

EDITORIAL COMMENTS.

The Irish Land Bill passed its third reading in the House of Lords on Monday night. It is said the Government will recommend the House of Commons to reject the principal amendments adopted by the House of Lords.

A return showing the total amount allowed for relief works in Ireland was laid on the table of the House of Commons on the 29th instant. It was £276,344. The sum of £249,693 had been expended. The Church Surplus Fund supplied the amount.

From a British Parliamentary return just issued it appears that the quantity of sugar consumed in breweries for the year ending September 30th, 1880, was as follows:—England, London, 47,306,190 lbs.; the provinces, 95,311,000 lbs.; Ireland, 4,325,693 lbs., making a total for the United Kingdom of 147,900,146 lbs. In 1850 the total consumption was only 1,790,529 lbs. The whole quantity consumed in the 15 years from 1850 to 1880 inclusive was 1,108,244,178 lbs.

Reference to the French treaty negotiations, the London Morning Post of the 30th of July says:—

"We announced a few days ago that on Saturday last the French Government had made a proposal to begin new negotiations in Paris on the 1st of August for concluding a treaty of commerce. The proposal was declined on the ground that it was perfectly useless to negotiate on the basis proposed by France. Since the refusal the French Government have made fresh communications, declaring their readiness to insist further on certain points that had formed the principal subject of discussion. Though the Government may deem it expedient to commence negotiations again it does not appear likely that the French Commissioners will yield upon all the points which the Government of this country consider indispensable for the conclusion of a treaty."

The total value of the articles of foreign and colonial merchandise exported from the United Kingdom in the year 1880 was £63,354,020, being an increase of £8,102,414, or 10.7 per cent., upon the value of similar exports in 1879, when the total amounted to \$57,251,000. This increase, which brings the total of the foreign exports to a higher value than they have ever before attained, is chiefly attributable to larger exportations of: Bacon and hams; wheat, cotton (raw and waste); drugs, unenumerated; hemp and like vegetable substances; iron and manufactures thereof; jute; nuts for expressing oil, oil, animal and palm, skins and furs; tea; tin in blocks, ingots and regulus; wool, sheep or lambs'.

A cable despatch received yesterday announces that a Protection demonstration was held in London on Tuesday night. Mr. Bowring, proprietor of the Morning Post, presided. The despatch says delegates were present from the Workman's societies of Bristol, Birmingham, Liverpool, Leeds, Hull, Glasgow and other places. The chairman condemned Free Trade and referred to the progress of France and the United States under a policy of Protection. Several speeches were made by prominent gentlemen and several resolutions were carried, including one in favour of the imposition of such duties as will enable British manufacturers and workmen to compete on a fair footing with foreigners in the home market. Each mail that arrives proves that this movement is growing in strength and in influence.

The American Protectionist contains a detailed statement showing the number of manufacturing establishments in New York, exclusive of establishments for the manufacture of cotton, wool, silk, silk goods and mixed textile fabrics, iron and steel, gas, coke, the fisheries, oyster canning and packing, breweries and distilleries, shipbuilding, railroad car repair shops, salt, petroleum mining and refining and the mining industries of the county, those branches having been assigned to special experts without regard to locality, whose reports will be hereafter furnished. The number of establishments is 11,068; amount of capital invested, \$157,581,749; number of persons employed, 262,459; wages paid, \$69,513,934; value of material, \$267,042,263. The protective policy of the United States has done much towards encouraging the industries of the country generally. If it were not in existence such a record as the above could not be furnished.

NATIONAL INDUSTRIES.

The Montreal Weekly will be pleased to receive items of news from its readers in all parts of the country, for publication in its columns. It will take but a few minutes time and a postal card to acquaint us with what is going on in your neighbourhood, and we will always find room for all legitimate communications, which must be accompanied by the writer's name as a guarantee of good faith.

NEW ROLLING STOCK COMPANY.

