

WHEAT has hit the dollar mark now, and that dollar has no Bryan stamp upon it.

THE Grand Army veterans will this week capture the greatest Buffalo in the country.

INSTEAD of running three parties this year the Populists find that they must fight three parties—the Republicans, the Populists and the gold Democrats.

OUR exports last month were \$30,845,278, and only \$5,645,849 in July, 1896. The Wilson law was not a success in getting hold of the markets of the world.

THE people who voted for McKinley last year now realize that they made no mistake, but did their share toward bringing better times to a land that sadly needed them.

PARIS is still a pendulum bridge which will swing passengers over the Seine without exertion on their part. The human race never tires of working at the problem of rapid transit.

SENATOR HILL is trying to find a place where he can re-enter politics. He missed the best opportunity of his life last year when he decided to say nothing during a great political crisis.

FRANCE is the first of foreign governments to come in out of the woodwork of kicking against the tariff law, the French government is taking steps to secure the advantages of a reciprocity treaty under the provisions of the law.

THE benefits of the free silver doctrine are receiving a practical illustration in Mexico, where gold is now at a premium of 145 per cent. The government which must accept silver is having a lovely time paying its foreign obligations in gold.

HONEST money and protection were the two chief planks of the platform of the Iowa Republicans. They are the two great principles of the Republican party, and by their maintenance that party has been instrumental in bringing back good times to the country.

THE number of Democratic papers which are saying that "the Democracy was never a free trade party" is ominously large. The Louisiana and Texas Democrats who voted for the Dingley law, and the Democrats from other states who supported certain of its highly protective features, are not as numerous as they would have been for a few years after Cleveland's message of 1887.

THE Populists are in sad straits now. Changed conditions have left them without arguments. One of the speakers at their convention in Iowa warned his hearers not to believe the reports they heard of a return of prosperity. He tried to argue with them that these reports were manufactured by a party press. What arrant nonsense was that? Is it any wonder that Populism is rapidly dying out, when its orators are driven to such extremes in their hope to save it?

AS was anticipated, the bankers of the country gathered in convention at Detroit, heard their testimony to the fact that business conditions had taken an upward trend, and that there was every prospect of a continuance in that direction. More than this they declared that sounder business methods had begun to prevail, and that shaky and uncertain enterprises were becoming fewer in number. Testimony like this is well worth having, for it comes from men who know whereof they speak.

COMMANDER BOOTH-TUCKER wants to establish a "poor man's paradise." When he knows more of human nature than his project implies, he will find that the same thing is required for the success of an earthly paradise as for a social Utopia, and that no system or institution can be devised whereby people can be regulated into happiness and contentment. The motive is philanthropic, but the scheme is visionary, and, in this practical age, motives are judged strictly by their results.

THE splendid success of the Tennessee Centennial at Nashville gives abundant testimony that the South is fully up with the procession. Though the centennial has about run the length of time usually allotted to such exhibitions, the attendance keeps up well, and the managers are confident that the subscribers will be paid not only the full amount of their stock, but a small dividend besides. This is an unusual and glowing, and speaks volumes for the success of the Exposition and the prosperity of its promoter.

WHAT does Senator Teller mean in saying that the McKinley administration wants to retire the greenbacks and make all debts payable in gold? Does he not know that all debts have been virtually payable in gold ever since 1870? Stewart, Alford, Penney and other silver leaders found this out a good while ago, as is shown by the care which these individuals took to stipulate that all their mortgages should be payable in gold. If Bryan has any money due him, it is safe to say that it is made payable in gold or its equivalent. In fact there is a pretty close correspondence between the shrillness of the Populists' shriek for 42 cent dollars for other people and their precautions to extort 100 cent dollars for themselves. As a man of intelligence and observation, Senator Teller ought to have noticed this phenomenon. Undoubtedly he has noticed it.

SOME of the Populists' newspapers are attempting to minimize the effect of high prices for wheat, says the Pittsburg Courier-Telegraph. They say that the grain is in the hands of speculators, and that the farmers will derive little or no benefit from the remarkable advance in the value of their product. The Cincinnati Enquirer, for example, remarks that "the rise in wheat is a big thing for the speculators who bought it up at 65 1/2 cents a bushel."

THE idea that the farmers are not benefiting by the advance is fallacious. They have sold more wheat since it began to rise, but they have sold none at all before. If they had none to sell, they would not have sold any at all.

