

EDITORIAL COMMENTS.

A new lighthouse is to be erected in Bellville Harbor. The lumber shipments of Chicago in 1879 were 1,844,331, and last year, 815,627,591.

The electric light will soon be introduced in the manufacturing establishments of Montreal.

The outlook for building operations in Montreal during the coming season has not been so bright for many years.

It is expected that the Finance Minister will make a budget speech on Tuesday next. It is anticipated with much interest.

A despatch from Halifax waited on the Minister Railways a few days ago and conferred with him on the winter port question.

The weekly returns of the Railway Companies of Canada continue to show a considerable increase over corresponding weeks of last year.

According to the report of the Minister of Justice, there were 1,273 convicts in the penitentiaries of the Dominion on the 30th June, 1880.

In several of the State Legislatures bills have been introduced, fixing the rate to be charged for berths in sleeping cars. This is the result of exorbitance.

The Pacific Railway contract bill is under discussion in the Senate. The subject was so comprehensively debated in the Commons that little of a new nature was left to be said.

Captain Prevost, of "A" Battery, Quebec, has sailed for England, with instructions from the Government under the necessary machinery for the manufacture of small arms and ammunition in the Dominion of Canada.

A despatch waited upon the Premier of Ontario a week in the interests of the Kingston and Perth Railway. Mr. Mowat promised to take their representations into consideration. It is stated that the denunciation of the feeling of the members of the Legislature adverse to voting any more bonuses at present.

The fourth report of the Joint Committee of both Houses on Parliamentary printing was presented a few days ago by Mr. Wallace, Norfolk. The cost of the printing service of Parliament for the year ending 30th June, 1880, was \$50,727.65, being a decrease in the year's expenditure of \$11,248.86 as compared with the previous year.

It appears that although Brazilian coffee makes up but one-half the quantity produced in the entire world, it is of so little account in the markets that, as a whole, it is labelled Java, Porto Rico, Ceylon Mocha produce. There are no fewer than 630,000 plants, covering 1,500,000 acres, and yielding a crop of 260,000 tons in the country.

An upright piano manufacturing firm of G. M. W. & Co., Kingston, have removed to more extensive premises—the old Medical College. This is the result of the increase in their business. The Wags "The castors, pedals and plated ware are ordered from Mr. L. B. Spruce, and the purchasers say they are better than the best American articles of the description."

Last week we published a statement showing the receipts of the Dominion for the second six months of 1880, as compared with the same period of 1879; and the increase of the receipts of January, 1881, over those of 1880. In Montreal alone the increase of customs receipts for January of this year was \$177,588.97. The inland Revenue receipts of that city for the same month were \$12,530.98 in advance of those of January, 1880.

A New York exchange says that through railroad traffic between San Francisco was inaugurated in May, 1880. It is estimated that the passenger traffic of the eight months of railway operation was 20,000 arrivals and 15,000 departures. The road has been in operation eleven years and eight months. The number of passengers arriving at and departing from San Francisco during that period was—Arrivals, 607,091; Departures, 311,230. In 1870 the population of California was 200,000, in 1880, 866,000, a gain of 300,000, which, it is estimated, nearly 200,000 is supposed to be due to the existence of railway communication.

According to the British Board of Trade returns for the year business is steadily improving. The following is a comparison of imports and exports for the years 1878, 1879, 1880.

Table with 3 columns: Year, Imports, Exports. Data for 1878, 1879, 1880.

These figures show that the imports exceed the exports, United States trade returns for the same period show a large excess of exports over imports:

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INDICATOR OF THE INCREASE OF COTTON MILLS IN NEW ENGLAND. It is stated that since 1870 their capacity has increased from 114,000 looms and 6,400,000 spindles to 185,700 looms and 8,800,000 spindles, and cotton consumption, which in 1870 was 278,633,000 pounds, was in 1880 no less than 503,112,900. And the same authority states that in the South in 1870 there were 11,000 looms and 517,000 spindles, while the census shows that in 1880 there were 15,000 looms and 714,000 spindles, and that the consumption of cotton had increased from 15,000,000 pounds to 102,000,000. Comparing the two sections, it is seen that in ten years New England has increased her cotton consumption about 80 per cent, and the South over 125.

