

## DAIRY PRODUCE.

The *Montreal Trade Bulletin* says: "Butter receipts during the past week were 5,580 pkgs against 2,927 pkgs for the week previous. As usual at this season of the year, there has been enquiry for creamery for the Pacific Coast; but unfortunately there is very little demand for the English trade which is what we depend on for the disposition of the large stocks in store here. The few shipments that are going over are said to be on old orders, new business being very small. The time has arrived when stocks bought for English account should move out more freely, and exports from this out will no doubt be larger. In creamery a few purchases have been made at 19c for round quantities, one lot bringing a fraction over that figure at the factory. Sales of August goods have been made at 18½c to 19c; but for the last half factory-men are asking more money. There is very little doing in dairy, although we hear of the sale of a lot of Western well selected at 16c, prices ranging from 14c to 16c as to quality. We quote prices as follows:—

Creamery, fresh..... 18 c to 19½c per lb  
Eastern Townships dairy 16 c to 17½c  
Western ..... 11 c to 16 c  
Add 1c to above for single packages of selected.

Cheese receipts during the past week were 57,814 boxes, against 67,061 for the week previous. Although prices are firm at the late advance, there are some indications of a tired feeling as if most of the energy applied to the hoisting of prices had been expended. This has been doubtless caused by a falling off in orders from those English firms who have been chiefly instrumental in sustaining the late boom. Relying upon the temper of factory men in holding for full prices for the balance of season's make, the buyers above referred to probably think they may safely rest upon their ears for a breathing spell, and they may possibly not be mistaken in their calculations. There have been sales of finest colored Western on spot at 10½c to 10½c; but in order to command the outside figure, quality has to be perfection. Holders, however, are now asking 10½c. Contracting is still going on east of Toronto, and we hear of 10½c being paid for August and 10½c for September and October.

Finest Western colored..... 10½c to 10½c  
" white..... 10½c to 10½c  
" Quebec colored..... 10 3/8c  
" white..... 10½c  
Under grades..... 9c to 10c  
Cable..... 18s 6d

The above prices show quite an advance over those of last week, but it should be remembered that they represent a better class of goods."

Japan imports a large amount of leather from England. India exports some 12 to 13 millions.

## B. C. CUSTOMS RETURNS.

The following is a summary of the customs returns for the four ports of the Province of British Columbia for the month of August, 1891:

IMPORTS.					
	VICTORIA	VANCOUVER	WESTMINSTER	NANAIMO	TOTAL
Dutiable Goods	\$153,769 00	\$ 73,608 00	\$ 23,016 00	\$ 13,200 00	\$265,593 00
Free Goods	10,116 00	12,576 00	7,019 00	2,038 00	61,779 00
Total Imports	\$163,885 00	\$ 86,184 00	\$ 30,035 00	\$ 15,238 00	\$327,372 00
REVENUE.					
Duty Collected	\$ 51,096 31	\$ 23,011 07	\$ 7,797 03	\$ 1,527 93	\$ 88,133 46
Other Revenue	1,097 11	214 11	66 35	27 78	1,315 11
Total Collections	\$ 52,193 42	\$ 23,225 18	\$ 7,863 38	\$ 1,555 71	\$ 89,778 97
EXPORTS.					
The Mine	\$ 13,697 00	.....	\$ 18,589 00	\$211,296 00	\$273,582 00
The Fisheries	352,131 00	\$ 38,378 00	11,767 00	.....	402,279 00
The Forest	8,710 00	36,911 00	721 00	.....	46,342 00
Animals and their produce	13,324 00	1,223 00	617 00	581 00	15,745 00
Agricultural	91 00	16 00	.....	.....	107 00
Manufactures	7,601 00	2,100 00	2,360 00	29 00	12,090 00
Miscellaneous	892 00	10,111 00	.....	.....	11,003 00
Total Exports	\$156,152 00	\$ 88,739 00	\$ 37,057 00	\$211,906 00	\$393,181 00
Billion.	.....	.....	.....	.....	.....

## BREAKING INTO A MARKET.

The present war may be the means of starting a great expansion in China's demand for foreign products. Such a result would be very welcome to the trading nations of the world, whose long felt want is new markets. This country would be in an advantageous position to share in the benefits of a liberal trade policy on the part of China. The war will likely teach China that she cannot depend on being left to herself, and that her extreme conservatism is no match for Western progress, as copied by Japan. Her navy shows that she has been alive to the necessity of keeping in touch with the rest of the world in regard to that branch of her defence. The proved superiority of the Japanese navy will open her eyes to the need of still further improving her own on the same lines. Also, before she is through with the present war she will see the wisdom of looking abroad for ideas to develop her military power. One thing her generals will be sure to urge is the construction of railroads. The country is practically without railroads, and for military purposes they would be now of the utmost value. The area of China exceeds that of Canada by above half a million square miles, yet its only highways of transportation are rivers and canals and bad wagon roads. The speediest way of moving troops across hundreds of miles of territory is by marching them. When they reach the scene of hostilities they are in no condition to enter the field against fresh troops. This will be a serious drawback to China, and will cripple the brute force on which she probably relies to overcome the science and courage of her enemy. To equip herself as a military nation, China will therefore be likely to open railway lines into the interior. The building of these lines will call for material from foreign

countries, for rails, locomotives, cars, etc. Once the lines are run, trade will begin to spring up. With such channels of communication there should be a tremendous flow of commerce from the interior to the coast, and from the coast to the interior. That commerce would bring ships from all other trading countries to the Chinese coasts. Railroads would revolutionize the country. Even if China were more disposed to encourage trade with foreign countries, the lack of railroads would prevent the full growth of her international commerce, as it would be impossible to carry on an exchange with more than the coast regions. But with the country traversed by railroads, the productiveness of the people would increase, and so would their wants. War will incline China to look elsewhere than to Japan for commodities she has bought from that country in the past. Japanese cottons, which have lately been making so much headway on the Chinese markets, will suffer a setback from the war. This will leave an opening for the cottons of other countries. Canada has both the cottons and the means of transporting them direct to the Chinese ports. A part of the demand for foodstuffs likely to arise out of the war will be pretty certain to come this way. At present our aggregate trade with China and Japan together is under three million dollars a year. With China the United States does a trade of twenty-five million dollars a year, while Great Britain's trade with China amounts to about thirty-eight million dollars a year. When the war is over China will hardly relapse into her traditional exclusiveness. By dragging her out of that, Japan will have done a good turn to the trade interests of the world.—*Toronto World*.

It is said that Boston capitalists are developing a new and rich oil field at Gaspe Basin, 200 miles north of Montreal.