

Creameries in the Territories.

Prof Robertson, Dominion commissioner of agriculture and dairying, who has been on an official tour in the west has returned east. "The main object of my visit to the Northwest," said the commissioner of agriculture, in answer to questions of a Free Press reporter as to his observations on the trip, "was to visit the creameries in the Territories to be managed by the government. After my visit in February agreements were made on behalf of the Dominion government to take charge of sixteen creameries and sixteen tributary cream collecting stations, the agreement in each case being made for a period of three years. The terms, though given in a general way, before, are that where creameries are established the businessmen and farmers of the locality will form butter and cheese associations, which organizations are to provide suitable buildings and water supply, and the farmers agreeing to furnish the milk or cream of not less than 400 cows. When these conditions are met, the government lends the apparatus and utensils for a creamery, and the department undertakes to manufacture butter at these creameries at a charge of 4 cents per lb and for that charge the government meets all expenses from the time the milk or cream is delivered at the creamery until the butter, in packages is put in railway cars. An additional charge of one cent per pound for butter is made by the department to form a loan fund for payment of the plant loaned by the government. At the end of each month the government will make payments to farmers of 10 cents per pound on butter manufactured from cream or milk which they supply."

Seven new creameries are being started according to this plan," continued Prof Robertson "and eight new cream collecting or separating stations tributary to the creameries. In addition to these the department takes charge of nine creameries which had been in operation, but had fallen into financial difficulties, which is too often the fate of pioneer manufacturing ventures. These creameries are located at South Edmonton, Wetaskiwin, Red Deer, Innisfail, Calgary, Maple Creek, Moose Jaw, Regina, Prince Albert, Qu'Appelle, Indian Head, Weyburn, Grenfell, Whitewood, Moosomin and Yorkton. Half of these creameries are now in operation and the remainder will be ready to begin butter making next week. The prospects are for a large make of butter, probably not less than 800,000 lbs. will be made during the season."

"The department has also provided cold storage buildings at Calgary and Revelstoke, chiefly to facilitate the trade in butter, eggs and meats from the Northwest and Manitoba into the Kootenay. Hitherto large quantities of these farm products have come from Spokane Falls. At Revelstoke the new cold storage building, erected by the department, will be placed in charge of a competent expert, and the storage charges will be 10 cents per 100 lbs per month on butter and 5 cents per case or barrel per month on eggs. The expert of the department will not act as commission agent for shippers, but will furnish information to intending shippers in regard to the opening for trade in the Kootenay district, and inquiries may be addressed Superintendent,

cold storage building, Revelstoke, B. C."

"Will this system of cold storage be extended?" asked the reporter.

"The cold storage plans of the department of agriculture are intended to provide improved facilities for farmers in all parts of Canada in handling dairy products, eggs, meats and fruits. At the request of the department the C. P. R. has erected an excellent cold storage building at Winnipeg, to be used for goods in transit. This makes provision for the safe handling of shipments of butter for export through Montreal. Cold storage accommodation is provided on board steamships to give a regular service from Montreal to London, Bristol, Liverpool and Glasgow. Seventeen steamships have been or are to be fitted with the best of mechanical refrigeration, and vessels fully with cold storage chambers and refrigerator plant have been leaving Montreal since the last week in May.

"The department have engaged a special cold storage inspector in Montreal, so that in case any shipments miss a steamer for which intended the inspector will see that the consignments are properly cared for in Montreal till sailing of the next steamer."

In connection with this work Prof. Robertson intimates that he was going to Great Britain at the end of June to bring before chambers of commerce, provision and produce exchanges and board of trade the improved facilities that have been provided for the safe carriage of butter, eggs, poultry, cheese, meats and fruits from Canada, adding that one or two men will be left in Great Britain to canvass for customers for Canadian products, and great and rapid developments are expected to follow from these efforts which supplement the cold storage facilities provided for transportation. Some shipments of butter from government creameries, specially marked, will be sent to Great Britain, and these will call the particular attention of consumers, merchants and farmers to the conditions which exist in the western plains of Canada for the keeping of cattle and following of dairying with success.

"The government creameries," remarked the commissioner of agriculture, "in addition to helping the farmers to get a ready market for the milk or cream which they supply, will advertise the opportunity and resources of the Northwest in the most effective manner."

"In this connection," added Prof Robertson in concluding an interesting interview, "negotiations are in progress with one of the large packing companies of Ontario who desire to make trial shipments during the current year of dressed meats. Special facilities will be provided cars and separate cold storage chambers on a steamship and the shipments will be under the auspices of the department of agriculture in order to secure the widest public notice in Great Britain to the quality of Canadian beef shipped in that way. It is expected by these trial shipments to gain such information as will permit a plan of shipping dressed beef to be applied to Manitoba and the Northwest next year."

"What was the condition of the crops in the Northwest?" inquired the reporter.

"The country from Edmonton to Maple Creek showed rather backward growth of grasses and grains. The weather had been dry on the return journey from Revelstoke I found a long and heavy rain at Banff, that followed, and at Moose Jaw on Tuesday night heavy rain fell. It rained again at Moose Jaw on Thursday night. With the general rain the grain crops will make progress. So far as I could see no damage had been done by dry weather, and the rain came just to the nick of time."

Transfer of Charter

A transaction of great importance to this district has just been closed at Port Arthur, says the Port William Journal, which transfers the charter of the Ontario & Rainy River railway from the first directors to Messrs. W. and R. A. McKenzie of Toronto. The charter was held by Messrs. D. F. Burk, G. O. P. Lavet, J. McTeague, R. E. Mitchell, A. Dwyer and T. A. Gorham, all of Port Arthur, and the new company is one of the largest financial contractors in Canada. Negotiations for this transfer have been going on for some time, and the money has been paid down for the charter by the new company.

It is the intention of the new holders to start work at once with or without a subsidy from the Dominion government, and they will have men on the ground inside of two weeks, making surveys, to be followed immediately by gangs of men grading the road bed, and have the road built as far as the Mattawan Iron range this fall.

Several roads have been projected for the proposed road but none has yet been decided upon, although it is generally believed that it will branch from the P. A. D. & W. at a point near Sand Lake, about 30 miles from here.

British Columbia Railroads.

Ottawa, June 9.—Before the railway committee this morning an extension of time was granted to Trail Creek and Columbia railway company for competition of the line from Robson to Trail, and the right to extend the road west to Kettle River.

Judge Clarke for the C. P. R., said that the company had made arrangement with Mr. Heinze, owner of the Trail Creek road, to take over thirty miles of line from Trail to Robson. There was objection to extending the subsidy to the narrow gauge road, but the bid was finally reported.

An extension of privilege was given to the Columbia and Kootenay company, really controlled by C.P.R., to build from Nelson to Cass Bay, Kootenay Lake and west from Robson to a point on Iron Lake.

Montreal, June 9. Vice-President Shaughnessy, of the C. P. R., said the agreement with the government becomes law the line will be built through the Crow's Nest Pass on the summit of the Rockies by the end and through to Kootenay late in end of next year.