

Lumber Cuttings.

J. Foreman has started a lumber yard at Alexander, Manitoba.

Ross, Hall & Brown, saw mill, Rat Portage, have purchased the steamer "Alma T." from Capt. Thompson.

W. F. HUTCHINGS, wholesale saddler, etc., Winnipeg, has returned from a trip west as far as Victoria, B.C.

There is now no prospect of Mitchell & Bucknall getting their logs down to their mill at Millwood, Man., at least before fall, and perhaps not then.

Four vessel loads of lumber were exported from Burrard Inlet mills during June, two going to Australia, one to South America and one to Shanghai.

Ald. Alexander, manager of the Hastings Saw Mills, Vancouver, B. C., was in Winnipeg last week with a view of establishing lumber agencies in Manitoba.

Christie's mill at Brandon has been closed down, the logs brought down the Assiniboine last fall having been all used up. There is no prospect of getting more logs down at present.

Following are freight rates on lumber from Burrard Inlet, B. C.: To Hobson's Bay, 57s. 6d. per m.; to Melbourne Wharf, 62s. 6d.; to Sidney, 52s. 6d. to 55s. 6d., per m.; Shanghai, 60s per m.; W. Coa & South America, 55s. per m.

The St. Catharines Milling Company has obtained an order enabling it to commence action in the Exchequer court, to recover from the Dominion Government compensation for the moneys expended by them in trying to develop the timber limits in the disputed territory which the Government improperly granted to the company.

The Winnipeg Sun is authority for the announcement that the Local Government, will, at the next meeting of the House, undertake to abolish the official use of the French language in Manitoba; also that a new school system will be introduced, with the object of doing away with the present system of separate or sectarian schools. This is rather a radical programme to lay out, but one which nevertheless will be received with favor by the masses of the people here.

The Mississippi Valley Lumberman, of Minneapolis, intimates that pine land owners in the north are not finding ready sales for their lands. This it intimates is owing to large investments in the cheaper timber lands of Puget Sound and in the South. The competition of southern pine has prevented fancy prices being realized for northern white pine lumber, and the boom in white pine stumpage has apparently flattened out for the present. Speculation in white pine lands has evidently been overdone, and something of a reaction is being felt.

Grain and Milling.

A 60 barrel roller mill will be erected at Russell, Man., this season, for which a \$5,000 bonus has been granted.

A bonus of \$1,500 has been granted by the Indian department towards the construction of a grist mill at St. Albert, Northern Alberta.

Grain rates from the Pacific coast to Great Britain are as follows: From San Francisco, 35s. to 37s. 6d.; from Portland, 40s. to 42. 6d.

Birtle, Man., is obtaining a roller flour mill at last. A mill is being moved up from Ontario, building and all, and it will be set up at Birtle.

The new flour mill building at Gretna, Man., is completed and ready for the machinery which is expected from the east shortly. The capacity of the mill will be one hundred barrels per day.

A Montreal telegram last week says: For several weeks there have been practically no transactions in Manitoba wheat. One prominent dealer said to-day:—Manitoba No. 1 is actually worth not more than \$1 05 and No. 2 95c.

The Regina Leader comes to hand this week bristling with tall crop stories, from which it would appear that many farmers in that district have good crops notwithstanding the drought. Poor farming is no doubt the cause of some of the failures.

Bradstreet's journal in summing up an article on the outlook for wheat prices says: "The material question, so far as prospects for prices are concerned, is to be found in the export outlook, for the price of the article for home consumption is determined by what foreigners are willing to pay for our surplus." What the probable foreign demand will be, however, Bradstreet's does not pretend to be able to estimate.

Business in British Columbia.

The Vancouver News says: Business during the past week has been entirely satisfactory. The volume of trade was large. The fruit and dairy markets are kept well supplied. In the fruit market British Columbia products are coming in rapidly and are much better in every respect than the imported article. A large quantity of butter and eggs have come from the east. Prices have not changed.

