

The Niagara Ship Canal.

A bill is now pending in Congress, providing for the construction of a Ship Canal, upon our own territory, around the Falls of Niagara.

Lake Superior has been connected with Lakes Huron and Erie by the Federal Government; by the construction of the great lock and improvement at Sault St. Marie, so that the Niagara Ship Canal when built will remove the only remaining natural obstacle to free and uninterrupted deep water navigation along our entire northern frontier, throughout the great chain of lakes from Chicago, Duluth and other populous lake ports on the west, to Lake Ontario and by the St. Lawrence River to the Atlantic Ocean on the east. No other similar improvement within the limits of the United States can be projected, which would add so largely to the commerce and prosperity of so great a number of states and their large population.

By the construction and use of the Niagara Ship Canal, the producers, in fact, all the citizens of the great west and Northwest, will save annually large amounts of money in the transportation of their products to all of our Eastern markets, and by the return of coal, and other heavy articles for the home consumption, while the consumers and residents of the Eastern States will be equally benefitted by increased trade.

It will be readily understood, that these benefits will be realized through the sharp competition for business, which must always exist between the numerous transporters by steamers and vessels on the lakes, and barges on the

Erie Canal from Buffalo at the foot of Lake Erie on the one route, and the numerous transporters by steamers and vessels on the lakes and barges on the shorter Oswego Canal from Oswego on Lake Ontario on the other route to and from the city of New York and other Eastern cities, as well as by the navigation of the St. Lawrence River direct to the Atlantic Ocean.

The construction of the Niagara Ship Canal will also bring into healthy competition with the New York Central Railroad, the Erie Railway and other railway lines from Lake Erie above the Niagara Falls, to the city of New York and other Atlantic cities, and the coal fields of Pennsylvania, the several existing railroads running from Lake Ontario ports and the River St. Lawrence on much shorter lines to the city of New York, and other Atlantic cities and coal fields of Pennsylvania which are capable of moving a very large tonnage.

It is proper in this connection to state that the Welland Canal, which connects Lakes Erie and Ontario around the Falls of Niagara on the Canada side, is inadequate to pass vessels of the largest size which now navigate the upper lakes above the falls, while at the same time the tolls levied by the Canadian Government, in violation of the spirit of existing treaties, on vessels and their cargoes passing the canal from one United States port to another, renders it comparatively useless to the citizens of the United States as a means of communication between the lakes.

It is to be hoped that the bill named will pass; it will be of immense advantage to coal

shippers and consumers.—*New York Coal Trade Journal*

Dairy Matters.

The Newdale, Man., cheese factory commenced operations on the 1st of June.

A large cheese vat and boiler has left Moosejaw, Assa., for Willow Bunch, to be used in the cheese factory that has been established by J. L. Legare.

The *Montreal Gazette* said on Wednesday: There has been no activity in the cheese market, but the general feeling inclines to weakness, and in view of the results in country markets the absence of actual orders and weakish cables, prices are inclined to sag off. Cable, 47s. We quote nominally 8½ to 8¾c. A year ago quotations were 9½ to 10½c.

The Aylmer, Ont., cheese market is now fully established. On Monday seven factories offered 810 boxes May make; 8½c were offered, but no sales are reported. Six buyers were present and 16 factories were represented.

A Wolseley, Man., correspondent writes: J. P. Dill's cheese factory was opened on Tuesday, and is, we believe, the finest and best equipped of its kind in the Territories. The building is a substantial frame one, 31x30, two stories high, with a basement. In the latter are placed the vats, pressing apparatus, etc., the first story is used as a drying room, and in the upper story the machinery, lumber, etc., is on hand, from which the boxes are to be manufactured. The whole is under the management of Jos. London, formerly of London.

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