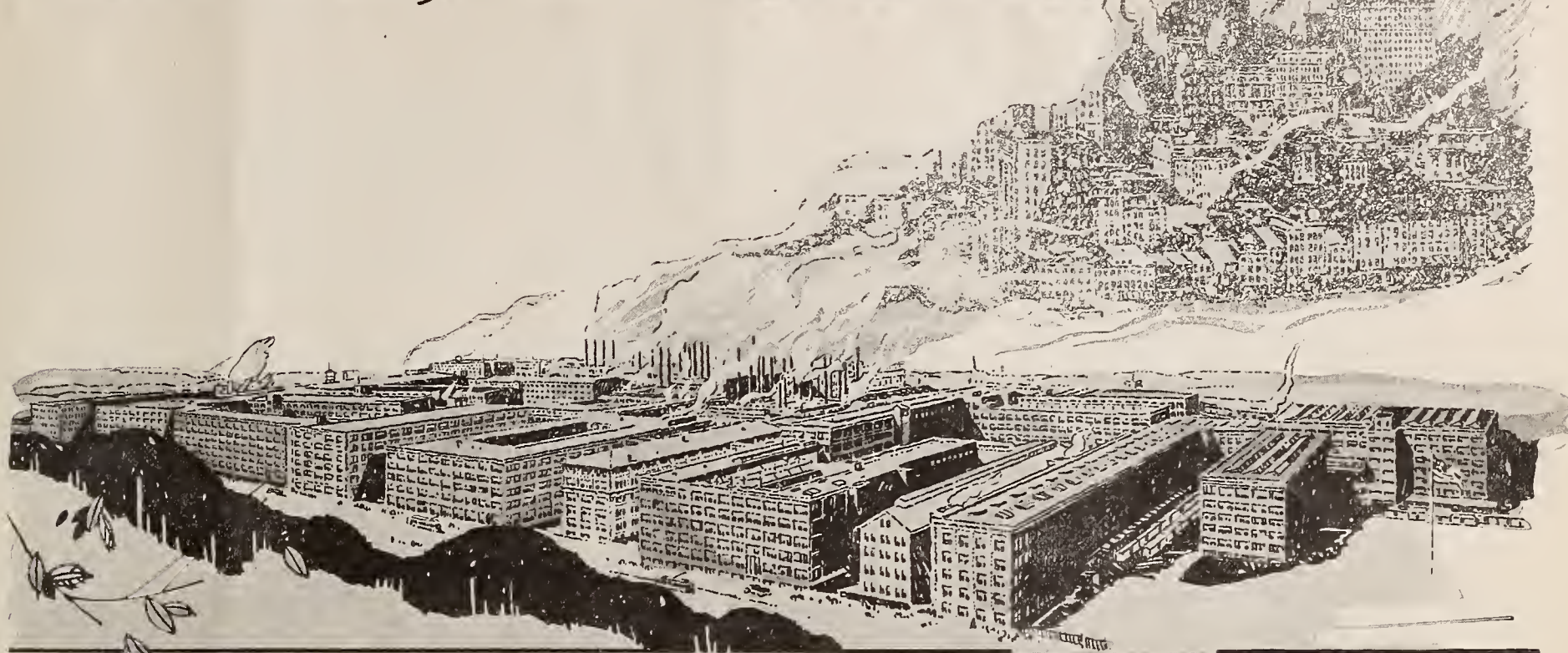
Dr. A. J. Pieters, of the Bureau of Plant Industry, and M. A. Wheeler of the Bureau of Markets, were sent by the United States Department of Agriculture to Europe (sailing from here on December 30) to investigate conditions in regard to clover, grass and vegetable seed stocks and requirements for same in European countries. The information thus assembled will be used by the Department and the War Trade Board in making up the export policy regarding certain kinds of seeds. The experts will visit Great Britain, France, Belgium, Italy, Holland and Denmark. Most likely the neutral countries have considerable surpluses of certain kinds of seeds ready for export to the United States whereas they may need some kinds of which the United States has a surplus. Seed production in the United States has increased considerably during the past years and now many growers who were formerly only importers are now exporters. Indications are, however, that the supplies of certain seeds must be conserved to maintain crop production.

NEW YORK SEEDS MARKET

BY C. K. TRAFON

There has been much unsettlement in the market for seeds, although as a rule there was a stronger undertone, but more especially in the instance of red clover and alsike. It is generally admitted that there are fairly large export orders here for both descriptions, and notably for red clover, but anything like general activity has been prevented by the scarcity of tonnage and the prohibition of exports in December. Moreover, since the turn of the year the Government has been reluctant to give export permits. It was the consensus of opinion that the general quietude mainly suggested that virtually everyone was holding back awaiting developments. The suspended action was largely attributed to the fact that a survey was being taken by the Government both here and in Europe. It was evident that the administration was unwilling to permit exports of importance, knowing that our supply was small, at least, until they could obtain positive information respecting the urgent requirements in Europe. It is known that owing to the war the production of seeds in Europe has been severely reduced and that large quantities would be taken from here, provided we had more than sufficient for home requirements. It was alleged that moderately large lots of red clover had already been bought around \$41@42, and similar lots of alsike at \$29@31, which will probably be cleared as soon as permits can be obtained.

