

30s. per ton in refrigerator, while the rate from New York is 75s., either via Southampton or Liverpool. The Canadian shipper therefore has an advantage of 45s. per ton in the matter of freight alone, while at the same time he has much more refrigerator space at his command."

The creamery butter of Canada already commands higher prices in the English market than that of the United States. The following quotations are taken from the circular, dated July 10th, of a prominent Liverpool importing house, and indicate the position of Canadian creamery butter abroad :

	Per Cwt. Shillings.
Fancy Canadian Creamery, new separator, boxes .....	85 to 88
" United States Creamery, new separator, boxes.....	82 to 84
Danish Creamery, firkins.....	92 to 98
Irish Creamery, boxes.....	88 to 90

The Canadian creameries have now, as a rule, adopted the square 56-pound package, which has contributed so much to the success of the Australian butter trade. Exporters favor this package, and all dairymen who intend to make butter for the British markets should use it. The laws recently enacted in the United States against the manufacture of oleomargarine should increase the consumption of butter there and lessen the quantity going forward from American ports to the United Kingdom, to the advantage of Canadian exporters.

The development of the butter trade will in various ways benefit the cheese industry. A large number of factories, especially in the Province of Quebec, have been fitted with plant for both butter and cheese-making. Should the cheese market become depressed these factories are ready on a day's notice to turn their milk into butter and are thus prepared to take the fullest advantage of the frequent changes in the foreign markets. It is estimated by Government authorities that already this season the increased value of the dairy products sent from Canada to Great Britain has amounted to \$600,000. In a number of ways the Canadian cheese and butter makers, however, continue to show carelessness. Few of the factories are equipped with cold storage facilities. It is estimated that a suitable cold storage chamber can be built for \$100; while most of the factories have at hand in the winter an abundant supply of ice. Within the week several shipments of dairy products were refused in Toronto, on account of deterioration, which could easily have been obviated by an arrangement of this kind.

### ELECTRIC ENERGY IN MONTREAL.

Consideration of the future of electric lighting, heating, and power-furnishing is suggested, or rather let us say, compelled, by the announcement from Montreal this week that the company which is to use the current of the Lachine rapids of the St. Lawrence for its motive power offers to supply that city with electric energy in various forms, at a price from one-fifth to one-third less than that hitherto prevailing. This may be taken to mean that the proprietors of such enterprises as the one mentioned, the Chambly Electric Company, using the rapids of the Richelieu, and the Niagara concern, believe that they can furnish electric energy derived from moving water at a lower rate than those companies which adopt the more roundabout method of steam power. At any rate, the reduction of 33 1-3 per cent. in tolls for light, and 20 per cent. for power, is an invitation to trade which the average consumer will hardly neglect.

The question is asked with some eagerness: Will the steam power electric companies meet this cut in rates? To this the only answer we have seen is the assurance of the president of the Royal Electric Company that they "would do the right thing by the citizens of Montreal." It is understood that the reduced rates offered by the Lachine Company for electric lighting are equivalent to one-half cent per hour for each sixteen candle-power lamp, and the company makes the claim that no city in the world of the size of Montreal has so low a rate. Of course, it is not every city in the world that has such a store of energy at its door as the foaming Lachine rapids. That confidence is not lacking in the paying character of the project is seen in the circumstance that the \$500,000 of six per cent. debentures, redeemable in ten years, offered to the stockholders only, to the extent of 50 per cent. of each man's stock, were all taken up by the proprietors. It is estimated that these debentures may be redeemed in three years for an equal amount of stock at par. This debenture issue brings the total capital of the company up to \$1,750,000.

### PROGRESS IN THE BRITISH ISLES.

The remarkable progress made in the United Kingdom of Great Britain and Ireland within the Victorian era has been well emphasized in the celebrations that have recently taken place throughout the British Empire. Sir Michael Hicks-Beach, in his budget speech a couple of months ago, said: "Every comparison bears testimony to the wonderful improvement in the material well-being of the people of the United Kingdom, which has occurred since 1836. Our people, I think I may say, are better governed, are better protected, are better educated than they were. Wages have risen, houses are better and healthier, food and clothing are cheaper, and, perhaps as important as anything, crime has enormously diminished."

The statisticians agree with the conclusions of this statesman, and show by their tabulated figures a remarkable growth in prosperity since Victoria came to the throne. Taking conditions in the year 1837-40 as represented by 100, and calculating from this basis, Mr. Mulhall makes the following estimates for the United Kingdom:

	1837-40	1870.	1897.
Population.....	100	121	150
Commerce.....	100	480	623
Shipping.....	100	322	957
Mining.....	100	310	602
Textile manufactures ..	100	252	360
Hardware manufactures....	100	430	590
Instruction.....	100	162	251
Agriculture.....	100	120	105
Revenue.....	100	140	195
Wealth .....	100	203	287

Notwithstanding the immense drain upon the country by emigration to different parts of the world and a modest increase in population of but 50 per cent., the gain made in commerce and national wealth is remarkable. While the shipping industry in most countries has made little headway, and in many has declined during this period, that of England has increased until it is now nine and a half times greater than in 1837. In mining, the manufacture of hardware, textiles, etc., great progress has been made. The competition of the colonies, the United States, Argentina and Russia has been so keen in agricultural products that agriculture has barely held its own in the British Isles.