We take the following from the last issue of the Montreal Weekly:—Notice is hereby given that within one month after the last publication of this notice application will be made to His Excellency the Governor General in Council under the Canada Joint Stock Companies Act, 1877, for letters patent incorporating the unmentioned applicants and those other persons who have subscribed shares in the capital stock of the proposed company, or who may become shareholders in the proposed company, as a body corporate and politic for the purposes hereinafter mentioned: 1 The proposed corporate name of the company is "The Midland Rolling Stock Company (Limited)." 2 The purposes for which such incorporation is sought, are, the acquiring and holding of all kinds of rolling stock suitable for railroads in the several provinces of the Dominion. The leasing and selling, or otherwise disposing thereof to any or every railway company, or person, and the manufacture of all or any kinds of such rolling stock. 3 The chief place of business of the said company is to be the town of Peterborough, in the County of Peterborough, in the Province of Ontario. 4 The intended amount of the capital stock is one hundred thousand dollars. 5 The number of shares is to be one thousand, the amount of each share one hundred dollars. 6 The names in full and the addresses and callings of each of the applicants are: George Albertus Cox, of the said Town of Peterborough, insurance agent; Edmund Solomon Vinden, of the Town of Port Hope, in the County of Durham, and said Province of Ontario, commission merchant; Lewis Ross, of the said Town of Port Hope, merchant; Edward Peplow, of the said Town of Port Hope, produce merchant; and Henry Read, of the said Town of Peterborough, accountant. 7 The said George Albertus Cox, Edmund Solomon Vinden, and Edward Peplow, all of whom are resident in Canada, are to be the first or Provisional Directors of the said company.

A CAR FACTORY AT LONGUEUIL.

On Monday afternoon, at Longueuil, a public meeting was called by the Mayor of that municipality, Captain C. Bourdon, to take under consideration a proposal to establish, within the limits of that town, a car factory.

The Mayor called upon Jean Benoit, Esq., to act as Chairman, and upon Capt. Jodoin as Secretary.

Captain Bourdon briefly explained the object of the meeting, and insisted upon the absolute necessity for the citizens to do something to bring back the prosperity which they enjoyed a few years ago.

Mr. Benoit followed in the same sense, and introduced Mr. Francis A. Quinn, of Montreal, advocate, who, he said, because of the large property at Longueuil owned by his family, had every reason to forward the prosperity of the town.

Mr. Quinn began by referring to the interest which all had in promoting manufactures in their midst, the labourer would find work and good wages, the owner of houses and property could either rent or sell at fair prices. Impressed with that idea he had communicated with a number of capitalists, for the purpose of getting up a car factory at Longueuil. He had met with gratifying success, and might say that practically a company was formed with a capital of \$100,000. As we are now in an era of railways, if he might so express it, the company would find a ready market for its products. This ought to prompt taxpayers to give to the company every possible aid. This could be done either by the town giving a bonus simply, or by its giving a bonus and also taking stock. By the latter mode the dividend to be received on the stock would go far, and, probably, would fully contribute to pay off any obligations incurred by reason of the bonus and the stock. He would propose that the town of Longueuil should contribute a bonus of \$10,000 and take \$10,000 in the stock of the company. After the establishment of the company the population of the town would considerably increase, as from 150 to 300 men would be given employment. The Mayor had told them that each family contributed at least \$15 per annum to the water tax and to the city assessments; they would, therefore, receive additional contributions to the extent of from \$2,250 to \$4,000. This, with the present assessment and taxes, would more than meet all the obligations, present and future, of the municipality. He continued by giving further explanations, and concluded, amidst applause, by expressing the hope that the taxpayers would approve of his proposals.

In answer to loud calls, Mr. Ovide Desjardins, managing director of the Longueuil Navigation Company, said that he was in full accord with Mr. Quinn, having assisted at some of the interviews which that gentleman had had with the capitalists which were to supply the money. He reminded his hearers of the efforts he himself had

made to induce the Springfield Car Co. to establish themselves in Longueuil. He regretted that he had not succeeded. Nobody could do otherwise than approve of the present proposals, he saw in them the means of adding to the wealth of Longueuil, and, after going over the details of the scheme, he strongly urged upon his hearers to give it the closest attention and approval.

Hardly had the applause ceased until the President, according to the wishes of the audience, introduced Mr. J. E. Morin, a large property holder of Longueuil, Cashier of Montreal.