The City of **GOODRICH**



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SUPPOSE that every man, woman and child in Sharon, Pa., for example—suddenly stopped their everyday occupations and started making rubber goods—and you will get a faint idea of the stupendous magnitude of the great Goodrich Rubber Factories.

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Transmission Belts
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High Speed Belts
- Grain Elevator Belts
- “COMMANDER”
Pneumatic Hose,
Steam, Suction,
Water, Mill, Boiler
Washout, Oil, Acid
and Chemical Hose.
- “WHITE KING”
Fire Hose
- Gaskets, Tubing and
Mechanical Rubber
Goods of all kinds.
- Wires and Cables
- Boots and Shoes
- Tires for automobiles,
bicycles, motor
trucks and airplanes

GOODRICH
MECHANICAL RUBBER GOODS

Timothy has continued in liberal supply, but has ruled firm at \$10.50@12, holders being strong in their views as they expect larger exports. Some were of the opinion that more timothy would be used because of the scarcity of clover.

J. F. Zahm & Company say of clover seen January 13: "The movement of the cash stuff balance of the season will furnish the best clue to what's ahead. If Europe demands a lot of clover and this country grants it, then comes the test whether we have a surplus or not. It's the latter that always makes the price in the end."

Southworth's *Weekly Market Review*, Toledo, Ohio, says, January 11: "Timothy stocks are large. They are felt whenever any slacking is shown in the buying movement. Good deal of reliance has been placed on export demand. Maybe too much. One seaboard dealer thinks much more timothy has been sold for export than shipped. Another considers demand from other side up to now has been disappointing although normal quantity has been sold since the war. Will probably take more settled conditions on the other side to bring demand up to the point anticipated by many."

NEW SEED TRADEMARKS

The following new seed trademarks have been purchased recently in the United States Patent Office *Official Gazette*: "Holco" seeds, bulbs and plants. The Holmes-Letherman Seed Company,



Ser. No. 106,095.

Holco
Ser. No. 108,886.

Canton, Ohio. Filed February 8, 1918. Serial No. 108,886. See cut. Seed. The J. Chas. McCullough Seed Company, Cincinnati, Ohio. Filed September 6, 1917. Serial No. 106,095. See cut.

SEED TESTING LABORATORIES IN USE

The Seed Testing Laboratory of the United States Department of Agriculture at Washington, in its report for the year 1918, states that nearly 17,000 samples of seed were received for testing at that laboratory and 11,349 samples at the five branch laboratories maintained in co-operation with State Institutions. The special duties of the laboratories were to determine the quality of the seed and the presence of adulterants. The Seed Importation Act has served admirably in stopping the shipments of imported seed of no value for seeding purposes from being distributed in their original condition. In one shipment of 675,000 pounds of red clover seed, prohibited entry into this country because of presence of weed and dead seeds, one-half was reclaimed by recleaning and allowed to go into the seed trade—the remainder was destroyed. Three other shipments, aggregating enough seed to sow 16,000 acres at a normal rate of seeding, contained no seed which could be expected to grow in the field. Almost the only kinds of seed imported this year, in excess of the previous year, owing to the difficulties of trans-Atlantic travel, has been the Canada Bluegrass from Canada and the Winter Rape from Japan.

THE SEED IMPORTATION ACT

Before the Seed Importation Act became a law much of the forage plant seed imported into this country was of such poor quality that it was worthless for agricultural purposes, according to Edgar Brown of the Bureau of Plant Industry. One million pounds of the red clover seed imported in one year contained a large proportion of weed seeds and germinated less than 43 per cent, while importations of equally poor alfalfa seed were frequent. For the most part, these shipments were screenings which could not be sold in Europe and were imported into the United States to be sold to our farmers for seed purposes.

The original Seed Importation Act, approved August 24, 1912, prohibited the importation of the more common forage plant seeds when containing more than a specified proportion of weed seeds. The Act did not, however, prohibit the importation of such seeds because they were dead or because they contained large proportions of chaff or dirt. The enforcement of the original Act practically stopped the importation of weedy red clover and alfalfa screenings, but did not prevent the importa-

tion of chaffy orchard grass seed containing little or no good seed, nor the importation of clover seed, especially crimson clover seed, containing such a small proportion of live seed as to be of little or no agricultural value.

On August 11, 1916, the Seed Importation Act was amended by prohibiting the importation of seeds containing less than a stated percentage of live pure seed as contrasted with dead seed, dirt, chaff, or other worthless material. The enforcement of this amendment has resulted in stopping the importation of dead and chaffy seed which was not prohibited under the original Act. In one of the lots of red clover seed prohibited entry during the present year, all of the seed, sufficient to sow over 5,000 acres, was found to be dead.

The Act provides for the cleaning in bond, under

the supervision of the United States Customs service, of seed unfit for entry, and the release of the seed cleaned to meet the requirements of the Seed Importation Act after the refuse has been disposed of in such a way as to prevent the possibility of its use as seed. The provision makes it possible to import all seed from foreign sources which can be brought up to the required quality by proper cleaning.