THE four manufacturers of Minnesota are certainly able to speak authoritatively on this point. W. D. Washburn, of Minneapolis, says: "A large proportion of the winter wheat crop is still in the hands of farmers, while the entire crop of spring wheat is in their hands, harvest having just begun. I look for continued high prices for wheat."

Charles R. Pillsbury is even more emphatic. He says: "The quantity of none of the present wheat crop has been marketed. A very conservative estimate is that 120,000,000 bushels are just being harvested in Minnesota and the two Dakotas alone. Previous crops are absolutely exhausted. The present riceaus \$40,000,000 extra for the farmers of these three states. The farmers of the United States must be holding 150,000,000 bushels of the crop just harvested. This advance in price means over \$150,000,000 for the farmers of the United States on wheat alone."

This explains why the farmers of the West are paying off their mortgages, and have ceased to listen to the wail of the calamity howler.

Europe Already Clearing for Our Wheat. From the New York Sun.

There seems to be no doubt that this is going to be the farmers' year in the country. The world's eye is upon the United States looking for its wheat supply, and there is every indication that we will have wheat enough to sell to make us rich and happy. Besides, the great ships of the regular transatlantic lines, which in the aggregate carry more wheat from this harbor than the entire output of some of the other big grain shipping ports, have been nearly a dozen steamers under charter and loading here last week. Their total capacity was 21,262 tons estimated, and an every vessel can carry from two to two and a half million bushels of grain.

This, however, is only the beginning of the business of wheat moving at this port. Late in August and September the best movement begins, and thereafter the grain goes from here to Europe in a constant stream, amounting in ordinary years to about 80,000,000 bushels, and it has run up to 125,000,000 bushels this year.

It has been said frequently that New York was losing her hold upon the grain business, which was going to other ports. This is true only in a measure. Formerly, when nearly all the grain came to sea board by canal, New York did practically the entire shipping of it. Now that all the great railroads have taken to handling grain in competition with the waterways, New York ships little more than one-half the total export, but this half is vastly greater than the total was in the old days. The canals brought us in 750 over 14,000,000 bushels, while the railroads brought 72,775,220 bushels, and coastwise vessels brought enough more to bring the total up to 87,031,948 bushels for the year.

In the phenomenal year of 1892 our shipments amounted to 132,520,230 out of a total export for the country of about 220,000,000 bushels, and in 1893 New York handled 108,539,450 bushels out of a total of 210,000,000. It would not surprise any of the more experienced of our wheat operators if the United States were called upon this year to supply to the world something like 300,000,000 bushels of wheat. At 50 cents a bushel this would bring into the country \$150,000,000 in gold or its equivalent. Such enormous sums, however, are not earned without an enormous amount of labor. Part of this cost of the farmer, but another part, and one that forms a large share of the total cost to the consumer, is that of transportation.

Ancient Rome was for a long time dependent upon the wheat fields of Africa or her supply, but that is perhaps the only important example until very modern times when any large section of the world was dependent for food supplies upon foreign countries and upon commerce. To-day the wheat fields of Europe fall so far short of feeding the people about them that hundreds of millions of bushels are drawn from sources thousands of miles distant. In the great wheat fields for the supply are our own, those of Southern Russia, and the newly developed ones of the Argentine Republic. The total exports from these three countries last year were 270,000,000 bushels. This was 22,000,000 bushels less than the average for the last six years. In our great export years of 1892 and 1893 we had crops to draw upon of 285,000,000 bushels, grown in 1891, and 280,000,000 bushels in 1892. Last year our crop was 270,000,000 bushels, and this year it is believed to amount to 270,000,000 bushels.

From the moment this crop leaves the hands of the farmers it is the subject of the operations of a set of clever men whose calculations are made upon such an accurate basis that the manner in which the wheat is handled, the lines upon which it shall reach the consumer, and the ports from which it shall be shipped would be determined by a difference of 1/16 of a cent a bushel. As a result the method of gathering and forwarding the grain has been reduced to the lowest possible figures. Preparations for buying the grain are now begun months before it is cut. Every buyer knows the exact amount of wheat in the section of the country which he operates, but also the entire acreage it would be possible to plant there. From week to week, as the crop matures, he gets telegraphic reports of its condition on each farm, and when it is ready to sell he is on the ground informed to the hour.

