

holiday for the purpose of seeing the show. On the afternoon and evening of that day 21,000 people were in the grounds according to the official figures. On Friday, American Day, there were 17,000 in attendance.

Railway returns show that the attendance from outside points increased. The excursions from the neighboring parts of the United States brought 40 per cent more people.

With the exhibition itself The Commercial dealt last week and nothing remains to be added to what was then said. The weather remained favorable to the end, notwithstanding one or two threats of rain and everything passed off without any accident or mishap of a serious nature.

DEVELOPMENT OF THE DAIRY INDUSTRY.

The experience of those who engage in the business of making or handling butter and cheese in Manitoba furnishes some lessons which the farmers and dealers would do well to take to heart. The dairying industry is one which has had a great deal of encouragement from the government of the province, from the Dominion government and from interested private parties in the past and there is no doubt that properly conducted the production of butter and cheese can be made a profitable secondary occupation of the farmer. The efforts which have been made to bring it into prominence in the past have not been without their results, as was splendidly shown by the exhibits in this class at the Winnipeg Industrial exhibition and the fine showing of dairy cattle made there was a partial indication of what good groundwork the industry rests upon. But much remains to be done yet, principally along educational lines, before this country will occupy the position it is entitled to in this respect.

One of the difficulties at present experienced is in securing uniformity of quality of butter. This applies more particularly to the dairy article. Hardly any two makers of dairy treat their butter in exactly the same way, which naturally results in a great many different qualities to begin with, and when to this is added the results produced by poor storage facilities and long holding it may be readily believed that considerable inferior stock is produced. Makers of dairy butter and country storekeepers who handle the same should make a practice of getting it to the consuming market or into proper cold storage receptacles with the least possible delay. After fresh grass butter, which may be of the best quality when it leaves the maker's hands, has been kept a while in an outhouse or

cellar, exposed to contaminations and heat, it is most unreasonable to expect that it will still retain its fine flavor and quality. Shipments of this kind of butter may be seen in Winnipeg every week and none but the dealers here who have to market them to the best advantage know with what difficulty they are often disposed of. In the warm weather butter should be shipped as soon after it is made as possible, and every effort should be made to protect it from heat. On no account should it be shipped to Winnipeg or other storage points by freight as is sometimes done. The refrigerator car service which now reaches all the principal railway points in the province should be taken advantage of.

Cheese making is a branch of the dairy industry which would well repay a large increase of attention on the part of the farmers of this province. At present prices of dairy butter as compared with the price of cheese, the latter is the more profitable article to make. This is easily demonstrated. It takes about 25 pounds of milk to make one pound of butter, while the same quantity will make 2 1/2 pounds of cheese. Dairy butter is realizing to-day about 11c per pound net to the maker for finest, which grade not more than 20 per cent of the butter now being marketed can reach, the bulk of the make being about 10c butter, while reasonably good cheese will net the maker 8c per pound. The difference is the cost of making is very slight. As a matter of fact cheese at 8c per pound is more profitable to the maker than creamery butter at 20c. From these figures it will be seen that the farmer who converts his milk into cheese gets considerably more for it in that way than he can by turning it into butter. The stock of dairy butter now on hand in this province is much too large and it is daily being augmented by additions of very doubtful quality so that the outlook for prices is gloomy. If farmers would turn their attention to cheese wherever possible instead of continuing to depress the butter market by adding to the stocks on hand it would be better for them. As it is some of the existing cheese factories have difficulty in obtaining what milk they require owing to the preference of surrounding farmers for making butter.

By giving attention to these and other important considerations touching the dairy industry the revenue of Manitoba from that source might be largely increased, and the business generally placed on a more satisfactory basis.

It is stated that an attempt is being made to amalgamate the Canadian pulp mills.

Canada's New Canal.

The prospective opening of the Soulages canal which, according to the Dominion minister of railways and canals, will take place about the first week in September, will be a most important event in the transportation history of this continent. The new canal will give a depth of fourteen feet continuously from Lake Superior to Montreal, as compared with nine feet which has heretofore been the capacity of that waterway. This increase means a large increase in the carrying capacity of the craft using the canal and will effect a great saving in the cost of transportation from the inland parts of the continent to Atlantic tidewater.

The far reaching effects of the opening of this new waterway do not at first sight appear, but the growing uneasiness with which it is regarded by the carrying companies doing business between the Atlantic and interior points in the United States is a partial indication of what may be expected in the way of reductions in rail and water rates in that country, while the primary object of the canal, to provide cheaper carriage for Canadian grain and goods will undoubtedly be accomplished. It is estimated that the new route will reduce the rate between interior lake points and Montreal to about one-half what they are now. The full benefit of the improved transportation will not, of course, be felt at once as much remains to be done in the way of providing better terminal facilities, but this matter is now receiving attention and will no doubt be dealt with without delay.

Freight Rates.

Chicago Trade Bulletin.—East-bound rates have been readjusted. On August 1st the domestic rate on grain from Chicago to New York will be advanced to 17c, except corn, which will be 15c. The proportional export rate will be 11c on wheat and corn and 13c on oats. Provisions both for export and domestic will be advanced to 25c. Ocean rates were firm at 2 1/4d per bu. on grain from New York, and 1 3/4d from Boston to Liverpool. The through rate from Chicago to Liverpool is 10.35c to 10.95c per bu. lake and rail. Flour is 19.81c per 100 lbs and provisions 30.38c. Lake and rail from Chicago to New York are 14c per 100 lbs. on flour, 5 1/2-2c per bu. on wheat, 4 3/4-4c on corn and 4c on oats.

Since this day week an active business has been done in ocean grain freight, and probably two million and a half bushels have been booked for July and August shipment, the bulk for the former month. In consequence of the above, a stronger feeling has prevailed, and rates for August have been advanced 1 1/2d to 4 1/2d all round. We quote: Liverpool, 1s 6d, London, 2s; Glasgow, 1s 9d; Bristol, 2s 4 1/2d; Antwerp, 2s 6d; Aberdeen, 2s 6d; Dublin, 2s 6d; Belfast, 2s 6d; Cardiff, 2s 3d, and Manchester, 1s 9d. Agents are not quoting Hamburg or Leith rates.—Montreal Gazette.

Two large parties of Icelanders are now en route to Canada.

Hopes are entertained that the wrecked steamship Paris, which went on the rock off the English coast a few weeks ago, may be partially saved. Latest reports are that she has been drawn from her position on the rocks and securely anchored in an inlet where divers are working patching up the holes in her bottom.