Mr. White (Hastings) has introduced a bill in the House of Commons to incorporate the Canada Gold Mining Company (already incorporated under the general laws of the State of New York), they having agreed for the purchase of certain gold mines in the county of Hastings. The association known as "J. Winslow, Jones & Co", already incorporated in England, apply for incorporation in Canada to enable them to carry on the business of producing, manufacturing, drying, curing, preserving or preparing corn, meat, game, fish, fruit, vegetables and other articles of food or provisions, and of dealing in any such articles, (whether dried, cured, preserved, or prepared or not) wholesale or retail, and of producing, manufacturing or dealing in such articles as are usually or may be conveniently manufactured or dealt in by companies or persons carrying on a business of a similar nature.

The Real Estate Record publishes the following figures, illustrative of the prosperity of the United States:—

Table with 3 columns: Item, 1879, 1880. Items include Immigration, Gold and silver imports, Merchandise exports, etc.

SPECIAL NOTICES.

THE CLYDE WOOLLEN MILLS.

(From our Travelling Correspondent.)

LONDON, 2nd February, 1881.

One of the most completely finished woollen mills in this section of the country is that of Messrs Boyd Caldwell & Co., of this village, and there are few, if any, that turn out a better class of goods of the kind of which the firm makes a specialty, viz., Cheviot finished tweeds. By the kindness of Mr. Boyd Caldwell, an Industrial World representative to-day had an opportunity of making a brief tour of the establishment, and gleaned the following information. The mill was established in 1867 by Caldwell & Watchorn, and has continued in operation since that year. It is a spacious and substantial stone building, three and a half stories high, and is 138 feet long by 45 feet wide, and gives employment to from 60 to 65 men and women, all experienced hands, and who necessarily form a considerable item in the population of the village. The machinery, which is, with one or two exceptions, of American make, is of the very best kind adapted for turning out the high class goods for which the firm is so well known, and is driven by a Goldie & McCullough engine of forty horse power, which is placed in the basement, where, also, are the wet finishing, dry finishing and store rooms; of the latter more anon. On the first floor is a spacious apartment in which sixteen looms are kept constantly at work, also a warping machine, a steam brusher, shears, three spoolers, and a cloth press, all of which are the best that money could purchase. Their various operations have already been described in the INDUSTRIAL WORLD, so it is scarcely worth while recapitulating them. On the second story are three sets of cards of the Davis & Furber make, and in the first spinning room are two English made hand mules, with 280 spindles each: a twister, with 120 spindles, and two spoolers. In the second spinning room are three Davis & Furber jacks, with 240 spindles each, and all were busily employed when your correspondent visited the mill. On the third story is the picking room where the wool is sorted prior to going into the hands of those who transform it into fabric. In this room is a picker and a burring machine, of American make, and each seemed to do its duty to perfection. Returning to the store room, your correspondent was shown a vast quantity of cloths of the Cheviot finished make, of which, as has already been said, Messrs Boyd, Caldwell & Co make a specialty, turning out from 110,000 to 120,000 yards annually. Nothing but Cape and Australian wool is used in the mill, and that fact, combined with the excellent workmanship, is sufficient to command always a ready market and a good price for the goods. The patterns are very handsome, and are from the designs of Mr. Breckenridge, in whose charge the internal economy of the mill is, and who deserves credit for a very excellent taste. Some idea of the estimation in which Messrs Boyd Caldwell & Co's cloths are held may be formed when it is stated that at the Industrial Exhibition at Toronto they were awarded two silver and one bronze medal, and at the Dominion Exhibition at Ottawa they gained a silver medal. Your correspondent has to thank Mr. J. H. Bothwell, the courteous gentleman who has charge of the office for his kindness in acting as cicerone.

