

Cheese.

Guesswork regarding the coming season's cheese trade has already commenced, and different dealers and shippers have their various opinions on prices and production. This reminds us of last year's production at the beginning of the make, when the unanimous verdict of the trade was, that low prices were certain to prevail throughout the year. One hundred and one opinions were advanced to show that cheese would never touch 12c again, and that it was questionable if we should ever see over 10c. Amongst the multiform reasons for arriving at such conclusions, were over-production, cheap canned goods, the low prices of all kinds of provisions, meats, etc., etc. The season, however, was quite young when an important appreciation of values set in (we believe as early as June) and when this was supplemented by another advance in July, the trade almost with one accord exclaimed in bewilderment "How's that?" Regardless of all opinions, which still clustered around low prices, up went values at a steady pace until 12c was the generally acknowledged price of fine fall cheese, with subsequent business at 12½c to 13c and even higher. All that can be said of the new season's make is that the early cheese so far received on this market for local sale has been excellent, with business only in a jobbing way at 13c to 13½c per lb. On shipping account sales have been made in the west at 11½c for shipment the beginning of May. Owing to the lateness of the season, there will no doubt be a considerable hay make, but this will be so much off the grass make, which will be very late.—*Montreal Trade Bulletin.*

Railway Building in 1887.

Some weeks ago a report of the capacity of the steel rail mills of the country was made showing that if required, the mills could probably furnish rails for laying a total of 30,000 miles of track, new and old for 1887. The next question was, would that mileage be laid? and to determine what the probable mileage would be under the continuation of the present ordinarily favorable circumstances. Inquiries were addressed to a very large number of the managers of the railways eliciting interesting information.

As the publication progresses, the reader will be surprised, astonished at the unprecedented activity displayed in all directions, not only in new organizations, but in the work of improving, extending and consolidating into great, grand systems of permanent way.

Several causes conspire to instigate this unprecedented activity. The increased earnings and the evidence of their continued increase gives confidence, while the opening and development of new territory and building of new industrial enterprises not only inspires confidence but demands rail accommodation.

Only one half of this nation has heretofore been occupied and developed, only one half has had railways until now a tide of industrial occupation and development is sweeping over it in a way that the history of the world never has recorded.

The Southern States, the fairest, most fertile most richly endowed with climate, resource of

material, and most friendly and inviting to capital and labor is just ready to hand for the occupation.

Never was there such skill, such complete preparation of men and invention and appliances for occupying such a territory of promise as now, and now the nation comprehends it, and well may we say the time for this country has come. "There is a tide in the affairs of men which leads unto fortune." Never was there such a swelling tide of fortune ever seen before.

All this tends to beget confidence in railroads more especially as there is opportunity for a consolidation and extension of old lines already prosperous, but which will be doubly so in the new organizations.

The railways are not only making wealth for themselves out of nothing but creating millions on millions of wealth for the country, doubling the value of States yearly and localities monthly.

The indications as at present presented are that there will be 15,000 miles of new track laid besides the relaying of nearly that amount of old track and the transfer of a large part of the old rails to sidings, turnouts and yards.—*Chicago Journal of Commerce.*

C. P. R. Extension.

President Ledyard, of the Michigan Central railway, had an interview with Sir George Stephen, president, and W. C. Van Horne, vice-president of the Canadian Pacific railway, at New York the other day when train and traffic arrangements were completed between the two roads. As a result of these arrangements, the extension of the Western Ontario Pacific west of London has been positively abandoned for good and all, and the C.P.R. will secure their connection with the Western States by means of the Michigan Central railway. It is understood that the Canadian Pacific railway trains will be run from Montreal to Chicago via the Michigan Central railway, but whether by means of the St. Clair branch or the main line is not yet settled. The new order of affairs will come into vogue as soon as arrangements can be perfected.—*St Thomas Times.*

Commercial Items.

A. BARTLEMAN has opened a blacksmith shop at Eden Grove, Assa.

LEE & KING have opened a carriage and blacksmith shop at Calgary.

KERR & SIBBALD, grocers, Rapid City, Man., have also opened a butcher shop at that place.

COOK, merchant tailor, Souris, Man., has given up business and will commence farming.

R. PAYNE, blacksmith, Lethbridge, Alberta, has given up that business and opened a saloon.

MINNESOTA nurseries have done a good business in Manitoba and the territories this spring.

HALL, GEORGE & Co., general merchants, Souris, Man., are selling out and retiring from business.

ROBERT MOFFAT, blacksmith, Souris, Man., has given up business and taken up farming and butchering.

BRANDON merchants now close sharp at seven in the evening, Saturday excepted—a most commendable course.

It is reported that work will commence on the Regina and Long Lake railway during the present month.

ALLAN, formerly connected with the Moosejaw brewery, has bought out the Bow River brewery at Calgary.

D. K. MOLLISON, representing McMaster, Darling & Co., wholesale dry goods, Toronto, was in the city last week.

STONE & PATTERSON, grocers, Rapid City, have given up business. Stone will take up farming and Patterson will manufacture cheese.

THE establishment of a post office at Bin-scarth, on the Manitoba & Northwestern, has been authorized, with Arthur Goldsmith as postmaster.

By the explosion in the Vancouver coal mine at Nanaimo, from 100 to 150 persons are supposed to have perished, about half of whom were Chinese.

It has been stated in parliament that the government will contribute an annual subsidy of \$75,000 in aid of a tri-monthly mail service between Vancouver and Hong Kong, providing the Imperial Government will contribute \$300,000 annually.

WORK on the Wood Mountain and Qu'Appelle railway is said to have been commenced. That portion of the road between Qu'Appelle Station and Fort Qu'Appelle, about thirty miles will first be constructed and it is said that about seventy miles will be completed this season. It is proposed to extend this road northward in time to connect with the Hudson's Bay Railway.

A MEETING of the cattle dealers of the province was held in Winnipeg last week, and an association was formed, to be known as the Manitoba Live Stock and Cattle Dealers' Association. Arch Spiers was elected president and Mr. Kobald secretary. It was the unanimous opinion of those present that the C.P.R. freight rates on stock are exorbitant, and several comparisons were made with rates charged in the east, showing charges here to be from two to four times greater. A committee was appointed to await upon the C.P.R. officials in the matter and endeavor to obtain reduced rates; otherwise the dealers talk of driving their cattle this summer.

CHAS. STEWART, of Meadow Lea, writes that the patrons of the Woodland cheese factory have organized a joint stock company to be known as the "Woodlands Cheese Manufacturing Co." (Limited) with a capital of \$1,200 divided into 120 shares at \$10 each, have purchased the plant of the Scofield Brothers which was run very well and profitable by Luo & Scofield last season. Nearly all the shares have been eagerly bought up and the factory is being thoroughly overhauled and a new drying house erected. There are six milk routes which will give from 40 to 65 cows each the milk being hauled at a cost of from ¾ of a cent to 2c a gallon. The first directors of the company are, James Eastham, chairman; Josiah Humber, John Stewart, A. E. Hainsworth and Charles Stewart, with Henry Proctor as secretary-treasurers, T. F. Luo has been retained in the capacity of cheese maker.