

CARRYING COAL AND IRON ORE A POPULAR ERROR

As English trade journals published in London, the tried to show recently, the advantage that English Bessemer steel furnaces have over the same kind of works in the Western States in the much shorter distances over which coal and iron ore have to be carried—

The English Bessemer works at Sheffield, in the North of England, are situated on the banks of the River Don, and the distance from the mines to the works is about 10 miles. The Bessemer works at Chicago, in the State of Illinois, are situated on the banks of the Lake Michigan, and the distance from the mines to the works is about 100 miles.

It is not ore brought to English Bessemer works from a distance farther away than Chicago? What does it cost to carry the ore to the Bessemer works at Chicago, as compared with the cost of carrying the ore to the Bessemer works at Sheffield? Let us see. The North Chicago Rolling Mills are about 30 miles from the mines, and the distance from the mines to the works is about 100 miles.

The enterprise of iron-making in Canada is hindered by a prevailing popular error with regard to distances, much the same as that for which the American paper just quoted takes its English contemporary to task. Just as the English journal would discourage the attempt to make steel at Chicago, so do some people discourage all attempts to make either iron or steel in Canada.

fall freight both ways, and the cost of carriage will be reduced to the minimum. It is truly a most complete triumph to find this a progressive and enterprising country, when we are helpless to do anything with the treatment of iron ore which Providence has bestowed upon us.

TARIFF MATTERS IN THE UNITED STATES.

The Presidential election of 1880 in the United States elicited a very decided and powerful expression of public opinion in favor of Protection as the settled policy of the country. Several weeks before the day of voting it became apparent to the Democratic leaders that the free trade doctrines which their party had inherited by tradition from an earlier time, were not popular with the masses, and that the suspicion of their being opposed to the Protection of home industry, would lose them very many votes.

protected to American manufactures, and who will not concede to his decisions the spirit and purpose of the tariff laws, when evasions of duty are attempted by ingenious contrivances. These words chime in well with recent experiences in Canada since the new tariff came into force.

THE ESTIMATES.

On Tuesday afternoon Sir LIONARD TILLY brought down the Estimates for the year ending 30th June, 1882, also Supplementary Estimates for the year ending 30th June 1881. The latter cover the following items:—Civil Government, \$1,242,82; Penitentiaries, \$3,070,75; Legislation, \$10,050; Militia, including allowances to officers retiring under the recent Staff re-arrangements, expense of changes, etc., \$19,315,75; Railways, \$171,349,68; Public Works and Buildings, chargeable to capital, \$4,402,71—chargeable to income, \$44,011,76; Ocean and River Service, \$16,077,30; Geological Survey, \$10,000; Mounted Police, \$190; Indians, \$212,381; Miscellaneous, including \$5,000 for Civil Service and \$12,500 for Pacific Railway Commission, \$31,308,27. The total sum is \$865,586,57. The following is a summary of the Estimates for next year:—

Table with 4 columns: Service, Total Amount 1881-82, Compared with 1880-81 (Increase/Decrease), and \$ est. The table lists various services such as Public debt, Civil Government, Railways, and Public Works, with their respective financial figures.

According to a statement recently published by the Bureau of Statistics of the Treasury Department of the United States, the exports of breadstuffs for the twelve months ending 31st December, 1880, were as follows:—Barley, 1,246,640 bushels, valued at \$910,948; Indian corn, 1,057,717,285 bushels, of the value of \$56,348,884; corn meal, 38,177 barrels, of the value of \$1,127,383; oats, 544,294 bushels, \$244,035; rye, 2,346,985 bushels, \$2,161,092; wheat, 134,701,146 bushels, \$62,463,762; wheat flour, 6,845,920 barrels, \$38,141,723. The total value of the exports of breadstuffs for the year was \$283,395,357, an increase over the exports of 1879 of \$24,093,468.

EDITORIAL COMMENTS.

The Home Railway Contract Bill was introduced into the House of Commons on Monday, the 11th inst., and is now law.

Accounts to a recent return the number of paupers in England and Wales in 1879 was 2,000,000 and the amount paid for the relief of the paupers was £20,000,000.

We are in regular receipt of the monthly part of the Dominion of the great railway taken place in manufacturing circles, and the operation of the existing tariff.