The Greek Premier spoke more moderately regarding Greece's prospective action on Saturday than he has hitherto done. It is reported that Mr. Goschen arrived at an understanding with Bismarck during their recent conference on Eastern affairs.

GENERAL COMMERCIAL NOTES.

Messrs Haggart & Cochrane, of St Thomas will make a large shipment of agricultural machinery to Manitoba in a few days.

The country storekeepers, even in the wilds north of Pembroke, have been doing a rushing business, up to the commencement of January, since when trade has been rather quiet.

The wholesale houses have a large number of travellers out with samples of spring goods. All report having sold larger bills than this time last year. Dry goods men are especially jubilant.

The Ottawa Cabinet Co are full of orders at present, and have recently opened a branch warehouse in Montreal. They have a larger force of hands employed, and the various departments present a very busy appearance.

The trade in butter for exportation has been excellent this season along the St. Lawrence, the Ottawa and Rideau rivers. One dealer at Burrill's Rapids turned over \$16,000 worth in a month. The dealers in Perth have also operated extensively this season.

Some enterprising business men are already speaking of making a move towards Callander Station, on Lake Nipissing, which they look upon as being likely to prove a good location as soon as the western extension of the Canada Central Railway is completed to that point.

The Treasury Department announces the following as the coinage at the United States Mints during the month of January, 1881: Total number of gold pieces coined, 1,106,933, value, \$7,262,930, silver dollars, \$2,300,000; cents, number of pieces, 2,930,000, value, \$29,300.

Messrs Brown & Baker's rago factory, burned last week near Waterdown, was insured for \$2,300, which does not nearly cover the loss. A committee of the village ratepayers called upon the firm to see if they would rebuild if a bonus was offered. Their reply was favorable, and the village decided to grant the firm \$500, and exemption from taxes as long as they carry on the business.

Mr. J. H. Stone, of Hamilton, intends, as soon as the weather will permit, erecting a building 130 ft. by 30 ft. and 3 stories high, and he calculates to have it ready for occupation by the 15th April. He will manufacture railroad and ship lanterns and signals, a full line of spun metal goods, lamp burners of every description, and many specialties that have not been heretofore manufactured in Canada.

Thos. Graham, file manufacturer, of Toronto, commenced business in a small way about six years ago, employing one man and a boy. Since then the business has gradually extended, and he now gives employment to ten hands. He experienced an increase of fully 25 per cent. on last season's trade, and is now enlarging his premises, and will have, in a short time, every facility for the manufacture of new files and for re-cutting old ones.

Mr B Macnamee, the contractor for the Welland canal works, says that the operations will be completed and the canal ready for opening on the first of May next. There are 800 men, besides every description of steam machines, employed in the pushing forward of the works with all speed. Sixty new gates are already finished, and the balance of 110 will be ready about the first of April. When ready for opening there will be a draught of 12 feet of water throughout the canal.

There was considerable excitement in commercial circles in Toronto lately, when it was announced that the long-established wholesale dry goods house of John Robertson, Son & Co., 24 and 26 Wellington street west, had suspended payment. The firm has been in difficulties for some time, but it was hoped they would be able to tide them over. The business community has not been slow to express its sympathy with Mr. A. J. Robertson, who has done his best to carry the business through.—World.

The A. G. Whiting Manufacturing Co., of Oshawa, report a largely increased business, having sold more goods last year, in Canada, than they have usually turned out for their home and export trade combined. About nine months ago they put in a Brown engine, of 70 horse-power, manufactured by the Thompson & Williams Co. of Stratford, so as not to be entirely dependent on the water wheel, which previously furnished the motive power. There are about 80 hands engaged in this industry, and are all working full time.

