

Rosland Mining News.

Rosland, B. C., Jan. 28.—The block at the Northport smelter has at the present time been modified, and as this is the case the shipments from the Le Roi group cannot be expected to reach the tonnage anticipated. In addition the Trail smelter difficulty with the War Eagle and Centre Star is as yet unsettled, which is another factor in the causes standing in the way of increased output. It will, however, be noted that even under the present circumstances the mines are shipping at the rate of 350,000 tons a year, and as the difficulties alluded to cannot stand in the way beyond a narrowly circumscribed period, this quantity should be increased by the time the year begins to approach its end.

The present trouble at Northport would seem to be the smelter running up at the back of the smelter grounds for the accommodation for the Le Roi ore. This switch has been graded, but there are about 600 feet of trestlework to be built up before cars can be run in. Up to the present only two car-loads of 3x8 timber have been received, and the remainder is indefinitely on the way. The railway officials are rising to the situation, but one washout or subsidence of the track after another, especially in the neighborhood of Hendrick's Cut, fourteen miles below Northport, has greatly hampered the work of the engineer. Up to the present outlook it would seem nevertheless, that before work at the smelter can get down to a regular basis the whole of February will have slipped away. On the other hand, the War Eagle management is improving the gravity tramway, so when everything is arranged this will not prove a stumbling block in the way of increasing the output. The work done so far upon the War Eagle has been encouraging, and there is little doubt but that the present rate of 500 tons per week will be increased.

The output for the week, 7,007 tons, is the biggest of this year, and approaches within 400 tons, the record for the camp, made last September. The Le Roi is still not shipping up to the average maintained during the last months of 1900, and only averages 600 tons per working day. The Le Roi has shipped enough to keep the bins clear and no more. The War Eagle has shipped throughout the week, and it is a material help in the gross output, though, of course, the rate of shipping will increase as facilities get better. Appended is a list of the shipments for the past week and year:—Le Roi, for the week, 3,540, for the year, 12,873; Centre Star for the week, 2,147, for the year, 7,740; War Eagle, for the week, 745, for the year, 2,070, Iron Mask, for the week, 1,000, for the year, 685; Le Roi, No. 2, for the week, 250, for the year, 877; Velvet, for the week, 125, for the year, 125; Giant, for the year, 0; I. X. L., for the week, 22, for the year, 745; Spitfire, for the week, 23; total for the week, 7,007, for the year, 24,298 tons.

Work on New Railway to Prince Albert.

About 40 members of a Canadian northern bridge gang in charge of Mr. McLaren, arrived in the city this morning. The men have recently completed a large bridge over the Deer river at a point christened Erdaun, about 200 miles northwest of Dauphin, and 100 miles east of Prince Albert. This bridge is a splendid structure, being 1,000 feet in length and including a Howe Truss span 30 miles farther on. The river is usually engaged clearing the right way of 100 feet wide through heavy timber. The locating parties are many miles westward and the two, one under Mr. Armstrong, which started from Prince Albert, and the other traveling from Dauphin and Swan River, are expected to have joined forces by this time. These two parties are expected in the city shortly. Hundreds of men are engaged setting out ties in the locality of "end of track" in the busy district. The weather has been pleasant for working operations, the thermometer ranging from 25 to 40 degrees above zero.

C. P. R. Traffic Receipts.

Montreal, Jan. 28.—C. P. R. traffic receipts for December, 1900, are: Gross earnings, \$2,983,911; working expenses, \$1,684,547; net profits, \$1,299,365. In December, 1899, the net

profits were \$1,375,982, and for the 12 months ended Dec. 30, the figures are as follows: Gross earnings, \$30,452,200; working expenses, \$18,596,230; net profits, \$11,855,970. For the 12 months ended Dec. 31, 1899, there was a net profit of \$12,230,106. The increase in net profits for the same period last year is therefore for December, \$42,384, and from Jan. 1 to Dec. 31 there was a decrease of \$372,581.

Montreal Grain Inspection.

Montreal, Jan. 28.—The royal commission on the inspection of grain at Montreal is taking the evidence of the grain shippers and experts of the city. The board of inquiry, headed by the Liverpool Corn Trade association, is here with a bundle of affidavits and certificates regarding the condition in which grain has arrived in the Mersey from the port of Liverpool. The board is endeavoring to fix the responsibility for the damaged landing state of the grain sent from this port.

An affidavit in the hands of the commissioners is from R. B. Montgomery, one of the largest grain importers of Liverpool, who states that grain bought at Chicago, sent through Montreal, and certified here as No. 2, has arrived dirty and swelled, and could not be sold at the market. The grain was traced with his firm to take it. This often happened, Mr. Montgomery states, and his firm, concluding that no reliance was to be placed on the official certificates of the grain inspection given here, stopped dealing in Montreal shipments. This is one instance. There are many similar cases. The grain complained about last year came to Montreal in barges. Canadian waters were specially made of the condition of corn.

