

Dairy Matters.

Caswell's creamery at Qu'Appello is now in operation.

The Woodland cheese factory have commenced operations with 200 to 300 cows

A new system of selling cheese was carried out on the Brockville board of trade on May 30. The cheese was put up at auction and knocked down to the highest bidder. There were 4,000 offered; 650 sold at 8½c, 3,250 at 8¼c 100 at 8; ruling price 8¼.

The stronger tone to cheese has been well maintained and the week has closed on a firm market, which is about ½c better than two or three days ago, but whether the improvement will continue is doubtful, in view of quiet cables and prospective larger offerings.—*Montreal Gazette*, June 3.

Grain and Milling.

No 1 hard was quoted at Morden last week at 65c.

Ten per cent. of the capital stock of the Pilot Mound Milling Co. has been paid in, and the whole taken up.

In another column will be found a communication from Charles Craig, of Fort McLeod, who states that a liberal bonus will be paid for the establishing of a roller flour mill at that place. Flour sells there at \$9.50 per barrel and No 1 hard wheat can be secured at about the \$ mark. A perusal will give more definite information.

The Ogilvie Milling Co's elevator at Boissevain was destroyed by fire June 1, together with the contents consisting of 20,200 bushels of wheat. The insurance carried was \$10,000 on contents and \$2,500 on building. The loss was at first placed erroneously at \$30,000 but corrected stands at \$20,500 a net loss over insurance of \$8,000.

The construction of the new roller process flour mill at Pilot Mound, will leave the old one unused for making flour, and as there is the building, stones and machinery, it would cost but little to turn the establishment into an oat meal mill that would be both useful and profitable. Oatmeal sells at a higher price than flour and there is always abundance of oats in the country to be had at a low price.—*Sentinel*.

A steamer is reported to have been chartered at Odessa to carry grain to the Argentine Republic this being the first cargo from Russia to South America. The reason for buying the wheat at Odessa instead of in New York is said to be that the freight rate from Odessa was but 35¢, against 54¢ from New York, British steamers, which have most of the South American trade, being able to greatly underbid the United States.—*Northwest Miller*.

Following the lead of Minneapolis rumors of a mill combine, one of our dailies printed last Sunday an article to the effect that such a union was in prospect here and discussed by our millers. This paper stated that a very strong sentiment exists in favor of such a combination, and that the basis on which it would work would probably be about \$10,000,000. Diligent inquiry as to the truth of this rumor did not reveal any solid

foundation for it, the millers generally appearing to regard it as impracticable.—*Northwestern Miller*.

The millers and flour merchants of the Toronto board of trade met June 5th to consider the present condition of the milling industry preparatory to the mass meeting to be held at the latter part of this month. Letters from prominent millers in Ontario and Quebec were read, professing their willingness to join in any movement looking to the remedying of existing grievances. The meeting resolved to ask the president of the Dominion Millers' association to authorize the formation of a committee from the leading millers whose duty it will be to formulate a programme for discussion.

Lumber Cuttings.

Buchanan's mill at Nelson, B. C., is to be in operation about the middle of the month.

Chicago capitalists are looking over prospects with a view of opening a saw mill at Revelstoke.

Lumbering on the Saskatchewan is at a standstill; the water is so low that it is impossible to run ferries. Rafts are beached all along the river.

Graham, Horne & Co's new dryer at Vermillion will be ready in two weeks, and will turn out 25,000 feet of lumber per day, ready for the planer.

Captain Armstrong has built a sawmill on the banks of the Columbia, twelve miles above Golden. Its capacity is 10,000 feet a day, and a market for the cut will be found in the upper valley country and at Golden.

The steamer Aurora, Capt. Bergman in charge, was coming in from Bad Throat River recently with a couple of barges of lumber in tow, when owing to a heavy storm on the lake one of the barges was lost and also the lumber on it. The hull of the wrecked barge was found after the storm some fifteen miles from the scene of the disaster, and was brought in to the mouth of the river. The lumber belonged to the Lake Winnipeg Lumber & Transportation Co., and was valued at about \$400.—*Record*.

At an uptown hotel where lumber salesmen gather during the evening, one may hear a great many expressions of opinion that embody plenty of sound sense. Recently at a gathering the alleged shrewdness and success of a well known salesman was freely dissected. A sad-eyed tourist, representing a concern in the western part of the state, said that he had not gall to sell a man one grade and deliberately ship another. "Why," said he, "do you know that fellow makes a point of putting in 3,000 or 4,000 feet of fine common in every car load of selects he sells, and then if the buyer kicks he slobbers him all over with taffy, and swears that his folks did not ship lumber as it was ordered, and in a self confidential way he deducts \$2 or \$3 a thousand feet on the stuff that's laid out, and the fool of a buyer thinks he has at last struck a square seller, when the chump has really paid above the market price for the lower grade. Now, if I tackle that man and offer him selects, that are up to grade

in every particular, he'll figure out in his mind what the other carload cost him right through, with the discount off, and swear by all that's good that he can buy all the selects he wants at \$1.50 less than my price. It knocks me out of time to understand how many pretty shrewd buyers will tumble to such nonsense."—*Northwestern Lumberman*.

The new schedule of rates on the C. P. R. for lumber and shingles in carload lots from British Columbia coast points to Manitoba and the Territories is as follows:

	TO	NEW	OLD
Calgary.....		35c	40c per 100 lbs.
Dunmore.....		40c	45c "
Maple Creek.....		42½c	45c "
Regina.....		47c	55c "
Winnipeg.....		50c	60c "

Insurance Briefs.

Lamp-black has been known to take fire spontaneously. This should be stored, in moderate quantities, in a place where little damage could occur from its combustion, and in tin cans tightly covered.—*Ex*.

The fire insurance adjuster, who, by sharp practice, saves a few hundred dollars for his company is largely responsible for the prevalent idea that no wrong is committed when the insured "beats" a fire insurance company.—*Ex*.

The council of the Montreal Board of Trade has been waited upon by a deputation claiming to represent 323 members of the Dominion Live Stock Association, who have a grievance with respect to insurance on live stock. They desired a committee of the board to make inquiry and report upon the matter. Messrs. Dunn and Bickerdike, the president and secretary, explained that three of the principal lines of ocean steamers out of Montreal had gone into an agreement whereby they compelled the exporters of live stock to insure their stock in certain insurance Lloyds, thus prohibiting the exporter from placing his insurance with companies of his choice. They claimed that under the existing arrangement shippers could not get their stock sufficiently insured, they being forced to take the steamship companies' valuation, as a clause in the insurance certificates read that, if additional insurance was effected in any other company, their certificate would be null and void. Finally, they stated that a number of the larger exporters desired to carry a portion of their own insurance, but by this arrangement, they were compelled to pay for it whether they wanted it or not. The Toronto Board of Trade have been considering the matter.—*Monetary Times*.

General Notes.

The first train over the Canadian Pacific's new line through the Northern Maine backwoods had rather a strange experience, says a recent dispatch. The train was brought to a dead stop in the woods by millions of caterpillars, which took a fancy to crawl on the rails and defied every device essayed for removing them, until another locomotive was sent to the rescue. Moreover, droves of mosquitoes swooped down on the train men and drank their blood. The caterpillars covered the rails for eleven miles.