Mr. Morin referred to the opposition he had displayed to the giving of a bonus of \$20,000 to the lot and shoe factory which it was proposed to start in Longueuil. If he was warmly opposed to that proposition, he was no less warmly in favour of the present scheme. There was now only a question of a bonus of \$10,000, with the taking of \$10,000 stock in the capital of the company. This latter feature would give that control of their property which, as business men, they should insist upon preserving; they would have on the board a director to represent them. They were asked to pay the bonus only when the company should have expended a sufficient amount to give them a full guarantee for their money, and they had, judging from the general prosperity of the country and from the immense numbers of cars now required, every reason to calculate that the dividends upon their stock would meet any engagements they would make in this matter. He was strongly in favour of the scheme, and he hoped that the citizens would give it their support. He proposed, seconded by Mr. Adolphe Trudeau—

"That this meeting, composed of the property holders of Longueuil, having heard the explanations given by Messrs. Quinn and Desjardins concerning the proposal to establish a car manufacturing company in this town, requests the Mayor and Councilors to take all the steps necessary to secure such establishment within the limits of this municipality, by giving such bonus and taking such stock as may be deemed just and reasonable under the guarantees usual in such cases."

The motion was carried unanimously. The meeting comprised almost all the property holders of the municipality, to the number of about 300, and was most enthusiastic in its support of the measure.

The proposals will shortly be submitted in regular form to the Council; if the latter be favourable, it will be afterwards laid before a public meeting, where it may be adopted at once, or referred to a public vote. Let us hope that the good people of Longueuil will see their way to adopting the scheme.—Montreal Star, 8th.

ST. JOHN'S COTTON FACTORY.

(St. John Telegraph.)

A number of gentlemen interested in this project met at the office of Gilbert & Co. yesterday afternoon. Among those present were Rev. Canon Scovill, Messrs. Thomas and Henry Gilbert, John Tucker, J. H. Parks, J. DeWolf Spurr, Dr. Caldwell, Ketchum, Byers, George F. Smith, John A. Wright, John McMillan, Wesley Peters and others.

Mr. Spurr was called to the chair, and he called upon Mr. Thomas Gilbert to explain the object of the meeting.

Mr. Gilbert said about \$70,000 in stock had been subscribed, and with \$30,000, which Mr. Parks believed was available elsewhere, there would be \$80,000 more needed to raise the capital of \$200,000 required for the new cotton mill. The question for them to answer was how the balance needed was to be raised.

Before sitting down he must refer to a personal matter, that of the site and its cost. A writer in the Telegraph, intimating that the Gilberts were getting too much out of the site, and were rather considering themselves than the interest of the new cotton mill. When Mr. Parks came to him he told him on what terms the site could be had, and offered it conditionally. The shareholders were not bound to take that site if they preferred another one. He therefore did not see that any blame could attach to the Gilberts. He appealed to Mr. Parks as to the correctness of his statements.

Mr. Parks made a general statement. He said in March or April last when Mr. Walker, of the English Cotton Machinery firm was here, he conceived the idea of starting a mill for making grey cottons. He knew no better place to do so; in fact none so good. He applied to the Council at Portland to see if they would grant any special privileges or exemptions. They agreed to exempt the building, capital and stock from taxes for 20 years, collecting only the taxes on the site. He applied to the Water Commissioners as to what rates they could give and got a favourable answer. He found that the present freight of coal from Springfield was 82 cents, the price of the coal 50 cents for slack, so that the cheapest coal in the world was available, and it was good enough for the purpose. He corroborated in every respect what Mr. Gilbert said as to the site, stock subscribed, needed, etc. At a short distance from the site, Messrs. Gilbert sold property at \$1 a foot frontage; they agreed provisionally to give the site at about 60 cents a foot. The lot of 400x280, containing about 2 1/2 acres, and valued at \$10,000, would be rented at \$800 for 21 years, with covenant for renewal. They had 3 months from June

18 to close for the site if it was to be let. Letters patent had been applied for in Ottawa, but had not yet been taken out. A mill costing \$200,000, of which \$150,000 would be for building, leaving \$50,000 for working capital, would contain at least 200,000 spindles, or about 1,000,000 yards of cotton per year, or about 750,000 pounds. The profit per pound would be 7 cents, or \$50,000, which would give 3 1/2 per cent on the capital.

