

New York *Tribune*, are now coming to the East in refrigerator cars—a device which must have an effect on the value of Western lands something akin to that of steam itself. To send fresh meat, fruit, butter, &c., 1,500 miles in the hottest season of the year, and have them arrive in market in prime condition, is a feat of which our respected ancestors of half a century ago little dreamed; yet that is now done every day between Chicago, Boston and New York. The best cars of this description, as is claimed, are classed among freighters as the “Blue Line,” constituting part of every freight train running from Chicago to Boston and New York.

They are owned by the various roads over which they run, and, of course, move rapidly and make close connections; and their success is such that the company guarantee the delivery of the articles in as good condition as when received. They are built double all around, with inside double doors, filled in with charcoal, and have a capacity for holding two tons of ice. They are also arranged so as to be furnished constantly with a current of cool, dry air. At the principal stations they are carefully examined, and ice added whenever it is deemed necessary, by means of which the guarantee of a safe arrival is made good. Very naturally, too, the business is growing rapidly, as 20 cars a week are now in demand, where four sufficed a short time ago. Each car will carry 20,000 pounds. Cars are also furnished at points east of Chicago whenever there is freight enough to make up a load. Thus, one by one, are the difficulties mastered that retard intercourse between the producer and consumer.

Dairymen should see to it that their goods, in hot weather, are freighted in such cars as will deliver them in good, sound condition. A good deal of cheese from Central New York, bought for export, goes upon shipboard almost immediately upon its arrival in New York City. It not unfrequently, however, becomes overheated in the intermediate time of leaving the factory and being put upon the ship, and, as a consequence, becomes more or less touched with bad flavor.

The use of refrigerator cars would, I think, obviate this difficulty in hot weather, since the cheese, on its arrival in New York, would be so cooled off as to take its place on the vessel and not be affected with heat, and hence would arrive in the foreign market in prime condition.

During the past summer I called the attention of some of the New