Thus the Seed Importation Act has not prevented the importation from any foreign country of forage crop seeds which either are of good quality or can be cleaned to the required quality, but it has prevented putting on the market in the United States imported seed of such poor quality as to be of little or no agricultural value.

(FIELD SEED NOTES WILL BE FOUND ON PAGE 530)

HAY, STRAW AND FEED

HAY AT ST. LOUIS

There has not been near enough hay coming in for the past two weeks to supply the trade, consequently the stock on hand here is smaller than it has been at any one time the past year. No. 1 and choice hay of all kinds is most looked for but owing to the scarcity of the most desirable hay, buyers bought freely of the medium and low grades causing a very free movement and our market now is in an excellent condition for fresh arrivals and we advise prompt shipments. Shippers that have hay on hand should make a special effort to get it on this market promptly and take advantage of the prevailing prices which are good and better than other markets and better than they will be here later on as the receipts of hay will increase if the country roads keep in good condition.

Prairie hay continues scarce with an urgent demand particularly so for No. 1 Kansas. Our market is practically bare of all grades of prairie and the trade unsupplied.

HAY CONDITIONS AT CINCINNATI

The Brouse-Skidmore Grain Company, of Cincinnati, Ohio, under date of January 10, gives us the following report of the situation at their market:

"The market here has shown considerable strength for the last few days. Hay has shown an advance of \$3 per ton since the first of the New Year. The shipping demand has shown a wonderful improvement and the market is being well sustained. Receipts are very light, not enough arriving to supply the demand. The market is in a very satisfactory position.

"Country offerings do not promise much in the way of additional receipts. We have been in close touch with country stations both by mail and personal visits and it is our belief that not more than one-third of the crop remains to be shipped.

"Cold weather having finally arrived, considerable clover and clover mixed hay is being fed in the country, many shippers reporting that farmers are buying from each other. Less than half of the remaining hay is timothy, so it is likely that this character of hay will be badly needed before the new crop is harvested.

"Present prices are high, but under existing conditions we do not look for much of a change. In fact, the present price basis looks to us as being about right."

NEW YORK HAY MARKET LOWER

C. K. TRAFTON.

In the main conditions in the hay market have been unsatisfactory to practically all concerned, excepting, of course, to those buyers who had sold out at a higher plane and needed to replenish. There has, in short, been striking depression. Indeed, there has been such conspicuous weakness as to create much surprise on all sides. Many conservative and usually well-informed dealers have found it somewhat difficult to discover convincing explanation for the great weakness. Certainly there was not sufficient increase in the receipts to warrant any such break, but nevertheless, it seemed evident that practically everyone who held any stock became anxious to sell. At the first casual glance it was difficult to perceive just why there should be such anx-

iety to sell, and at the same time such indifference among buyers. In some quarters the impression obtained that the termination of the war was primarily chiefly responsible. There were many members of the trade who believed that with the war over there would be less and less necessity of shipping freely to Europe, and this opinion was in a measure corroborated by the fact that many cars of hay owned by the Government were sold. In addition, it was the consensus that appreciably smaller quantities would be needed for Government account in this country. There was still another phase that was considered important, namely: That hereafter more freight cars would become available for civilian use, and consequently it would be possible to bring more hay from the interior to the various markets than was possible during the war. According to advices received from trustworthy sources, farmers and country shippers still held fairly large supplies which they probably will be more willing to sell now that the war has stopped.

Notwithstanding the facts described, there are numerous conservative dealers who feel that the break has been too rapid and too great. In their judgment hay has become decidedly cheap compared with oats, cornmeal, millfeed, etc., and moreover, they contend that there will not be an abundant supply of freight cars. Hence they anticipate a recovery in prices hereafter. Straw also declined for similar reasons.

TRUCKS IN CURING HAY

In times past it has seemed to the average haymaker a positive fact that whenever the hay was ready for curing, the weather took a most unfavorable turn and there was a prevalence of rainy and cloudy weather. If farmers will follow the advice given by the United States Department of Agriculture in *Farmers' Bulletin* 956, haymaking will no longer be catalogued "unsuccessful" or "successful" according to the whim of the weather man. The Bulletin describes hay trucks which may be used in curing the hay. These trucks are of frame mounted on two low wheels. Upon these are placed the stacks of partly cured hay, which is thus lifted off from moisture of the ground and covered by canvas, preventing injury by rain. The truck and the necessary canvas (9 feet by 14 feet) cost about \$20.

A hay truck 12 feet long by 7 feet wide will hold about 1,500 to 2,000 pounds of cured hay. It consists of a rack which rests on an A-shaped frame. At the rear, the frame is supported by two 16 to 20 inch wheels placed about 4 feet from the end. The front is supported by a 6 by 8 inch wooden block of sufficient length to hold the truck level. This is known as the trigger and is fastened by a heavy bolt between the two main frame timbers near where they come together. Upright standards are placed at each end of the frame in an A-shaped position. At the top of each standard a notch is cut to receive a 2 by 4 ridgepole that supports the canvas covering and keeps it from lying flat on the hay, thus permitting the air to circulate freely at the top. The truck is moved by means of a 2-horse team and a 2-wheeled running gear, similar to the front running gears of a low-wheeled wagon. This gear is attached to the front end of the truck by means of a long clevis pin, and when the team starts the forward movement causes the trigger to trip and drag on the ground, the weight of the load being thus shifted to the running gears. Upon reaching the barn or baling machine the team is backed up a step or two, which causes the trigger to assume an upright position and again support the front end of the load. The running gear can then be detached and taken to the field for another loaded truck.

