

Salmon Curing on the Pacific.

The salmon of the Pacific coast is, as most of our readers know, among the finest in the world. It has become known to the average purchaser in grocery or fish stores on both sides of the Atlantic, in canned or tin form. And the quantity of fish needed to supply the demand for canned salmon is something enormous. A Canadian gentleman, just returned from a sojourn of four weeks upon the British Columbia and Oregon coast, tells us that there are, on the Columbia River alone, 100 canneries; on the Fraser, probably 20, while on the Skeena, which is less known and more distant, there are several. Each of these canneries puts up, on an average, from 15,000 to 20,000 cases every season of the "King of fish." A case represents 48 pounds of salmon flesh, there being four dozen one-pound tins in each case. The number of tins of this delicious food thus runs into tens of millions, and the total quantity represents thousands of tons.

But there are great numbers of salmon despatched to distant parts of the United States and Canada, which are not boiled and put into cans. They are shipped by rail, being kept on ice in refrigerator cars. A car load of fresh-caught Oregon Salmon was brought last week by fast express from Portland, Oregon, to Buffalo and Toronto, by the firm of Port, Clark, and Robbins, which has houses in those cities.

The refrigerator car, containing the fish, left Portland, Oregon, on Sunday, April 11th, by the Northern Pacific Railroad; reached Buffalo on the 19, via St. Paul and Chicago, and Toronto on the 21st, so that numbers of Montreal and Ottawa people, as well as our own citizens, had fresh Pacific salmon for Good Friday's dinner. Mr. Port thinks that when the Canadian Pacific is completed, he can bring Columbia salmon here in five days. He has already demonstrated that they can be brought in eight days, and his firm has determined to open up this salmon trade with our Western Province. —*Monetary Times.*

Grain and Milling Notes.

A roller flour mill will likely be established at Manitou.

The Rockwood grist mills, at Stonewall, has been put in operation.

D. Parent will move his grist mill at Gauthier to St. Jean Baptiste.

Crops in the vicinity of Gladstone are not looking well, having suffered greatly from drought.

Gophers have done considerable damage to crops in some districts of the province and territories.

The crops are reported to be good at Hatoche, but around Duck Lake no crops have been put in this year.

Crop prospects in the Macleod, Alberta, district are said to be fairly good though some fields are rather short.

The Manitoba *Mercury* says wheat will average a fair crop and an excellent sample. Barley and oats have suffered considerably from drought.

The elevator to be erected by the Hudson's Bay Co., at their mill in Winnipeg, will be of a capacity of 60,000 bushels.

A telegram from Oak Lake, Man., yesterday, said barley was almost ready for the harvest. All the crops are in excellent condition.

The Minneapolis Millers' Association will visit Winnipeg in a body next month. The local millers and others should arrange to give such an influential body a warm reception. It is almost unnecessary to add that this association is the largest organization of the kind in the world.

Local showers did great benefit to the crops in various districts of the province toward the close of last week. The outlook in the Brandon district has been greatly improved. Reports from a few sections are still unfavorable to a good yield, but over the greater portion of the province the outlook is fairly good, and in some districts excellent.

Local hail storms have done damage during the past week in several sections of the province, while the loss from this cause will aggregate light, yet it will be individually very heavy, as some settlers have had everything destroyed. Brandon Hills district has suffered most severely, where individual losses will range from \$500 to \$1,000 each.

A farmer near Morden brought a sample of wheat into the office of the *Morden News*, which measured over four feet in length and well headed. He claimed it to be an average sample from a 64 acre field. As this is one of the districts from which the most discouraging reports have come, regarding the drought, the item will be of special interest.

There is a strong disposition shown at present in favor of organizing millers' associations in the United States, in districts where the milling interest has made any considerable progress. Manitoba is rapidly coming to the front as a milling county, no other industry having kept pace with the growth in milling during the past two years, and the prospects for the future point to a still more rapid extension in this respect. The industry has now reached a stage of development that an association of flour manufacturers would undoubtedly prove of great benefit to the furtherance of the interests of millers generally. Who will be the first to move for the formation of a Manitoba, or Manitoba and Northwestern Millers' Association.

GENERAL.

Fall wheat is turning out very poor in Ontario, and spring grains are backward and give promise of a light crop.

A hail storm swept over a large region of Dakota and Minnesota near Big Stone Lake, Saturday, completely destroying the crops.

Over a large portion of Minnesota and Dakota wheat has headed out on stalks from six to ten inches high. The outlook is considered very unfavorable.

The floor manager of the St. Louis exchange has been instructed by the president to stop the matching of coins on the floor, the president saying that gambling must be suppressed.

California exports of wheat for six years have averaged 20,500,000 bus. per year. The crop this year on the Pacific slope will be a heavy one according to all accounts, amounting to about 50,000,000 bus.

The latest advices from India are to the effect that large arrivals of wheat are being received at the shipping ports, and the quantities would be still larger if the railroads were equal to the demand on their traffic.

The wheat crop harvested in Bombay, India, is a larger one, and if the present rates of freights and exchange are maintained it is expected the exports will reach 700,000 tons, against 565,000 tons last year.

A foreign letter says that the Russian government has in view a regular system of grading exported grain, to bring it up to the standard of cleanliness usual in some other countries. It is hoped by this means to aid the exporting trade, which has so fallen off that in 1883 it was only one-half of the amount in 1878.

Reports from the wheat harvest, which is now in progress all over Kansas give condition of that cereal as excellent and as yielding remarkably well. The yield per acre is estimated at 20 to 40 bus. The grain is well filled out and will please the millers.

Elevator charges for storing grain in Chicago have been reduced to 3c for the first ten days and 3/4c for each additional ten days thereafter. The charges for switching and trimming have also been abolished. The effect of this change will be a reduction of 55 per cent. in the charges for storing and handling grain during the first ten days on an average car load of 600 bus. This is a movement which has been very strongly urged for several years and is regarded in the grain trade as one of the most important steps taken with respect to the future of the grain trade of Chicago.

"There isn't any business doing," said a Chicago board of trade man to a reporter, "I know that to-day not over twenty firms on the board are making any money. You can count on your fingers the big houses which have very rich customers who deal steadily and heavily. The rest of the brokers are practically idle. Some of them, who do a good business in flush times, and have been wise enough to lay up something, are of course able to tide over the dull spell, if it don't last too long, by drawing on their capital to some extent for their regular expenses. A great many are running into debt for their living and are borrowing money wherever they can. The big fellows don't make much out of their grain commissions, but they have combined with this stocks, provisions or oil and manage to keep their incomes up to respectable figures. I don't know what the future has in store, but I feel ill over present prospects."

It is again reported that the charter for the Manitoba Central has been granted.