Annual Dairy Convention.

The secretary of the Manitoba Dairy association announced that arrangements are now about completed for the holding of the 15th annual meeting of the association, in the city council chamber, Winnipeg, on Friday, February 22. The morning session will open at 9 a.m., and the reading of the directors' and secretary's reports, discussion upon same, and the delivery of the president's annual address, there will be four minutes reports from the creameries and cheese factories on the work of the past season. These reports will be followed by a very brief discussion. J. D. Moran, cheese instructor in the government dairy school, Winnipeg, will read a paper on "Cheese Making in Eastern Manitoba," and Hugh McKellar, of the department of agriculture, will close the session with a short address on some timely topic.

The business of the afternoon session which opens at 2 p.m., will be the election of officers for the year, after this Wm. Grassick, Pilot Mound, president of the association, will read a paper on "How to Run a Creamery on the Cream Gathering Plan." C. A. Duffy, government dairy superintendent for Manitoba, will deliver an address on "Lessons Learned from the Butter at Fair Shows in Manitoba." S. A. Bedford will address on "Roots as Food for Dairy Cattle." Christian Marker, superintendent of creameries for Alberta, will close with an address on "Manufacture of Butter for Long Keeping in Cold Storage."

The evening session will open at 8 p.m. There will be an address by Premier Roblin. J. A. Ruddick, of the dairy department, Ottawa, will speak on "Cheese and Buttermaking in Manitoba," and Professor James W. Robertson, Dominion agricultural and dairy commissioner, will deliver a specially prepared address on "The Progress of Dairying in Canada."

On Thursday evening, Feb. 21, there will be a joint meeting of the Dairy, Sheep and Swine, Pure Breed Stock, and Horse associations, at which J. J. A. Ruddick, president, sent the Dairy association, delivering an address on "Dairying in New Zealand."

All interested in dairies are invited to attend these meetings whether they become members or not. Single fare tickets on all lines of railway may be bought up to and including Wednesday, Feb. 20.

Fire in a match warehouse at Walkerville, Ont., on Thursday evening destroyed the building and injured a number of people by an explosion of chemicals.

Irrigation the Hope of the West.

A writer in a recent Atlantic Monthly says that no view of irrigation can be appreciative which regards it as merely as an adjunct to agriculture. It is a social and economic factor in a much larger way. It not only makes waste; it shapes and colors that civilization after its own peculiar design. It forbids land monopoly, because only the small farm pays when the land must be artificially watered. By the same token it makes near neighbors and high social conditions. It discourages servile labor by developing a class of small-landed proprietors, who work for themselves and need little help beyond that which their own pocket might afford. We cannot expect millionaires to grow from such surroundings, but neither should there be any paupers. There is another influence peculiar to irrigation. . . . This is the influence which makes for co-operation. Irrigation is not and can never be an individual enterprise. A single settler cannot turn a river to water his own patch of land, nor can he distribute the waters flowing through a system of canals. . . . The irrigation, and is speedily woven into the entire industrial and social fabric of the community. In localities which have been longest exposed to this principle has extended itself to stores, churches and banks. . . . These things are coming so suddenly to pass, but they will continue because the conditions and surroundings of the time and place will strongly favor, if not actually compel, the re-

turn of the tide. The irrigation, and is speedily woven into the entire industrial and social fabric of the community. In localities which have been longest exposed to this principle has extended itself to stores, churches and banks. . . . These things are coming so suddenly to pass, but they will continue because the conditions and surroundings of the time and place will strongly favor, if not actually compel, the re-

Commerce of the Great Lakes In 1900.

The commerce of the great lakes for 1900 shows a larger tonnage movement than in any preceding year. The figures just completed by the treasury bureau of statistics show that Chicago remains well in the lead as a receiving port for hard coal, a total of 678,004 tons having been unloaded on her docks. Milwaukee ranks second with receipts of 470,502 tons, and then comes South Chicago and Duluth. In the neighborhood of two-thirds of the total coal moved was sent from Buffalo, 1,316,722 tons, from that port aggregating 2,386,226 tons. Erie, Pa., the only other shipping port of any prominence, had during the season a movement of 488,758 tons. The water transportation of soft coal presents radically different conditions. West Superior is at the head of the list of receiving ports, with a record of 1,270,183 tons. Milwaukee comes second with 726,044 tons, and Duluth is a close third. There was transported by lake cargo, during the navigation season up to December 31, a total of 1,177,850 tons of flour. The hard shipments were from Duluth, which sent out 331,449 tons. West Superior shipped 320,590 tons. Of the entire shipments of flour, 330,775 tons were unloaded at Buffalo. The receipts at Buffalo, the elevator centre of the eastern end of Lake Erie, aggregated to December 1 a total of \$8,514,010 bushels of wheat, 57,175,069 bushels of corn, 25,133,422 bushels of oats and 9,412,457 bushels of barley. The shipment of iron ore from Two Harbors holds the year's record. By December 1 that port had shipped 3,652,236 tons of iron ore. Duluth had sent 2,570,787 tons and Escanaba 2,570,298 tons. Ashtabula, which has for several years ranked as the greatest ore-unloading port in the world, had receipts of 3,473,676 tons and Cleveland 3,434,717 tons. At Conneaut, Ohio, 2,388,293 tons were received, and at South Chicago there were 2,222,292 tons. Almost every port on the upper lakes made fairly heavy shipments of lumber. Duluth alone shipped 28,264,000 feet. Almost half of the total lumber movement was directed to Chicago or Cleveland. The former city received 538,246,000 feet and the latter port 480,320,000 feet. Of the leaders in the movement of uncut freight Buffalo shipped 647,000 tons, Chicago 645,000 tons, Chicago had receipts of 788,900 tons and Buffalo 662,872 tons. Chicago is pre-eminently the leading port of the great lakes. A total of 7,099 vessels entered the harbor to December 1. There were 3,684 vessels en route at Buffalo, 3,343 at Cleveland and 3,067 at Milwaukee.