Hay must be partly cured before it is placed on the truck, to avoid danger from heating and spoiling, the bulletin says. It is desirable to do the last

A L F A L F A	<p>ALFALFA We are the Largest Distributors of ALFALFA in GREATER NEW YORK</p> <p>Shippers who have Alfalfa Hay to dispose of, if they will communicate with us we will provide a satisfactory outlet.</p> <p>ALFALFA W. D. Power & Co., 12-15 N. Y. Hay Exchange NEW YORK</p>	A L F A L F A
---------------------------------	---	---------------------------------

third or fourth of the curing on a truck under a canvas cover. When the yield of hay is light it is a good plan to mow it in the morning, rake it in the afternoon and put it on the trucks in the evening or next morning after the dew is off. When the yield is above a ton per acre the hay should be mowed in the morning, tedded the next morning and raked in the windrows before noon, where it should be allowed to lie for about two hours before being put on the trucks. It is best to bunch the hay with a push rake and then load it upon the trucks which have been distributed in convenient places about the field. In good curing weather hay is in condition to be baled after curing three days in the trucks. If the hay is a little green when put on the trucks or the weather is unfavorable, it will take a week or possibly longer to cure out thoroughly.

The truck also effects saving of labor over the common method of cocking and loading from the cock by hand.

The Smith Feed & Coal Company of Blytheville, Ark., has surrendered its charter.

M. M. Frink has purchased the St. Johns, Mich., feed business from L. B. Pierson.

W. E. Wilson has purchased the feed business of J. W. Caldwell at Versailles, Mo.

E. J. Swain, flour and feed merchant of Girvin, Ont., has been succeeded by B. J. Allbright.

James S. Carter will conduct a feed business at Conway, Ark., as the Carter Feed Company.

R. M. Hale of Fairdale, Okla., has opened a feed and flour business at Baxter Springs, Kan.

M. A. Morley has purchased from J. A. Convers his feed and flour business at Gibbon, Neb.

Stacy & Maloney are succeeded in the feed and flour business at Canton, N. Y., by Geo. Stacy.

A feed and flour store is to be opened at Superior, Wis., by Anton Johnson adjoining his grocery.

The "American Grain Trade" received a Christmas greeting from the National Hay Association, Inc.

A feed and flour business is being established at Baxter Springs, Kan., by R. M. Hale of Fairland, Okla.

An addition for handling feed and flour is being built to the elevator of H. L. Aden at Malvern, Iowa.

Philip Orth & Co., have incorporated at Milwaukee, Wis., under the name of the Philip Orth Company and is capitalized with stock of \$100,000.

The company deals in feed and flour, wholesale. Philip Orth and son, Philip Orth, Jr., are named as the incorporators of the company.

The business of the Conway Feed Company at Conway, Ark., has been purchased by the Brames Feed Company.

The Eagle River Creamery Company has purchased the feed, hay and flour business of Robert Fett at Eagle River, Wis.

New quarters are now occupied by the Plainview Feed Company of Plainview, Texas. J. M. Murphy is the manager.

A. H. Pike and Wm. Lauritzen are now engaged in the feed and flour business at the Creamery Feed Store at Pine River, Minn.

The building at Groesbeck, Texas, recently vacated by the Buchanan Bros., is now occupied by the feed store of J. C. Eaves.

A feed and flour establishment has been opened at Maiden Rock, Wis., by H. A. Benson in a building which he recently purchased.

Everett Kent has filed incorporation papers at Bangor, Pa., as the Traders Flour & Feed Company. Its capital stock is \$40,000.

Landru & Company, of Canby, Minn., have made plans to carry a line of feed and flour in addition with their produce and livestock business.

Bull & Co.'s feed business at Uniontown, Pa., has been purchased by the Shuster-Gormley Company of Jeanette. Change became effective January 1.

D. F. Daniel has disposed of his hay business at Ottawa, Kan., and leases, barns, presses and machinery at Mount Ida to the Rolla Hay Company.

The feed and flour business of J. H. Phelps at Fonda, Iowa, who has now retired from business, has been sold to the Interstate Flour & Feed Company.

A. C. DeBruin is no longer manager of the Feed Department of the Queen City Flour & Feed Company at Cincinnati, Ohio. He is in the elevator business.

A line of feed will be handled by Ed Grigsby of Heber Springs, Ark., in connection with his grocery. He has leased a building in which he will conduct his feed business.

J. L. Fernando and F. J. Myers have dissolved their partnership under which they have been conducting a feed business at Eldorado, Kan. Mr. Myers will conduct the business.

Geo. Murphy has disposed of his interest in J. S. Morgan & Co., at Georgetown, Ky., to Geo. Crenshaw. The latter has consolidated his feed busi-

ness with Mr. Morgan's and will operate as Morgan & Crenshaw.

