

—Mr. George Stephen has been represented as having offered, on behalf of the Canadian Pacific Railway, 160 acres to each of 10,000 families of Irish farmers, if they were sent out to the North-West of Canada. What Mr. Stephens says is, that if that number were sent out, "I think I am safe in saying that every family could be provided with 160 acres of the very best quality of farming land, free of cost, and that arrangements could be made by the railway, land and colonization companies interested in the settlement of the country, by which each farmer would be advanced the capital necessary to build a small house, and to give him a start in life." It is quite certain that many times 10,000 families could get 160 acres each from the Government for the asking, and under the conditions of its land policy. It is not necessary for the railway company to offer free grants; and what it gets in part pay for construction it is not probable that it will propose to give away. Mr. Stephen has shown that the emigrants could get the land; and the intelligence will be welcome to such as have not received it before.

—The Credit Foncier Franco-Canadien Company has got authority, so far as the House of Commons can give it, to charge as high as 8 per cent. interest. Last session this concession was refused to it. By stipulating, when its original charter was obtained, to charge no more than 6 per cent., this company created a strong feeling of opposition to itself; and it was punished by being refused authority to raise its rate of interest. But this refusal could not long be persisted in, and has now given way. Whether the Company can add much to its loanable funds, at present, seems to be a matter of uncertainty. And though it can charge 8 per cent., it does not follow that it can get 8 per cent.

MANUFACTURERS' NOTES.

John D. Ronald of the Brussels steam fire engine works, sold in February an engine to the town of Brandon, Manitoba, and one to Perth, Ont. The authorities of the latter town have expressed their complete satisfaction with their "Ronald Steamer."

Manufacturers of iron and steel goods in the western towns and cities of Ontario report continued activity in demand. The Waterous Engine Co., at Brantford, has orders ahead to the extent of \$50,000 for engines and machinery. At Messrs Goldie & McCulloch, Galt, foundry, they are as busy as they well can be. Shurley & Dietrich of the saw works in that town, have every hand working full time and the edge tool works of Warnock & Co., report business booming.

Matters are brisk at the St. Lawrence Foundry in this city. Twelve thousand tons of cast iron pipe, of 6 inches and 12 inches internal diameter respectively, are being cast there for the City of Toronto Water Works. They have, besides, various other heavy castings in progress, such as beds of steam engines, fly wheels, &c. There are at present 123 men on the pay roll, and the weekly disbursement for wages amounts to \$1,200. Last year, this foundry paid \$55,000 in wages to its employees.

Speaking generally, business is much better in Oshawa than is usual this season of the year. All or nearly all the manufactories appear to

be busy. The Cedar Dale Works are very fully employed in turning out the superior harvest tools for which they are famed.—The Malleable Iron Company is in an equally fortunate position. It supplies most of the reaper and mower companies with their castings. In the same line The Joseph Hall Company has, it is stated, after some unsuccessful trials, made a satisfactory test of its malleable castings. It has two furnaces in operation. The same company is also making some heavy mill machinery among which is a Leffel wheel, the largest yet made in Canada. A good number of reapers and mowers are in course of construction.—The Knitting Works, established about a year ago, employ about sixty hands, working full time. The specialties of this factory are Cardigan Jackets, Ladies' Jackets, Scarfs, Hosiery &c. This town shares, too, in the stove trade. The joint stock enterprise in that line finds its business prosperous and is extending its works. A large quantity of stamped tinware is annually produced. Mr. G. H. Pedlar is now shipping a carload west. The two furniture and seed drill factories and the two tanneries are all busy.—The Western Bank of Canada has thus far fully met the expectation of its shareholders and it has decided to give them a dividend of three and a half per cent., for its first half year.

Next month, the mill of Rathbun & Sons, the lumber firm of Deseronto, will have been overhauled and enlarged. Its original size was 90x150 feet; an addition was made 30x70, and an extension 30x70 is now being made. The old machinery is replaced by the newest and the best. Two big gangs, two circulars and three slabbers, and other machinery for taking the logs from the water to piling the product for shipment will be in position. The abutments for the gangs are 18 feet square and 9 feet deep. Headings, sash, doors and blinds in the "knock-down," and lath will be manufactured. The new mill will turn out daily 150,000 lath. The cedar mill also turns out shingles, box stuff, ties and dimension, employing 115 hands, while the sash and blind factory employs 120 hands. The firm recently received an order for 10,000 axe boxes, as well as one from South Africa for 1,000 glazed sash and 1,800 doors, and last month filled eight bills for house necessities. The mills will have an electric fire-alarm system, and will be lit by gas. The capacity of the mill will be 150,000 feet daily, and the cost of the improvement is placed at \$60,000.