Another illustration of the rapidity with which the average cost of moving freight has been reduced in this country is furnished by the concluding paragraph of a letter Mr. Albert Fink has recently written in reference to the relation between passenger and freight traffic, in which he states that "on the main stem of the Louisville and Nashville Railroad the cost per freight ton mile in 1875 was 1.44 cents, and in 1879 it was 0.767 cent, showing a reduction of 49 per cent. On the Pennsylvania Railroad the cost per freight ton mile in 1875 was 0.880 cent, and in 1879, 0.483 cent, a reduction of 45 per cent."—Railway World.

The Moncton Times says—Work at the brass factory is now being pushed forward with considerable vigor. A number of new machines have been set up, and will be in operation in a few days, employing additional hands. The plating department, the moulding shop, machine shop, etc., are in operation, already employing quite a number of hands. From forty to sixty forms per day are turned out in the moulding shop. Amongst the work done in the plating department is a lot of silver plated goods for Fawcett's foundry, Sackville, and amongst other order work is a lot of 300 key locks of a handsome pattern for the Fredericton post office.

Bank halibut have been in fair receipt since our last issue. We notice four arrivals, bringing 120,000 lbs., which commanded good prices. Thirteen Georges arrivals have been reported, with 302,000 lbs. codfish and 52,000 lbs. halibut. The number of herring arrivals has been five. Last week we reported thirteen arrivals, with 112,000 lbs. Georges cod fish, 92,000 lbs. halibut, and about one mill in frozen herring. Last year, for the week ending Jan 29, there were one arrival from Newfoundland with frozen herring, four from New Brunswick with do, nine from the Banks with 210,000 lbs. halibut, and twenty-one from Georges with 567,000 lbs. codfish and 63,000 lbs. halibut.—Cape and Adventure.

The Montreal Gazette says—The trade in Canadian phosphate during the past year has been fairly satisfactory, considering that this important branch of our exports is as yet only in its embryonic state. The shipments of phosphate from Montreal to England and the States during the past season aggregated about 13,000 tons, against 11,000 tons for the previous year. Next season is expected to witness still greater activity in phosphates, as our ore is being

being to be better known in the European market. A great many of the objections to Canadian phosphates on the other side are gradually wearing away, so much so that English capitalists are now seeking investments in our mines. We have to report the sales during the past few days of 50 to 750 tons of green phosphate, guaranteed 80 per cent, at \$13, delivered on cars at Buckingham station, Q M O & O Railway.

THE FIRST GRAIN SHIPMENT FROM HALIFAX.

The barque *Chili*, of Dundee, Herd, master, which arrived here from Manila with a cargo of sugar for the St. Lawrence Reining Company, Montreal, has the honor of taking the first cargo of grain shipped from Halifax. She cleared at the Custom House lately with 38,500 bushels. The fact of the *Chili* taking a cargo of grain here is, perhaps, more by luck than from original intention, as it was owing to her long passage and consequent inability to get up to Montreal on account of the closing of the St. Lawrence, that she came to this port. However, by this shipment the possibility of Halifax as a grain port has been established, and Capt. Herd says that he would rather come here again to-morrow for another cargo than to Montreal or any other port on the continent. He says this is the cheapest port on the continent, and the dispatch in discharging and loading here have equalled anything he ever had at any port. The cargo was given him as quick as it could be stowed, and the quantity in bags was sent down quicker than it could be taken. The actual time of loading was 74 hours, and in 45 of which was taken the grain bulk, making two-thirds of the whole cargo. There was no detention in loading. Capt. Herd states that the facilities for loading ships with grain here are ample, and for the reasons above would strongly advise vessels to come here. Messrs. Lord & Munn, of Montreal, are the shippers of this cargo, which was forwarded from Detroit via the Grand Trunk and Intercolonial roads, occupying about ten days in transportation. It was brought down in ordinary box cars and sluiced aboard ship by an ordinary coal shoot with a special wooden casing to prevent waste—just as satisfactory and good a manner as wanted. The advantage of an elevator would be the additional facilities in loading and stowing, as every one acquainted with grain shipping knows, but particularly the stowing of grain for retention, so having a supply ready for shipment at any time, and the retaining capacity of what is not wanted for immediate shipment, for which if there had been a number of cars too many arrive, we have at present no provision.—Halifax Chronicle.