John Holden has entered into the feed and flour business at Fosston, Minn.

A feed and flour store has been opened at Midland, Ont., by John McCarthy.

A co-operative feed store is to be opened at New Paris, Ind., by the farmers located in Jackson Township. Mr. Davis will have charge of the business. The company will, in addition to feed, also handle seeds.

On December 27, George S. Bridge bid farewell to his associates in the Forage Department of the Quartermaster Corps. Mr. Bridge retired on December 31 from his position as chief of the forage branch. After dinner at which he was host, the party attended a performance of "The Crowded Hour." A silver loving cup was presented to Mr. Bridge by the officers and civilians at the farewell party.

Dan B. Granger & Co., grain and hay commission merchants of Cincinnati, Ohio, in a recent letter advise: "With continued cold weather prevailing the demand for hay of all kinds is steadily growing stronger. The receipts have increased materially, but are still far from sufficient to supply the urgent demand. Top quality hay is scarce, and commanding very high prices, but the prices on lower grades considering the difference in quality are even more attractive."

The Government bought huge quantities of hay for our forces overseas and the signing of the armistice found the Forage Department with 2,500 tons of hay in its overseas warehouse at Locust Point. As there was no demand for this overseas, the Government decided to resell it. In competition with several other firms, E. Steen & Bro. of Baltimore submitted their bid. Theirs proved to be the highest and they were awarded the 2,500 tons of hay, which is said to be mostly timothy and of very uniform grade.

"The hay crop was short," say C. A. King & Company, of Toledo. "Last hay crop was only 75,459,000 tons against 83,308,000 tons last season and 91,192,000 two seasons ago. Acreage last summer was largest in three years but yield per acre was small due to extreme heat and drouth. New York is the leading producer. She had 5,375,000 tons against 6,325,000 last season and 7,047,000 two seasons ago. Other large producers are Pennsylvania, Ohio, Illinois, Iowa, Wisconsin, Michigan and California. Ohio had 4,095,000 tons against 4,154,000 last season and 5,102,000 two seasons ago."

The Official BROWN-DUVEL Moisture Tester with glass flasks :: or copper ::

This is the standard tester prescribed in Bulletin 72, Department of Agriculture, and in the Federal Grain Rules of Inspection. In every detail it conforms to the specifications, and is of the type used in all Government grain inspection offices.

It is HEATED ELECTRICALLY

We have a new heating element, our own design, which is so simple and convenient, so free from fire hazard that it will supersede all other heaters, with liquid fuel, for testing purposes.

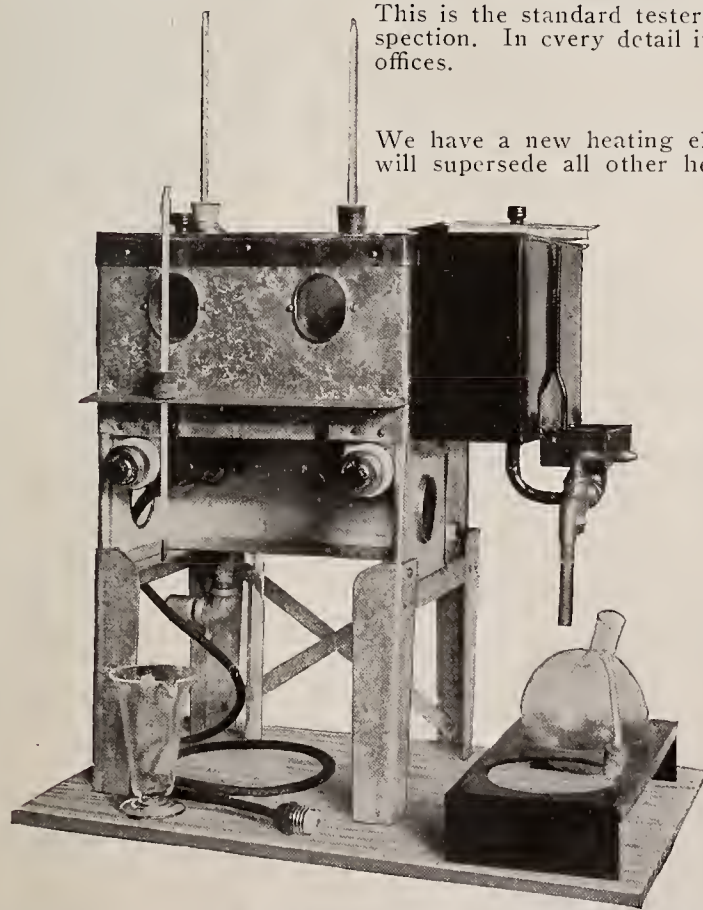
Its points of merit are

1. SIMPLICITY. When a coil burns out, as all coils will, pull off the connector body; lift out the heating plate, which is then free. Turn two screws and the burnt coil will drop out. A new one is inserted, the screws turned up, and the job is done. The element is not even taken apart for the purpose, and the expense involved is just **TEN CENTS**. No delay, no inconvenience.
2. EASY REGULATION. The heat is regulated just like a lamp; the turning of a thumb-nut raises or lowers the temperature just as you want it.
3. LOW COST. A new heater costs \$1.00; a new coil 10 cents.
4. ADAPTED TO ANY VOLTAGE and quickly changed from one voltage to another, such as lighting (110V) or power (220V) current, by the change of a screw.
5. SAFER AND MORE CONVENIENT than alcohol or gasoline, and cheaper. The tester is made throughout of smooth steel, galvanized to prevent rust. The glass-ware is of the best quality obtainable and accurately calibrated. Heat and oil resisting stoppers are supplied. The thermometers are guaranteed correct. Each tester is equipped with a strainer oil-tank, with SELF-MEASURING FAUCET, delivering 150 CC of oil at each discharge, which has no valves or adjustments to get out of order and leak.