The Westminster Columbian quotes the following prices, in quantities, at that place:

Beef, per 100 pounds	.... \$ 4 00 to \$ 4 50
Pork " "	.... 7 50 to 8 50
Mutton " "	.... 8 00 to 9 00
Potatoes, new " "	.... 1 00
Cabbage, " "	.... 50 to 1 00
Onions, " "	.... 1 00 to 1 50
Wheat, " "	.... 1 50 to
Oats, " "	.... 1 25
Peas, " "	.... 1 50 to 2 00
Hay, per ton	.... 12 00 to 15 00
Butter, rolls per pound	.... 25 to 30
Cheese, per pound	.... 14 to 15
Eggs, per dozen	.... 20 to 25
Cordwood, retail, per cord	.... 3 00 to 4 00
Apples, per box	.... 80 to 1 50
Hides, green, per 100 pounds	.... 1 00 to 6 00
" dry " "	.... 5 00 to 9 00
Wool, per pound	.... 6 to 10

A New Style of Cars.

The Northern Pacific has just received twenty new colonist sleepers from Barney, Smith & Co., that are models of beauty, convenience and comfort, and contain many improvements over the ordinary colonist sleeper, or so-called tourist car, generally in use.

Each car has fourteen sections with gentlemen's toilet room in one end, and the ladies' room, supplied with marble-topped washstand

and force pump, in the other. In one end of the car is a Baker fireproof heater, which heats the car by means of hot water conducted through pipes. In the opposite end of the car is a cooking range surrounded by good kitchen facilities. Opposite this range is a twenty gallon cooler for drinking water, also a large tank holding seventy gallons of water for general use.

These cars are finished in natural woods,—ash, maple and butternut,—beautifully polished, and at night are lighted up with eight Acme lamps exactly similar to those in use on Pullman sleepers. The sections are divided by sliding head-boards, effecting a privacy not possible in the present style of cars where the sections are separated by wire netting. An ingenious arrangement of the seats enables them to be extended flat or with head rest when prepared for bedding, and under each seat is a box in which can be stored bedding or small baggage. In each section there is also provided a movable table similar to those in use in Pullman cars, which is extremely convenient for many purposes. All cars are provided with curtain rods.

Notwithstanding the fact that the Northern Pacific employs a porter to look after these sleepers, all holders of second class Montana and Pacific coast tickets are allowed to use them FREE OF CHARGE. The Northern Pacific has a greater number of these sleepers in service than any other transcontinental line, their total equipment now amounting to 63 cars. It is clear that in providing for the comfort of the travelling public, the Northern Pacific, with its new vestibuled dining and sleeping cars and superior accommodations for second class passengers, leads all its competitors.—The Independent.

Chicago to New York.

Commencing Sunday, June 2nd, the Chicago & Grand Trunk R'y, in connection with the Grand Trunk and the picturesque Erie R'y, put in effect a through solid train daily between Chicago and New York, in both directions, via Niagara Falls.

Through coaches and Pullman Sleeper between Chicago and New York, and through Buffet Pullman Sleeper, between Chicago and Philadelphia, the Philadelphia Sleeper running via Lehigh Valley R'y from Niagara Falls.

East bound the new train leaves Chicago daily 2.35 p. m., arriving at Niagara falls 7:00 a. m., Buffalo 8:00 a. m., New York 10:00 p. m., Philadelphia 9:00 p. m.

West bound leave New York 6:00 p. m., Philadelphia 4:30 p. m., Buffalo 6:30 a. m., Niagara Falls 7:20 a. m., arriving at Chicago daily 10:00 p. m.

All meals on Chicago & Grand Trunk R'y served in Pullman Dining Car.

Port Moody is not entirely forgotten, though the C. P. R. has given it the go-by. The Westminster Columbian says: Port Moody continues this season, as ever, to be a favorite summer seaside resort. Quite a number of our citizens are enjoying themselves along the placid and beautiful shores of the "statutory terminus" harbor, far—but not very far—from the maddening strife, toil and dust of the "twin cities." The beautiful sea bathing this hot weather is a great attraction.