

GLASGOW IRON.

**A**FTER a cycle of six prosperous years, we have had one year without buoyancy in the Iron trade. When we reflect on the high price of Corn, arising from a deficient harvest over a great portion of the world, and the disorganised state of the Cotton trade—the most important branch of enterprise in the United Kingdom—the cause of the present depression in Iron is sufficiently explained. According to the Iron masters' returns, the quantity of Pig Iron produced in 1867 is 1,021,000 tons, showing an increase of 37,000 tons, when compared with last year. The deliveries by railways, the shipments, foreign and coastwise, combined with the local consumption, are 1,068,000 tons, and show a falling off, when compared with the preceding year, of 68,000 tons. The stock of Pig Iron in Scotland is 473,000 tons, as undernoted,\* thus exhibiting a decrease of 37,000 tons as compared with 1866. During the year the price has fluctuated from 51s. 6d.—the lowest point to which it fell in July—to 65s. 6d.—the highest attained in October—giving an average for the year of 53s. 6d. per ton. The malleable Iron works, the foundries, and shipbuilding yards, have felt increasing languor. Next year will surely manifest a healthier condition in the Cotton trade, and we may reasonably expect a lower range of prices for Grain. Should these anticipations be realised, there is no doubt the Iron trade will show an improvement.

Net cash average price of mixed numbers per ton, delivered free on board at Glasgow—Average price of the year, 1867, 53s. 6d. Average price of bar iron in 1867, 27 2s. 6d. Price of pig iron in 1870, 48 5s.; 1815, 47 1s.; 1820, 47; 1825, 41 1s.; 1830, 45s.; 1835, 44 5s.; 1840, 45 1s.; 1845, 46 1s. Auction in 1835, 1500 tons; 1805, 9000 tons; 1820, 20,000 tons; 1825, 29,000 tons; 1839, 197,000 tons; 1845, 150,000 tons; 1867, per makers' returns, 1,002,000 tons; Carron make, computed at 29,000 tons; stock on hand, 31st December, 1868, 510,000 tons; total, 1,541,000 tons. Shipments (foreign), 238,364 tons; shipments (coastwise), 254,913 tons; forwarded per railway, 54,461 tons; consumed in local foundries, 264,072 tons; consumed in malleable iron works, 156,190 tons; total, 1,068,000 tons. Stock in warehouse-keepers' and makers' store, 31st December, 1867, (including Carron), 473,000 tons. Furnaces in blast on 31st December, 1867, 112; make in 1867, 1,031,000 tons; shipments and home consumption in 1867, 1,068,000 tons; stock on 31st December, 1867, 473,000 tons. Present price of bar, £6 15s to 27 5s per ton; plates, £8 10s; rails, £6 to 27; railway chairs, £3 12s 6d to £4; cast iron pipes, £4 15s to £6 No. 1. Gartscherrie, 60s 6d; M.N. G.M.B Warrants, 52s; No. 1 Eglinton, 54s 6d; No. 1 Dalmellington, 53s 6d; No. 1 Glegarnock, 57s; No. 1 Coltness, 59s; No. 1 Calder, 58s 6d.

\* Messrs. Conna's stores, Dec. 26, 1867, 309,140 tons; Dec. 25, 1868, 300,557 tons.  
 Forth and Clyde Canal Company's stores, Dec. 26, 1867, 16,904 tons; Dec. 26, 1868, 23,353 tons.  
 In the hands of the merchants, per their return, Dec. 26, 1867, 161,956 tons; Dec. 26, 1868, 94,091 tons.  
 The Larrou Company declining to furnish returns, their stock is estimated (and their make at 29,000 tons for the year), Dec. 26, 1867, 45,000 tons; Dec. 26, 1868, 65,000 tons.

*Thomas Thorburn.*

**IMPORTANT DECISION IN AN EXPRESS CASE.**—In January, 1866, Edward H. Buckland & Co., of Springfield, Mass., delivered a case of pistols, valued at four hundred and twelve dollars, to the Adams' Express Company, to be sent to a firm in Vicksburg, Miss. While on the way to that city in charge of the company the pistols were lost by the blowing up of a Mississippi steamer. Claim was made for the value of the pistols, but refused by the express company, on the ground that the terms of the receipt given at the time the goods were received by the company exonerated it from dangers arising from river navigation and st-am. Suit was brought before the Superior Court on the ground that the company was a common carrier, and the Court decided in favor of the plaintiffs, but the defendants appealed to the Supreme Court of Massachusetts, and this Court sustained the decision and made declaration in fact that express companies are common carriers, and are responsible for the safety of goods which they are paid to transport.