No electric tester was ever so good nor sold so low. Our prices, which include all accessories and one gallon of testing oil, are as follows, f. o. b. Chicago:

One flask.....	\$25.00	Four flasks.....	\$65.00	} A liberal discount for quantity orders or for resale.
Two flasks.....	40.00	Six flasks.....	90.00	

We supply gas or alcohol burners if electric current is not available. We will equip your old tester with these new electric heaters for \$3.00 per burner, including wiring, you to pay transportation charges both ways. In sending testers to be changed over, do not send any glassware, accessories, or water tank; just the heater body. We carry a COMPLETE LINE OF ACCESSORIES for testers at lowest possible prices. We still supply the Hess Improved Tester, with copper flasks, for gasoline, gas, alcohol or electricity. **ASK FOR FULL INFORMATION.**



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FIELD SEEDS

Grain and Seeds

H. Pare has started a seed store at Montreal, as Harry's Seed Store. The store is located at 249 LePailleur Street.

Plans have been completed by the Texas Seed & Floral Company of Dallas, Texas, for the installation of new store fixtures and equipment of its retail store.

The capital stock of the Grand Junction Seed Company at Grand Junction, Colo., has been increased to \$50,000. The company plans to increase its business considerably.

Thomas Campbell and C. J. Beisecker of the Montana Farming Corporation of Poplar, Mont., have awarded the contract for the construction of a 10,000-bushel seed house near Poplar.

William Utterman is associated at Grand Junction, Colo., with the Grand Junction Seed Company. Mr. Utterman has been in the seed business for many years at different places throughout the western states.

A new organization known as the Northwestern Seed Company has purchased the Sioux Falls, S. D., business of the O. S. Jones Seed Company. W. I. Thompson, who is president of the Thompson Elevator Company, is president; John W. Wadden,

vice-president; Marcus Aus, who is manager of Madison Mill & Grain Company, Madison, is treasurer; H. R. Dennis, secretary.

A new warehouse, equipped with latest type of machinery for handling seeds, wholesale and retail, has been completed at Sioux City, Iowa, for the Wertz Seed & Bird Company.

The Word's Seed Store at Texarkana, Ark., has been taken over by the Texarkana Seed Store. The Word Bros.' interest has been purchased by J. H. Pecantet and S. E. Mann. Mr. Pecantet is manager of the company.

Two stands of elevators, two conveyors for unloading from cars and a conveyor in cupola are to be installed in the plant of the Fangbner Seed Company of Fremont, Ohio. This will increase the handling capacity of the plant considerably.

A fireproof extension is being built to the A. E. McKenzie Company Seed House at Brandon, Man. The improvement is a 60 foot square addition built to the top of the present warehouse. The addition has 36 bins of 40,000 bushels' capacity and is of reinforced concrete and steel. The roof is covered with corrugated iron and is of structural steel construction. The leg towers, which extend 100 feet above the sixth floor of the warehouse, are also of

FOR SALE

Japanese Clover Seed. Car lots or less, wholesale. COLE SEED SAVER COMPANY, Newbern, Tenn.

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structural steel. Mechanical agitators have been provided to insure the steady flow of the seed. Eight cleaning machines, dust collectors with each cleaner, and a bag cleaner for taking care of the empty sacks are included in the new equipment.

The Young-Randolph Seed Company of Owosso, Mich., now occupies its new seed house, which is of steel and concrete construction. It includes a seed warehouse and elevator. G. S. Young, G. W. Young and Fred Randolph are interested in the company.

A concrete and brick seed plant, fireproof, has been built at Dieterich, Ill., for J. M. Schultz. Five seed cleaners, steel legs, spouting, hoppers, stairs, etc., including a 20-horsepower oil engine, freight elevator, and dormant and wagon scales have been installed in the new plant.

The capital stock of the Manitowoc Seed Company, located at Manitowoc, Wis., has been increased from \$100,000 to \$200,000.

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BUSINESS OPPORTUNITY

Have \$5,000 to \$6,000 to invest in a mill or elevator that will carry a position as manager with it. Have had 15 years' experience in milling, handling grain and seeds. B., Box 1, care "American Elevator and Grain Trade," Chicago, Ill.

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Grain elevator and lumber yard in northern Kansas. Owner has had about 20 years' successful business in this location. Fine opportunity and a good community. NORTHERN KANSAS, Box 1, care "American Elevator and Grain Trade," Chicago, Ill.

