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Grain and Milling.

Alexander purposes erecting a 32,000 bushel elevator at Deloraine, Man.

Arrangements towards the erection of the proposed roller flour mills at Treherne, Man., are going ahead as rapidly as possible.

C. J. Smith has purchased a new engine and boiler, about 80 horse-power, for the Moosomin, Assa, flour mill, and will put the mill in first class running order.

At a meeting held at Macleod, Alberta, recently, in the interests of the flour mill scheme, it was resolved to apply for the incorporation of the Southern Alberta Milling Co., as soon as the necessary stock is secured, most of which has been taken.

FitzGerald & Ellis, of Calgary, have received a communication from the Madoc Roller Mills, asking if they can ship five or ten cars of wheat to be delivered at Madoc or at Peterboro, Ont. These Ontario millers are evidently a little off in their ideas of the West.

Since May 22, the opening day of navigation, there has been shipped from the Lake Superior elevators, 2,097,381 bushels of wheat. In this trade, a fleet of over 40 vessels were engaged, and the points to which it was taken were Sarnia, Owen Sound, Kingston, Point Edward, Buffalo, Toronto and Goderich. Nearly 59,000 bushels of oats were also shipped during the same period.

The Winnipeg Grain and Produce Exchange now has about 80 members, which shows that the institution is making excellent headway, though only established last fall. It is expected that with the commencement of the movement of the new wheat crop, the membership of the exchange will be increased to at least 100 persons. If the present crop prospects hold out, the number engaged in the grain trade here next fall and winter will certainly be increased by dealers from Eastern Canada. The Grain and Produce Exchange is now one of the institutions of the city.

There is some feeling in local grain circles against sending samples of Manitoba grains to Toronto this year, to the meeting of the Dominion board of grain examiners, unless the

date of the annual meeting of the board is arranged was to be more convenient to the grain interests of the West. Heretofore the annual meeting for the selection of grain standards, which is called by the Toronto board, has been held at too early a date to suit the grain interests of Manitoba, and it has only been with great difficulty that samples have been secured here to send to Toronto. Such samples as have been collected were not such as to do the grain interest here justice. Unless the date of holding the annual meeting to select grain standards can be arranged to suit Western interests, it is quite possible that the Winnipeg examiners may refuse to send samples to Toronto this year.

General Notes.

The sale of California canned fruits this season have been heavier than usual, some of the leading packers having contracted to deliver all the stock which they believe they have the capacity for putting up and being compelled to decline additional orders. Prices in most instances have been slightly higher than last year.

Halifax proposes to organize an Iron and Steel Manufacturing Company with a capital of \$100,000, in 1,000 shares of \$100 each. It is intended to manufacture ingot, bar, bolt, sheet, nail, boiler and ship plate, also nuts and bolts, anchors, machinery and heavy hardware. The present iron works at Bedford Basin are to be taken in and extended.

Complaints of excessive freight charges by the C.P.R. are not confined to the West. The following from the Montreal Trade Bulletin will explain itself: "We have lately received loud complaints anent the high rates of local freight charged by the Canadian Pacific Railway, as compared with those of the Grand Trunk. For instance the C.P.R. charges 14c per 100 lbs on goods shipped a distance of about 30 miles, against 10c per 100 lbs by the Grand Trunk for the same class of goods carried over a distance of 90 and 95 miles. To show that the comparison is a fair one, we may state that the above rates are from country points to this city, where each of the roads has no competition."

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