**SOUTHERN COTTON PLANTERS GOING TO BRITISH INDIA**—At a recent meeting of the Executive Committee of the English Cotton Supply Association at Manchester, letters were received from various cotton planters, superintendents, and overseers in the United States, who are desirous of removing to India and other British possessions, or any other growing country where their services can be appreciated and employed. They were represented to be gentlemen of intelligence, integrity, and probity, well versed in the cultivation of cotton, to which they have been devoted for years, and many during the whole of their lives. It was stated that thousands of citizens, planters in the Mississippi Valley and elsewhere, are compelled by ruin and bankruptcy thus to remove to distant countries, where their experience and enterprise may find a due return. A similar communication addressed to the late Sir Frederick Bruce, has been received from the British Legation, Washington, in which the writer, thirty-six years of age, who owned a tobacco and wheat farm in North Carolina, and a cotton plantation in Mississippi, states that he is familiar with the character of the soil of each of the Southern States, and with the mode of cultivation best suited to the different kinds. He expresses his conviction that with five or six experienced Southern "overseers," from clay, sandy, lime, and alluvial lands, and with a supply of the most approved seeds, and patterns of the best implements, he could greatly increase the quantity of cotton or tobacco in any district not too large for such a force.

## WATER IN MANUFACTURES.

WE take the following well considered remarks from the last number of the United States Economist:—

We do not think our manufacturers attach sufficient importance to the character of the water they use in their processes. In many branches of manufacturing the elements of the water used have a most important bearing upon the perfection of the product. It is a well-known fact that certain localities are famous for the excellence of certain goods produced there. This peculiarity prevails more perhaps in England and on the continent of Europe than in the United States. It is well known, for instance, that the cloths produced in the West of England much excel in purity, dye and softness of finish, those made in Yorkshire, though the same materials be used in each case. The difference arises from the superior cleansing qualities of the Western waters. The ales of Burton-on-Trent have a world-wide notoriety. The same ingredients as are used at Burton have been employed elsewhere in England, and we believe also in the United States, but the water being different, the beverage has proved far inferior to the Burton brewing. We have heard of a leather manufacturer in the North of England, whose sole leather was so acceptable that ultimately his entire product was taken by the London market. Thinking that by removing 300 miles nearer the metropolis, he could save the heavy expense of transportation, the manufacturer established works within a few miles of London taking with him his principal workmen, and preparing his leather in precisely the same manner as in the North. Within twelve months his leather lost its reputation, and when it was too late he found that he had overlooked the virtues of the Northern water. France enjoys an unequalled reputation for the delicacy of its dyes in fabrics. This monopoly is frequently attributed to certain supposed peculiarities in the atmosphere; but the probability is that it arises rather from certain qualities in the water, which prepares the fabrics for receiving the coloring better than any other.

Now, when it is considered that all water has certain minerals or other elements, derived from the spring whence it is derived or the river bed over which it flows, it is easily seen that an examination of these constituents is of the utmost consequence in ascertaining the adaptation of a given stream for a manufacture to be conducted upon it.

Before a manufacturer builds a mill he should ascertain whether the water he should have to use in the contemplated locality corresponds to its elements with that used by manufacturers who have enjoyed eminence from certain excellencies attributable to their water. There ought to be no difficulty in ascertaining the exact composition of the water used in celebrated localities, and this being done, it but remains for those contemplating the building of works upon a certain stream, to ascertain whether the water corresponds. An analysis of the most successful waters would probably be found serviceable also in suggesting the addition of ingredients to waters now in use, but lacking certain requisite qualities. We cannot but think that the application of a very moderate amount of chemistry by manufacturers, in some such way as we have suggested, would tend very materially to promote their success.

A Quebec paper says:—We are indebted to C. R. Coker, Esq., Lloyds' Surveyor at this port, for the following statement of ships built and launched during 1866-67, and those now in course of construction in the several ship yards of Quebec and Levis:—

VERSELS LAUNCHED AT QUEBEC, 1867.

<i>Builders.</i>	<i>Name of Vessel.</i>	<i>Tons</i>
W. H. Baldwin.....	New Dominion	1298
N. Rosa	Luxembourg.	864
Valin & Dugal.	Aldershot.	1312
H. Dubord	Algonquin.	1498
"	Modest	979
P. V. Valin.	Oriental.	656
"	Martinique	407
"	Rivoli	400
J. Gilmour.	Curlew.	1224
Charland & Co	Avon	1028
"	Undaunted	866
"	Beaver.	181
Samson Bros	Stag	1124
"	Secret	416
Dunn & Samson	Pladda.	1208
Gingras & Son	Westminster	1434
"	Aleppo	678
"	Coriscan	677
"	Muscatel	94
T. H. Oliver	Ravenscliff.	472
McKay & Warner.	Cavalier	228
"	Otonabee	222
"	Aurora.	224
"	Marie Annette	227
"	New Dominion	225
N. Rosa	B'n ———	200

## VESSELS BUILDING FOR 1868.

<i>Builders.</i>	<i>Progress.</i>	<i>Tons</i>
W. H. Baldwin .....	Framed .....	125
Dunn & Samson .....	Planking .....	185
Charland & Co. ....	" .....	115
M. Rosa .....	Planked .....	25
Valin & Dugal .....	" .....	38
Gingras & Son .....	Framing .....	14
E. W. Sewell .....	Framed .....	23
Charland & Co. ....	Planked .....	85
P. V. Valin .....	Framed .....	125
	" .....	75
	" .....	75
McKay & Warner ....	Framing .....	40
	" .....	75

COMMERCE OF THE PORT OF NEW YORK  
FOR 1867.