FOR SALE

Elevator and malting plant located at Davenport, Iowa. Grain elevator 220,000-bushel storage capacity. Malt house 1,800-bushel daily capacity. Situated on the C. R. I. & P. Ry. tracks, and C. M. & St. P. and C. B. & Q. Roads are available. Transit privileges are granted for Eastern and Southern points, and the location is very favorable for distribution of feeds and grain to these points as well as to the central feeding district. The location is in one of the best farming districts. Plant is in good physical condition and was operated until malt was prohibited. For particulars apply to DAVENPORT MALT & GRAIN COMPANY, Davenport, Iowa.

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FOR SALE—BURLAP BAGS OF EVERY KIND

New or second-hand, plain or printed with your brand; seamless cotton grain bags; sample bags; burlap, cotton, sheeting, or paper for car lining, etc.

Wanted: Second-hand bags; best prices paid. WILLIAM ROSS & CO., 409 N. Peoria St., Chicago, Ill.

**Miscellaneous
Notices**

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

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We are desirous of negotiating the sale of flour in car lots, equipping new up-to-date flour mill. Please correspond. A. J. LAUER, Sec'y, Auburn, N. Y.

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 Bartlett & Son Co., L., grain commission.*
 Bell Co., W. M., grain, seed.*
 Cargill Grain Co., receivers and shippers.
 Courteen Seed Co., seeds.
 Donahue-Stratton Co., buyers and shippers.*
 Franke Grain Co., receivers and shippers.*
 Kamm Co., P. C., grain merchants.*
 Kellogg Seed Co., seeds.
 Lauer & Co., J. V., grain commission.*
 Milwaukee Grain Commission Co., grain.
 Mohr-Holstein Commission Co., grain com.*
 Taylor & Bournique Co., corn, oats, barley.*
 Thayer & Co., C. H., commission merchants.*

MINNEAPOLIS, MINN.

Cargill Elevator Co., grain shippers.*
 Cereal Grading Co., grain merchants.*
 Godfrey-Blanchard Co., grain commission.*
 McCaull-Dinsmore Co., com. merchants.*
 Quinn, Shepherdson Co., grain merchants.*
 Scroggins-McLean Co., The, wheat shippers.*

NEW YORK, N. Y.

Brainard Commission Co., oats, barley.*
 Forbell & Co., L. W., com. merchants.*
 Power & Co., W. D., hay, straw, produce.†

PEORIA, ILL.

Buckley & Co., grain, hay, seeds.*
 Bowman & Co., Geo. L., grain commission.

Cole Grain Co., Geo. W., grain receivers.*
 Conover Grain Co., E. B., receivers, shippers.
 Consumers Grain Co., grain receivers.*
 Feltman Grain Co., C. H., grain commission.*
 Grier & Co., T. A., grain commission.*
 Luke Grain Co., grain commission.*
 McCreery & Sons, J. A., com. merchants.*
 Miles, P. B. & C. C., grain commission.*†
 Mueller Grain Co., receivers and shippers.*
 Rumsey, Moore & Co., grain commission.*
 Smith-Hamilton Grain Co., grain commis-
 sion.*
 Warren Commission Co., consignments.*

PHILADELPHIA, PA.

Lemont & Son, E. K., wheat, corn, oats, mill
 feed.†
 Miller & Sons, L. F., receivers and shippers.*†
 Richardson Bros., grain, flour, mill feeds.*
 Rogers & Co., E. L., receivers and shippers.*†
 Taylor & Bournique Co., oats, milling rye, corn.

PITTSBURGH, PA.

Harper Grain Co., grain commission.
 Heck & Co., W. F., grain, hay, mill feeds.*†
 Herb Bros. & Martin, grain and hay.*†
 McCague, R. S., grain and hay.*†
 Rogers & Co., Geo. E., receivers & shippers.†
 Smith & Co., J. W., grain, hay, feed.*

RICHMOND, VA.

Beveridge & Co., S. T., grain, hay, feed.*†

ST. JOSEPH, MO.

Marshall Hall Grain Co., receivers, shippers.*

ST. LOUIS, MO.

Ballard-Messmore Grain Co., consignments
 and future delivery.*
 Eaton McClellan Commission Co., grain, hay,
 seeds, wool.*
 Elmore-Schultz Grain Co., receivers, ship-
 pers.*†
 Goffe & Carkener Co., grain, hay, seeds.*†
 Graham & Martin Grain Co., rec. exclus.*†
 Langenberg Bros. Grain Co., grain com.*†
 Marshall Hall Grain Co., rec., shippers, & exp.*
 Mason Hawpe Co., grain merchants.*
 Mullally Hay & Grain Co.*†
 Nanson Commission Co., receivers, shippers.*†
 Picker & Beardsley Com. Co., grain, hay.*†
 Prunty, Chas. E., grain and seeds.
 Schisler-Corneli Seed Co., seeds.*
 Toberman, Mackey & Co., grain, hay, seeds.*†
 Turner Grain Co., grain commission.

SIDNEY, OHIO.

Chambers, V. E., grain and hay buyer and
 shipper.
 Custenborder & Co., E. T., buyers and ship-
 pers of grain in car lots.*
 Wells Co., J. E., wholesale grain, seed.*

SPRINGFIELD, ILL.

