

DAIRY SHIPMENTS.

The extent and importance of our export of dairy produce to Europe is illustrated by the statistics given of the outcome of Montreal export trade in butter and cheese for the navigable season of 1903. The value of dairy produce exported from that city this year was \$26,369,000. The quantity so exported in 1898 was \$19,000,000 worth, so that the increase has been at the rate of nearly two millions a year. We are happily able to state that the quality of our cheese is admirably maintained. Of butter not so much can be said. The improvement in quality of cheese is probably due as much to better methods of making, improved buildings, and so on, as to the cool weather prevailing and the iced cars and compartments provided for its transportation. We obtain from the Montreal Gazette the following figures showing the season's results with comparisons for a series of years:

	Boxes, Quantity.	Per Box, Price.	Value.
1903	2,395,932	\$9.00	\$21,563,388
1902	2,109,171	8.50	17,927,000
1901	1,791,613	7.00	12,541,291
1900	2,077,000	8.00	16,560,000
1899	1,896,496	7.75	14,698,000
1898	1,900,000	6.35	12,065,000
1897	2,102,985	6.75	14,195,000
1896	1,726,237	6.75	11,605,000

Some thirty or forty firms were shippers of cheese during the season, besides the two great railways. Messrs. A. A. Ayer & Co., and Messrs. Hodgson Bros. continue to be, as they have been for years, at the top of the list of private shippers. We give a few of the names of these exporters, including shippers of more than 100,000 boxes:

Shippers	1903, boxes.	1902, boxes.	1901, boxes.
A. A. Ayer & Co.	308,496	297,774	290,971
Hodgson Bros.	306,609	289,524	264,600
A. W. Grant	245,034	194,801	217,674
James Alexander	201,275	180,214	140,359
Lovell & Christmas	175,589	215,057	103,871
Co-Operative W. S. Co.	145,078	121,807	80,724
P. W. McLagan	99,255	71,641	86,543
Sundry Shippers	469,850	362,752	320,041
Grand Trunk	324,892	280,686	286,830
Canadian Pacific Railway	119,854	88,915	
Total	2,395,932	2,109,171	1,791,613

London, Liverpool, Bristol and Glasgow took the great bulk of these shipments, London getting over a million boxes and Liverpool over half a million, with Bristol and Glasgow getting 388,000 and 154,000, respectively. Manchester, Leith, Cardiff, and Aberdeen came next in order.

Our shipments of butter this year instead of being \$8,000,000 in value, as they were last year, were a little less than 5,000,000 in value this season. We compete in the British market with Denmark, New Zealand, Australia, Russia, and the Argentine. The New Zealand article is very carefully graded, and the Russian is being steadily improved in quality. Canadians still need to improve their methods of cooling and transmitting butter; we have by no means perfected our system of shipping at regular intervals, and with cold storage and chilled chamber transmission. The following table shows what a set-back our butter shipments received this year. The results of the season, with comparisons for a series of years back, are as follows:

Year.	Quantity, Boxes.	Price, Per box.	Value.
1903	338,277	\$14.20	\$4,803,533
1902	539,845	14.70	7,936,121
1901	410,000	14.70	6,027,000
1900	256,000	14.00	3,640,000
1899	451,050	13.30	5,998,000
1898	270,000	12.25	3,307,500
1897	200,000	12.00	2,697,000
1896	157,321	12.25	1,890,000

The bulk of our butter goes to Bristol, London, Liverpool and Glasgow. This year Bristol received 134,000 boxes and London only 84,000, which was but half the average of some former years. Messrs. Ayer & Co. and Hodgson Bros. are still the largest individual exporters, and the two great railways shipped some 44,000 boxes each.

MINING MATTERS IN KOOTENAY.

A communication dated 21st November, respecting the doings and the outlook in the Kootenay mining regions of British Columbia, reached us too late for our issue of last week. It deals mainly with the mines around Rossland, Nelson, and the Boundary country:

The coming of snow has made the mineral output of Rossland Camp lighter than usual this week. For example, it stops shipping for the present from the Le Roi dump, and lessens the output from the Kootenay and Jumbo mines. The White Bear is likely to be a shipper soon. When the railway spur to the ore bins is done, and the new hoist and compressor are installed, the mine will be able to begin shipping. At War Eagle, mining and development continues. The I. X. L. will run steadily. Up to the middle of November, total shipments of ore for the year were 349,190 tons. More than half this quantity was from the Le Roi, namely, 186,485 tons; Centre Star's contribution was 69,736 tons; that of War Eagle, 28,158, and of Le Roi, No. 2, 23,355 tons; Kootenay, Velvet and Jumbo help to make up the total.

In the Boundary, matters are fairly active. The Granby mines, as is natural, show the largest tonnage, as four furnaces were running almost steadily during October, and that company's properties alone shipped some 14,000 tons more than for the previous month. The next largest shipping mines, the Mother Lode and Snowshoe, show a somewhat less tonnage than for September. The total for the latter month was 70,284 tons, of which Granby mines put out 39,398 tons; Mother Lode, 12,665 tons; Snowshoe, 9,480; Oro Denoro., 3,215 tons; Emma, 2,320 tons; Sunset, Winnipeg, Morrison and Athelstan-Jackpot making up the remainder.

Oil concentration in the Rossland Camp is a live issue, and every effort is being made there, as elsewhere, to reduce cost. The best results cannot be obtained unless and until the lowest cost has been reached. The duty on oil to be used in oil concentration must, to this end, be reduced. An article in the Rossland Miner says: The matter of placing concentrating machinery on the free list is on all fours with the oil duty. The erection of mills would certainly be stimulated substantially if mining companies were relieved of the heavy burden of customs duties imposed by the tariff regulations, although it is well known in the mining industry that the required machinery is not available from Canadian manufactories.

In the Slocan, the Payne concentrator has now been in active operation for nineteen months, which is said to be the longest run of any mill in the history of the Slocan. There is an expectation that a silver-lead concentrator will soon be erected at Kaslo. News comes from the Lardeau of a strike of rich silver-lead ore, made while excavating for a blacksmith-shop at the Mammoth group on Goat Mountain. Eleven assays have been made, and the samples run from \$306 to \$722 to the ton. At Ymir the October output of the Wilcox mine was the best ever made, and the mine shows a good profit on the season. The report for October is 325 oz. of gold, worth \$4,000, or thereabout, in addition to which two and a half carloads of rich galena ore have been shipped to the Hall Mines smelter, yielding about \$2,400. Concentrates shipped amount further to over \$500, net value, making the total output of the mine over \$7,000 for the month.

The existence of iron ore in Rossland camp continues to create interest. Great expectations in this regard have been formed of the Kootenay and Monte Christo, but the Iron Horse has also shipped, I am told, 100 tons, which netted the company \$21 per ton after paying \$13 for freight and treatment. It is low-grade, heavy iron ore. The Evening Star, Iron Colt, and Mascot properties promise well