**T**HE *World* says:—We have compiled from our files, as is our usual custom, the foreign port arrivals for the year 1867, distinguishing the flag under which they sail, and designating them as to class. The table does not in reality show the actual nationality of the vessels, as during the war a great number of American vessels obtained foreign (mostly English) registers, and, of course, are compelled to sail under British colors now; but it will be pleasing to the shipping interest, as it is to us, to know that the arrivals of American bottoms are steadily increasing. We give the table as below:

Nationality.	Strs.	Ships.	Barks.	Brigs.		
American.....	204	263	344	446	547	1804
British.....	353	131	84	886	367	2111
Bremen.....	49	30	97	4	...	180
Hamburg.....	42	24	20	10	...	96
Italian.....	...	1	25	47	1	74
Norwegian.....	...	8	41	18	...	67
Russian.....	...	6	38	22	1	67
Danish.....	...	...	14	26	1	41
French.....	28	1	3	7	1	40
Dutch.....	...	1	7	21	3	32
Swedish.....	...	2	11	16	...	29
Spanish.....	1	...	7	18	...	26
Portuguese.....	...	2	2	9	6	19
Oldenburg.....	...	...	2	16	1	19
Austrian.....	...	2	9	4	...	15
Argentine.....	...	1	7	...	...	8
Mecklenburg.....	...	...	7	1	...	8
Brazilian.....	...	...	1	5	2	8
Haytian.....	1	...	...	4	...	5
Venezuelian.....	...	...	...	4	...	5
Russian.....	...	1	1	2	...	4
Hanoverian.....	...	...	2	1	1	4
Holstein.....	...	...	3	...	...	3
Mexican.....	...	...	3	...	...	3
Greek.....	...	...	2	...	...	2
Lubeck.....	...	...	1	1	...	2
Dominican.....	...	...	...	...	2	2
Chilian.....	...	...	1	...	...	1
Belgian.....	...	...	1	...	...	1
Total.....	678	473	1020	1572	983	4676

**MAINE RAILROADS.**—A correspondent of the Boston Journal, writing from Augusta, Me., says that during the past season several important surveys have been made of proposed routes, and the prospect of building has commenced. Probably the most important scheme that will engage the attention of the incoming Legislature will be that of consolidating and uniting in one corporation the Maine Central and Portland and Kennebec roads, which for two winters past has been attempted without success. A petition will be presented by the Directors of the European and North American Railway Company, asking that an act passed Feb. 20, 1866, authorizing the city of Bangor to loan its credit to the company, may be so modified as to limit the lien or security to be made or given to that city for the loan authorized by the act to a mortgage lien or security on the railway and franchise of the company between Bangor and Winn; also for an extension of time for the completion of the road from Bangor to a point ten miles above Milford depot. Application will be made for the charter of a railroad company to build a railroad or connect with the railroad now built or contemplated so as to connect Rockland with Bangor by rail. This will command the traffic on the Penobscot river and bay, either by supplying the needed links in case the Belfast and Moosehead road shall be built, or by running the whole distance, and thus afford to Belfast railroad communication with both Bangor and Rockland. The road from Bath to Rockland will complete the shore road, so as to form a continuous line of railroad from Boston to Bangor. The Kennebec and Wiscasset Railroad Company will apply for authority to make its western terminus and connections with the Portland and Kennebec or Somerset and Kennebec roads at some point northward of Richmond, its present limit. A petition will be presented for the revival of an act incorporating a horse railroad company from the Bangor and Piscataquis Railroad to different state and iron works in Piscataquis county.

THE NEW MERCHANT SHIPPING ACT.—On Wednesday next the Act passed in August last (30th and 31st of Victoria, cap. 124), to amend the Merchant Shipping Act of 1854, will come into force, and will apply to any ship which belongs to the United Kingdom, and is not therefrom at the time when the Act comes into operation, when such ship has returned to the United Kingdom. The Rules and regulations to be made by the Board of Trade as to the medical stores, including a supply of lime or lemon juice and other anti-scorbutics. A penalty of £20 may be inflicted for selling medicines of a bad quality. Whenever it is shown that any seaman or apprentice is ill through the neglect of the master or owner in the supply of food, accommodation, medicine, &c., the wages of a seaman are to be paid by such master or owner, but where a seaman is incapable of performing his duty through illness, wilful act or default, the wages to become forfeited. On board British ships a seaman or apprentice is to have a space appropriated for his use on deck of not less than 72 cubic feet and 12 superficial feet. Medical inspectors are to be appointed at ports, &c. Offences committed by British subjects are to be dealt with by the Courts having the ordinary jurisdiction. The harbour-master at Holyhead may be appointed a justice of the peace within the limits within which he is empowered to act in harbour matters, and to exercise the jurisdiction of a stipendiary magistrate, notwithstanding he may not be qualified by estate to be a justice of the peace.