Lloyd & Co., John H., grain merchants.*

TOLEDO, OHIO.

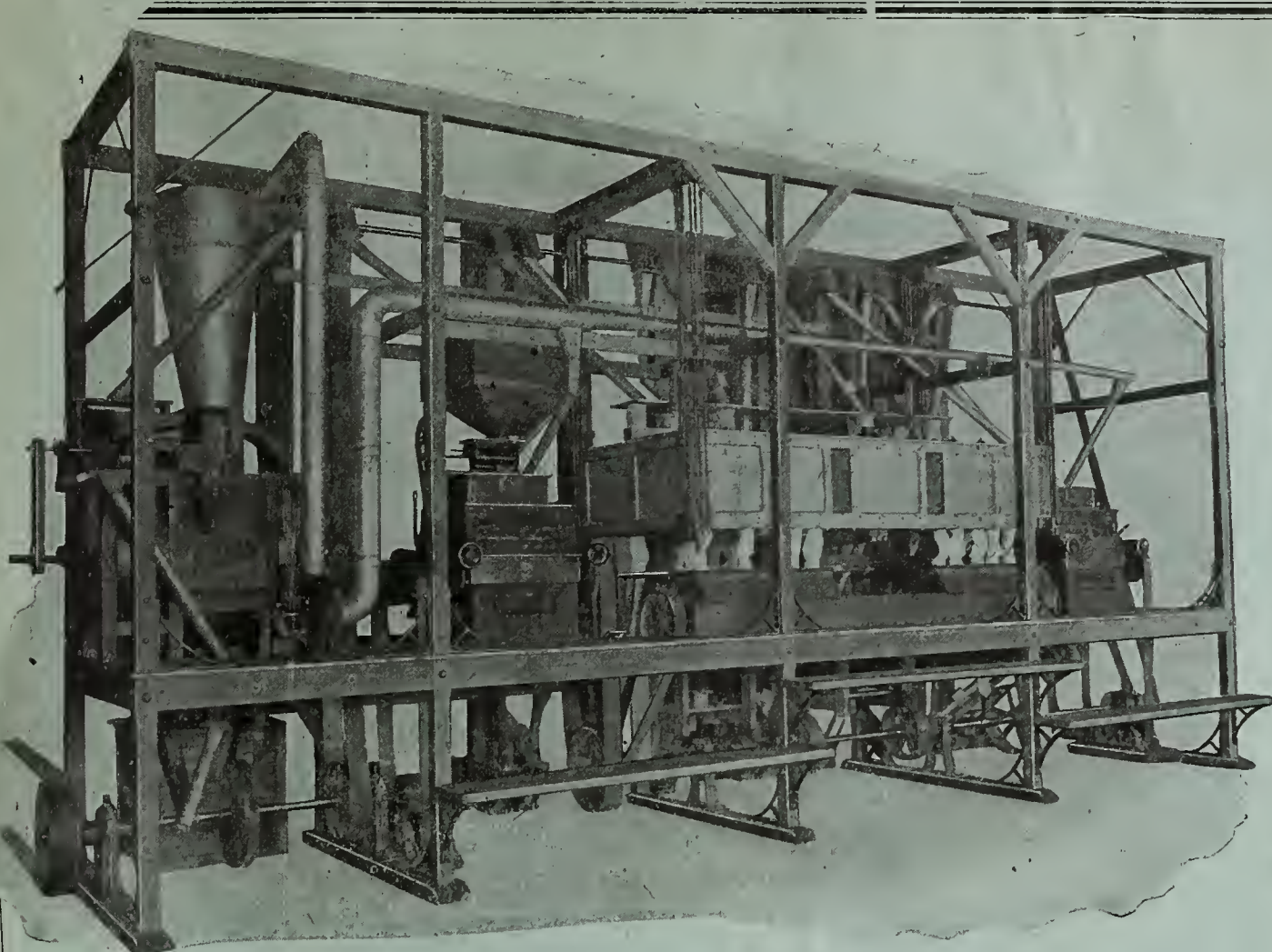
Chatterton & Son, hay, oats, wheat.*†
 De Vore & Co., H. W., grain, seeds.*
 King & Co., C. A., grain and seeds.*†
 Raddatz & Co., H. D., grain, seeds.*
 Southworth & Co., grain and seeds.*†
 Wickenhiser & Co., John, grain dealers.*
 Young Grain Co., grain, seeds.*
 Zahm & Co., J. F., grain and seeds.*†

TOPEKA, KAN.

Derby Grain Co., wheat, oats, corn.*
 Forbes Milling Co., wheat, oats, corn.*
 Golden Belt Grain & Elevator Co., wholesale
 grain.*

WINCHESTER, IND.

Goodrich Bros., wholesale grain, seeds, hay.*†



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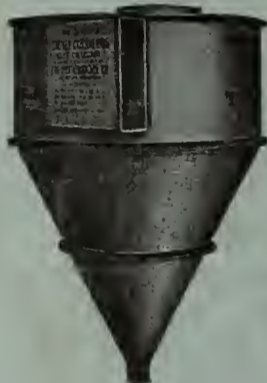
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