THE DEBT OF CANADA.

It is an expensive business to run a young and ambitious country like the Dominion, which has a great career before it. When Confederation was carried, it was spoken of as "a nation born in a day." This was a premature announcement. It is still going through the throes of birth, but they will result in the production of a vigorous nation yet. The piling up of debts may be called throe, painful but necessary. In the thirteen years since Confederation, (the first step, we presume, to nationality), the debt of the Dominion has increased something very close to a sum of \$108,000,000. In 1867 the total debt was \$109,125,323, so that it has been more than doubled in the short period since the act of Union took place. Sir Alexander Galt, our High Commissioner, stated, last week in his lecture on "the Future of Canada," before the Royal Colonial Institute, that the debt of Canada on the 30th of June, 1880, was \$41,000,000, (close on \$200,000,000). Some of his hearers, familiar with the hundreds of millions of European national debts, may have thought that figure insignificant. There may be some on the other hand who think that Canada's 40 millions are, in proportion to its wealth and population, as burdensome to it as are their seven hundred millions to the British. Neither are the 40 millions an insignificant debt for Canada, nor do they we believe press so heavily upon its people as their enormous debt do upon the British. Canada's debt has not been caused in great part, like that of the British, by extravagant war expenditures, which have left no visible evidence of usefulness behind, but by expenditures on canals, railways, harbors, lighthouses, public buildings, etc., works absolutely necessary for its development. No doubt some of these works have cost the Dominion more than they ought to have done, but extravagant expenditure on public works is a vice to which all governments are liable, and the country may be congratulated that the gigantic Pacific Railway is, at even some considerable cost to the country, to be handed over to a company. Some people are much exercised at present over the debt of Canada, and take a gloomy view of the future, but they are opposed to the syndicate contract and the Government, which accounts for their melancholy. Canada's shoulders are broad and strong enough to bear the burden of its debts we may be sure. With a growing population, laborious and energetic, with agriculture flourishing and trade expanding, with enormous tracts of fertile territory to be opened up and settled, it is nonsense to think that the "nation yet to be," is on the verge of bankruptcy and ruin.—Maritime Farmer.

THE PROPOSED GLUCOSE MANUFACTORY.

At a meeting of the City Council held on Monday evening last, a letter was read from Mr. O. J. O'Doherty, of this city, relative to the establishment of a glucose manufactory here. At the time the letter was written, Mr. O'Doherty was in New York, with a view of purchasing machinery for his proposed manufactory. The letter is as follows:—

New York, 28th January, 1881. To Mr. C. H. Mackintosh, Mayor of Ottawa. DEAR SIR,—I am here arranging for the machinery for the manufacture of glucose loaf sugar from corn, which I intend starting at Ottawa or Montreal. I shall by all means give Ottawa the preference if I can manufacture there with as good profit as at Montreal. Some of the disadvantages I should be under at Ottawa would be the freight on coal from Montreal and the freight of the manufactured produce from Ottawa to Montreal. What I would ask the Council to do to warrant me in establishing the factory at Ottawa would be to make some provision whereby I should be reimbursed the extra freight charges above mentioned; also, to grant me immunity from all taxes and advantages at Ottawa in other respects, such as the factory being distant from the chief place of consumption and the necessity of maintaining a special agency and storehouse in Montreal. If the worthy Council of Ottawa should feel disposed to do anything in the matter it will be necessary that action be taken immediately, as I hope to be able to commence putting in machinery in about ten days. Yours, etc., O. J. O'Doherty.

The communication was referred to the Finance Committee. It might be stated that Mr. O'Doherty has returned to Ottawa, having purchased about \$10,000 worth of machinery. He says that there is only one similar establishment in Canada and that is located in Western Canada.—Ottawa Citizen.