Since the opening of the present session the Legislature of Ontario many applications have been made to the Government; but the granting of subsidies are not particularly frequent.

Last year the storage capacity of Chicago was increased by 2,500,000 bushels, the result of the erection of two new elevators. At present the number of elevators in the city is twenty-two, with a capacity of 13,010,000 bushels.

The last monthly bank statement shows that the authorized capital to be \$66,266,660, and the actual capital \$81,872,337; paid-up capital, \$70,000,000; notes in circulation, \$25,926,910; total liabilities, \$120,798,283; total assets, \$191,808,277.

In the House of Commons, on Thursday, the 11th inst., Mr. McQUINN'S Insolvent Act Amendment Bill passed its third reading. It contains the following clauses: 1. The fourteenth and fifteenth sections of the Insolvent Act of 1875, and the Act amending the same, are hereby repealed, and the fifty-eighth section of 'The Insolvent Act of 1875' is hereby repealed. 2. This Act shall apply only to proceedings under 'The Insolvent Act of 1875, and amending acts in any case where the estate of an insolvent has been vested in an official assignee before the passing of this Act passed in the forty-third year of Her Majesty's reign (1880), chapter one, entitled 'An Act to amend the Acts respecting insolvency now in force in Canada.'

The Nova Scotia coal sales of last year amount to 924,659 tons, an increase of 268,035 over the previous year. The Halifax Herald says:—The highest amount of sales ever before reached in the history of our coal mines was in 1873, when under the influence of the previous duty on American coal it reached 861,106 tons. Thus the year 1880 has been the most successful in our history, the sales exceeding those of 1873 by no less than 72,553 tons. We are assured of excellent authority that had it not been for the terrible disaster to the Halifax mine at Stellarton, which that—the largest mine in the province—was closed for nearly the whole of the last quarter of business at the other Pictou mines deranged for a week, the total sales for the year would have, no doubt, exceeded 1,000,000 tons. As it was, the output for the year reached 1,023,710 tons. We are happy to learn that from preparations now being made, and from contracts now actually offered, there is every reason to expect a very large further increase and development in our coal trade during the coming year. Every well wisher of the province must cordially desire that it may be so, as a proper development of our coal wealth must not only be of immense direct benefit to our people, but will also indirectly stimulate other equally remunerative industries.

TURNING THE TABLES.

Although he stated that he did not intend to anticipate the discussion on the budget, in regard to a return of drawbacks, Mr. Patterson, of Kent, made a general attack upon the tariff, dealing particularly with the export of manufactured goods which showed a falling off in value last year compared with the year 1878, the last year of the late Government. Mr. Patterson spent the greater part of the afternoon in pointing out what was according to his allegation, the injurious result of the tariff of 1879. In a few words the Hon. Mr. BOWEN, Minister of Customs, disposed of his long statement by drawing attention to the following paragraph in the Trade and Navigation returns lately brought down:—

"Table No. 1 shows that the value of the exports from the Dominion exceeded in value those of any other year, 1878, and that value was only exceeded in two years, 1873 and 1874, since the date of Confederation. It shows a result never shown before in the Dominion, and is an excess of exports over imports, the amount of the former being over \$100,000,000, and the latter the value of goods entered for consumption, \$169,121,000. The value of import and export on some duties exceeded \$14,136,949.22, was exceeded in 1874 by \$263,334, and in 1875 by \$1,222,432.90, but in no other year since 1870." "Table No. 3, aggregate trade of the Dominion, shows that of 1879, of \$15,018,438, and a decrease in that of the United States of \$9,207,858. The trade with the United States, West Indies and South America during the year amounted to \$7,262,875, and in 1879 to \$5,000,000, showing an increase in favor of last year of \$2,262,875. The trade with China and Japan shows an increase in the year over 1879 of \$429,944, and a still larger amount in the two preceding years." On Mr. Patterson calling Mr. Bowen's attention to the fact that he (Mr. Patterson) referred only to manufactured exports, the Minister pointed out the defective nature of the representations, and mentioned the fact that the supply of the home market by manufacturers was wholly misleading. The manufacturers of Canada were never more hopeful than they are at the present time.