Formerly the operators were often hampered for cars in which to receive the grain, and this is so in some localities yet, but within a few years there have sprung up thousands of small elevators thickly dotting every field, and this means the maintenance of lines in the grain regions. Some of these are mere road-side bins, where the farmer may drive up upon an incline and shovel his load out, but many of them are a capacity of 20,000 to 40,000 bushels, and are of an excellent build, big for different qualities of grain, and big hopper scales for weighing it. It is chiefly from these road-side store houses that grain is run into the enormous elevators at Chicago, Duluth, Superior, St. Paul, St. Louis, Buffalo, and other railroad centers on the way to the seaboard, east or south.

The biggest elevators are those at Chicago and Buffalo, and the greatest of all grain routes is that over the great lakes to Buffalo. From Buffalo half a dozen trunk line railroads carry the crop to the sea. In addition to New York wheat is shipped from Boston, Philadelphia, Baltimore, Newport News, Norfolk, New Orleans, and Galveston. At each port are elevators in which the grain is received, graded, stored, and finally passed out to ships which take it across the ocean. New York harbor has four railroad elevators, each of which will hold about one and a half or two million bushels, and there are besides a dozen or more private grain storehouses along the Brooklyn water front, which will hold in the aggregate seventy or eighty million bushels.

Wheat is shipped in only one kind of car—the box car—for it must not be exposed to the weather. The standard size holds 100 bushels or 90,000 pounds. A few are made with a load of 80,000 pounds. Regular grain cars have an inside door of light planking which is hung on hinges that slide down rods set in the car, one on each side of the doorway. When this door is not in use it is raised

to the ceiling, where it lies flat and is hooked fast. When the car is to be loaded it is run along a grain bin and a telescopic chute is lowered into one doorway. The grain doors are closed, a valve is opened and the grain pours into the car until it is full, the regular elevator. The railroad contracts to bring the grain from Chicago and deliver it alongside a vessel anywhere in the harbor at 20 cents a bushel. The car is run into the elevator structure here on the ground floor. A man with a crowbar prys up the grain door and the wheat comes rushing out and falls into a pit beside the car. There are gratings over the pit to keep out coarse objects and for the workmen to walk upon. Down at the bottom of the pit is the open end of an iron shaft, inside of which works an endless belt faced with steel cups set a foot apart. When the shaft starts the grain is caught up in the cups and delivered in an almost unbroken stream at the top of the building, where the cups tip over as they start to return. In half an hour a car is unloaded and the last vestige of grain is swept out and another car takes its place. All over the elevator floor are other cars unloading.

Before, when the cars came in, an inspector appointed by the Produce Exchange viewed the grain and fixed its grade. Now, as it arrives at the top of the elevator, it falls into one of the two hopper bins, fixed on scales, and is weighed. One man watches from 4 to 6 sets of scales. He sets his scale at 5,000 or 6,000 pounds, and every time the hopper bins he marks a record of its weight, turns a valve which directs the stream into the other hopper, and there another scale, which lets the weighed grain run out and through a chute into the great bins. From that moment the identity of a shipment of grain is lost. It is now simply so much good grain, and the farmer is paid for it as such.

From the bottom of that same bin there is running a stream of wheat which has been sold and is going aboard. It goes down into one of the same pits, where it is weighed, and then it is placed in a hopper with dust. Every bit of that dust costs the railroad money, for it was all weighed when the wheat came in. Now, the elevator belt picks it up again and again it goes to the weighing hoppers, and its cargoes amount probably to about 1,250,000 bushels.

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Formerly the operators were often hampered for cars in which to receive the grain, and this is so in some localities yet, but within a few years there have sprung up thousands of small elevators thickly dotting every field, and this means the maintenance of lines in the grain regions. Some of these are mere road-side bins, where the farmer may drive up upon an incline and shovel his load out, but many of them are a capacity of 20,000 to 40,000 bushels, and are of an excellent build, big for different qualities of grain, and big hopper scales for weighing it. It is chiefly from these road-side store houses that grain is run into the enormous elevators at Chicago, Duluth, Superior, St. Paul, St. Louis, Buffalo, and other railroad centers on the way to the seaboard, east or south.

The biggest elevators are those at Chicago and Buffalo, and the greatest of all grain routes is that over the great lakes to Buffalo. From Buffalo half a dozen trunk line railroads carry the crop to the sea. In addition to New York wheat is shipped from Boston, Philadelphia, Baltimore, Newport News, Norfolk, New Orleans, and Galveston. At each port are elevators in which the grain is received, graded, stored, and finally passed out to ships which take it across the ocean. New York harbor has four railroad elevators, each of which will hold about one and a half or two million bushels, and there are besides a dozen or more private grain storehouses along the Brooklyn water front, which will hold in the aggregate seventy or eighty million bushels.