HERE is an item for shoe dealers; Round toes with tips or soft box, are stylish for Spring wear in ladies' shoes. Silk for the top finish of ladies shoes costs 70 cents to \$1 per yard, (this is in New York) Cherry, Pink and Orange are fashionable colors. Mat kid is being much used in the finest shoes; it makes a soft, genteel top.

A big wire rope is the one shipped by the John A. Roebling's Sons Co. the other day. It was 1½ inches in diameter and over four miles long. It is for a cable street railroad in San Francisco, and, it is claimed, is the longest ever made in the United States. The rope weighed about 25 tons and was loaded on two flat cars secured together by chains.

MESSRS. BOYD CALDWELL & Co. are erecting a mill on the line of the Kingston and Pembroke Railway at Caldwell Lake, to run by steam and have a cutting capacity of 30,000 to 40,000 feet of lumber per day.

DRY GOODS.

If one shall visit the wholesale importers of dry goods in our cities, and spend a few minutes in conversation with each firm, or with a representative group of firms, he will be convinced that the business is not altogether satisfactory.

There is more grumbling and recrimination to be heard than for three or four years past. Nor are the long winter, the snow blockades, and the long-delayed spring the only occasion of this. Complaints are common; and the complaints by wholesale merchants refer rather to each other than to the retail dealers. These complaints of lengthened credit, relaxed terms, cutting prices, dating ahead, point unmistakably to over-production or over-importation of goods. And the change from the stringent, cautious attitude of the importer for several past years, is significant of a state of things which is not for the better, but for the worse. It may as well be confessed that trade in this line is being overdone, and that the troubles which accompany that condition of affairs are beginning.

The weather of the present month thus far is in marked contrast with the corresponding weeks of last year. Then, we lacked snow, had a warm sun, and country storekeepers were looking for goods at the beginning of March, despite the fact that they had piles of heavy woollens held over. To-day every place that is not snowed up is frozen up; country roads are deep with drifts; ice boats still cruise in our harbors; winter's back is not broken yet, and the great storm predicted by the Parliamentary prophet Widgins—irreverently but not unnaturally termed a "weather crank"—has not come as some credulous people believed it would, to prove the violent but salutary harbinger of Spring: In such circumstances it is too much to expect enthusiastic activity in the purchase of spring and summer fabrics. Stocks are complete, it is true; and mostly were so a week ago. The persistent and sometimes too zealous travelling salesmen had made good use of the time when they were snowed up by the dozen in Northern and North Western towns in February to secure orders which would never have been given if the cautious judgement of the country dealer had been unstimulated by the eloquence and importunity of their cheery visitors.

Montreal finds a fair share of buyers in market, Toronto perhaps a larger proportion attracted by the Millinery openings and the cheap fares. Hamilton and London, being nearer to the snowed-up districts of the western peninsula, may have longer to wait for the advent of the Spring to

"Dip down upon our Northern Shore
O sweet new year, delaying long
Thou dost expectant nature wrong
Delaying long, delay no more."

Payments at the beginning of March were generally good, with the exception of those of Manitoba dealers, very many of whom required renewals, indicating a glut of merchandise in that market or a too great looking-up of capital in land or other speculation. But while payments were good as a rule, there are many failures among retail dealers; and the want of any adequate provision for distributing the assets of insolvent debtors makes importers who watch the signs of the times both anxious and careful as to their sales. There are, we are glad to say, many sensible and competent retail dealers throughout Canada, who buy with prudence, pay with promptness—taking the biggest discount they can get—and who keep themselves informed as to markets, styles and prices. But there are, as well, too many who lack knowledge of the business and steadiness of judgment. These fall a ready prey to their own desire to make a splurge and "do all the trade," or to the efforts of unwise salesmen or short-sighted importers to load them up with stock beyond their ability to sell or to pay for. The imports for this season have been fully as great as they ought, indeed we could have done with less, although we recognize in some quarters a praiseworthy aim to keep Spring purchases down to a safe level.