In reference to the danger of overproduction, he said it did not matter if the United States, with its 10,000,000 people, had 13,000,000 of spindles in Canada, at that rate, should have 10,000,000, but it had not yet 175,000, so that he could make out. The new mill projected at Halifax, St. Stephen, Kentville, Montreal and here, with from 100,000 to 15,000 spindles each would carry off about 65,000 spindles to those in existence. In Fall River, Massachusetts, there were 275,000 spindles, and it was carrying five or six new mills.

The cost of cotton was the same as at points west. The climate conditions were favourable and wages were not unfavourable, when the character of the labour was considered.

Mr. Parks in answer to a question stated the estimated weekly cost of a mill, which for a 100 horse power engine would put down at \$50 a week. The cost would cost \$5 or \$6 a ton in England.

Mr. Byers and Mr. Ketchum made some remarks in accord with those of Mr. Parks. The former said that the pressure of water from the works would at the site, be 50 to the square inch, which would enable the company to dispense with expensive appliances for extinguishing fire and secure cheap insurance. The safe character of the site was explained, and its actual location.

In answer to further inquiries, Mr. Parks said that cotton could be manufactured as cheaply in St. John as in Lancashire, and that being the case an export trade could be had as well as a home market. Goods could be sent long distances at such low rates that St. John could compete with Montreal, Toronto, etc. In sending goods to Manitoba and British Columbia we would save more in coal in sending goods to Ontario than we would lose in freight. At the proposed site the carriage of coal would be saved. They might also hope to retain their workers for if they got \$4 here they would not go to Fall River for \$6. He said the workers here were steady, did not want many idle days, and were quick at learning.

After a good deal of time had been spent in examining the map, etc., and in interchange of sentiment, it was proposed to take some practical step.

Mr. Elder said there were two prominent matters brought up at the meeting—the question of capital and that of the site. The latter should be dealt with first. The list of stockholders, when completed. To raise the necessary capital, they must either get the present stockholders to about double their subscriptions, or appeal to the outside public for the balance. Either way was feasible. Several of the subscribers, and more especially the owners of the mill, might so increase their stock as to lead to the whole of it being taken up. But if that was not done, they could allow this report to go forth to the citizens, and then appeal to them for the balance. The statement of Mr. Parks was moderate and evidently within the mark as to profits, etc. When those facts were considered, they would, no doubt, get the balance.

Mr. John McMillan concurred in the view, and to test it he would move an adjournment, and that pending the next meeting a committee be appointed to endeavour to obtain the balance of stock required.

Cousin Scovill seconded the motion, which was unanimously adopted. The committee are Messrs. Spurr, Parks, Byers and Wesley Peters.

The meeting adjourned to meet on the call of this committee.

P. E. ISLAND AND THE N. P.

That greater advantage has not been taken of the benefits of the National Policy by this Province, is due not to unavailability to this locality, as to the fact that the necessary capital required to embark in new enterprises is held by men whose tastes and inclinations do not lead them to the bustle and worry of business. A high rate of interest hitherto been obtainable on mortgage loans, etc., with which there is little care attendant. But as the rate of interest is rapidly falling, and will probably continue to do so, people will begin to cast about for other channels in which to invest their funds. This is being partly done at the present time in the erection of starch factories, for which the National Policy bids fair to create a home demand in the cotton mills of Halifax, St. John, St. Stephen and other places in the Maritime Provinces. It is a matter requiring fair investigation whether this Island is not suited for the cotton manufacture. The length of our winters may seem to be against it, but that season of the year is devoted usually to accumulating stocks for the spring and summer trades. Coal can be had down hereabout as cheaply as any place labour can be had much more cheaply than in St. John, particularly during the winter months, and our climate is well suited for steady work than that of the United States or the Upper Province. It is an industry capable of almost an unlimited extension, since Canada at the