Wheat is shipped in only one kind of car—the box car—for it must not be exposed to the weather. The standard size holds 100 bushels or 90,000 pounds. A few are made with a load of 80,000 pounds. Regular grain cars have an inside door of light planking which is hung on hinges that slide down rods set in the car, one on each side of the doorway. When this door is not in use it is raised

to the ceiling, where it lies flat and is hooked fast. When the car is to be loaded it is run along a grain bin and a telescopic chute is lowered into one doorway. The grain doors are closed, a valve is opened and the grain pours into the car until it is full, the regular elevator. The railroad contracts to bring the grain from Chicago and deliver it alongside a vessel anywhere in the harbor at 20 cents a bushel. The car is run into the elevator structure here on the ground floor. A man with a crowbar prys up the grain door and the wheat comes rushing out and falls into a pit beside the car. There are gratings over the pit to keep out coarse objects and for the workmen to walk upon. Down at the bottom of the pit is the open end of an iron shaft, inside of which works an endless belt faced with steel cups set a foot apart. When the shaft starts the grain is caught up in the cups and delivered in an almost unbroken stream at the top of the building, where the cups tip over as they start to return. In half an hour a car is unloaded and the last vestige of grain is swept out and another car takes its place. All over the elevator floor are other cars unloading.

Before, when the cars came in, an inspector appointed by the Produce Exchange viewed the grain and fixed its grade. Now, as it arrives at the top of the elevator, it falls into one of the two hopper bins, fixed on scales, and is weighed. One man watches from 4 to 6 sets of scales. He sets his scale at 5,000 or 6,000 pounds, and every time the hopper bins he marks a record of its weight, turns a valve which directs the stream into the other hopper, and there another scale, which lets the weighed grain run out and through a chute into the great bins. From that moment the identity of a shipment of grain is lost. It is now simply so much good grain, and the farmer is paid for it as such.

From the bottom of that same bin there is running a stream of wheat which has been sold and is going aboard. It goes down into one of the same pits, where it is weighed, and then it is placed in a hopper with dust. Every bit of that dust costs the railroad money, for it was all weighed when the wheat came in. Now, the elevator belt picks it up again and again it goes to the weighing hoppers, and its cargoes amount probably to about 1,250,000 bushels.

This, however, is only the beginning of the business of wheat moving at this port. Late in August and September the best movement begins, and thereafter the grain goes from here to Europe in a constant stream, amounting in ordinary years to about 80,000,000 bushels, and it has run up to 125,000,000 bushels this year.

It has been said frequently that New York was losing her hold upon the grain business, which was going to other ports. This is true only in a measure. Formerly, when nearly all the grain came to sea board by canal, New York did practically the entire shipping of it. Now that all the great railroads have taken to handling grain in competition with the waterways, New York ships little more than one-half the total export, but this half is vastly greater than the total was in the old days. The canals brought us in 750 over 14,000,000 bushels, while the railroads brought 72,775,220 bushels, and coastwise vessels brought enough more to bring the total up to 87,031,948 bushels for the year.

In the phenomenal year of 1892 our shipments amounted to 132,520,230 out of a total export for the country of about 220,000,000 bushels, and in 1893 New York handled 108,539,450 bushels out of a total of 210,000,000. It would not surprise any of the more experienced of our wheat operators if the United States were called upon this year to supply to the world something like 300,000,000 bushels of wheat. At 50 cents a bushel this would bring into the country \$150,000,000 in gold or its equivalent. Such enormous sums, however, are not earned without an enormous amount of labor. Part of this cost of the farmer, but another part, and one that forms a large share of the total cost to the consumer, is that of transportation.

Ancient Rome was for a long time dependent upon the wheat fields of Africa or her supply, but that is perhaps the only important example until very modern times when any large section of the world was dependent for food supplies upon foreign countries and upon commerce. To-day the wheat fields of Europe fall so far short of feeding the people about them that hundreds of millions of bushels are drawn from sources thousands of miles distant. In the great wheat fields for the supply are our own, those of Southern Russia, and the newly developed ones of the Argentine Republic. The total exports from these three countries last year were 270,000,000 bushels. This was 22,000,000 bushels less than the average for the last six years. In our great export years of 1892 and 1893 we had crops to draw upon of 285,000,000 bushels, grown in 1891, and 280,000,000 bushels in 1892. Last year our crop was 270,000,000 bushels, and this year it is believed to amount