Fort William, Ont.

The resident's address at the annual meeting of the Fort William board of trade last week contained some interesting references to the progress being made by that town. When the board was formed, 10 years ago, there was a population in Fort William of 700 people, whereas, to-day there is a population of 6,000. At that time there were no public buildings with the exception of an old wooden school building. Now they have a large town hall and two first class, solid brick schools, the cost of which totals about \$50,000. They have also a good system of waterworks and public lighting. During the past year large amounts of money have been expended in building operations and the value of real estate has steadily advanced. Street improvements go on steadily. The speaker stated that he was led to believe that the proposed Ogilvie mill and elevator will be erected next summer. Arpin, Scott & Finger, a large Wisconsin lumber firm, has located at Fort William and purchased the Graham, Horne & Co. mill. The Standard Oil Company is also making a large investment there with the intention of using Fort William as a distributing point. The Canadian Pacific Railway Company has built a large roundhouse and increased its dock facilities. It is expected that the Dominion government will shortly erect a customs house and post office on a site provided by the town. The American Steel & Wire Company is submitting a proposition to the town with a view to building iron ore docks there and also its offices.

Winnipeg Prices a Year Ago.

Following were Winnipeg prices this week last year:

Wheat—No. 1 hard closed at 65½¢/bushel in store Fort William.
Flour—Local price per sack: Patent, \$1.25; "best job," \$1.35.
Oatmeal—\$1.65 per 50 lb sack; patent, retail trade.
Milwaukee—Bran, 41¢/100 lb; shorts, 37¢/100 lb; middlings, 35¢/100 lb; to city dealers.
Oats—Carlots on track, new oats 25¢/bushel, according to quality.
Barley—50¢ per bushel for feed grades of new; 52¢ for malting.
Country Wheat—40¢/bushel, according to grade and freight rate to farm, or at country elevators.
Corn—in carlots, 40¢/bushel per bushel of 56 lb.
Ergs—\$1.25 per 100 lb.
Butter—Duluth, 17¢/lb; per lb for best grades; creamery, 24¢ per lb to the retail trade.
Cheese—Regular sizes, 13¢/10¢ to the retail trade.
Eggs—19¢/100 for Manitoba fresh.
Hens—36¢/100, 1 green listed, 75¢ per lb.
Hoop—36¢/100, 1 green listed, 75¢ per lb.
Seneca Root—37¢ per lb.
Hay—Baled, 45¢/500 lb per ton on cars.
Hides—50¢ per bushel for farmers' loads.
Poultry—Turkeys, 11¢ per lb; chickens, 9¢/dual; geese, 9¢/dual; geese, 9¢/dual.
Dressed meat—Beef, 10¢/lb; veal, 70¢/c; mutton, 80¢/c; hogs, 65¢/c.
Live Stock—Cattle, 30¢/c, as to grade; sheep, 25¢/c, 45¢/c off cars, according to quality.

The Rocky Mountain Forests.

In a recent contribution to Rod and Gun, a Canadian periodical, J. S. Dennis, deputy minister of public works and forests, points out the advantages as much as possible of preserving on the eastern slopes of the Rocky Mountains. Beneath the shade of this forest growth mosses collect and precipitation till the forest first does duty in watering the country. As irrigation extends the necessity for a reliable water supply in the hot summer will make the beneficial action of such natural methods of water storage more manifest. Towards the north there is a much greater supply of water brought in by the clouds from the Pacific coast. By the rainfall of the district north of Calgary it is pretty liberal. But as we approach the American boundary the rain and snow fall is lighter, hence the necessity for the irrigation system now being introduced and for conserving the forest areas which help to hold it. Mr. Dennis says: "Something has already been done towards that end by the reservation as a forest area of the eastern slope of the Rocky mountains from the Bow river south to the Indian boundary, and credit is due the minister of the interior for having taken up this question, resulting in the organization of a forestry branch of his department."