

for \$56,023 in saddlery and harness; \$67,500 in India-rubber wares, besides glue, turpentine, &c. Of glass and glassware the Canadians appear to have bought more than any other nation, viz.:—\$214,937 out of a total of \$749,866. We appear to have been also the largest purchasers of boots and shoes, paints and colors, hats, of wool or straw, while we took one fourth of the whole export of toilet soaps, ranking next to Great Britain as buyers of that article.

The United States shipped \$1,648,367 worth of sewing machines and their parts, one-third to Germany, one-fifth to Great Britain, one-seventh to Central America, and \$31,502 worth to Canada. Of scales and balances the export reached \$200,000, one-third of it to Britain. Canadian purchases of sugar declined from seventeen million pounds in 1878-9, to one-twentieth of that amount last year, in consequence of the altered tariff and the stimulus given to our refineries.

The above figures are quoted by the *Commercial Bulletin* from American blue books. Some of the figures are larger in the Canadian Blue Book. For example, our Trade and Navigation returns for fiscal year 1880 give the value of bleached cottons bought from the United States at \$289,841; colored or striped cottons, \$527,775; gingham and checks, \$10,151; other cotton manufactures, wadding, warps, &c., \$120,840. If to these be added the items in our returns, cotton clothing, corsets, hosiery, and "all other manufactures of cotton," we shall have nearly a million and a half dollars. Again, take glassware. Instead of the \$214,937 worth of glassware sent to Canada from the States by the above return, we find import valuations of glass and glassware reaching \$345,863 by our Blue Book. While the American export figures of musical instruments to Canada only reach \$130,616, the Canadian official figures denote \$232,108 worth of such goods imported from the United States.

#### PENNY SAVINGS' BANKS.

Our attention has been directed to the working of the deserving institutions known as Penny Savings' Banks. Their object is the promotion of thrift among the humbler classes of the population, and on this account, they may be rightly regarded as charitable in their character. The names of their trustees are the principal guarantee to intending depositors, and such banks are making progress in our midst. The aim of their promoters has been, and is, to have the work in connection with them done gratuitously, and with the philanthropic pur-

pose of saving as much as possible for the poor. So much has this work grown, however, that the suggestion mentioned in a former issue of the *MONETARY TIMES* has been made. One writer puts it: "While gentlemen are gladly willing to bestow much of their leisure to the receiving and paying of money, it is too much to expect them to devote it to the keeping of accounts in connection with these banks." As to that, we should say it is a matter for the gentlemen concerned to decide. Some of them may be as willing to keep books as to receive or to pay money. But, as we indicated last week, the former is the more onerous task, and the one for which fewest volunteers are qualified; therefore, when these willing and able ones are over-worked, the suggestion to pay something for that hard work is not unnatural. That it is hard work, no one will doubt who learns that there are over fifteen hundred accounts on the books of one such institution in this city.

To show that it is not impossible to carry on this essentially Christian work, however, by voluntary aid, we have the example of the Penny Banks of Glasgow, Scotland. These institutions, 209 in number, received in deposits during the year 1880, no less a sum than \$180,000, as appears from the statement of their working recently issued. These savings' banks are managed by some five hundred ladies and gentlemen, and we are told that not one cent is paid for labor in connection with them, the whole work being voluntarily done. There ought to be enough of the spirit of benevolence in our community to work such a scheme without requiring to make a charge. But the "willing horses," some of whom, after a long week's work in a counting house, have to spend a long night's work over shilling accounts and interest calculations, ought not to be worked unduly hard. And it would seem that for this work more volunteers, and competent ones, are needed.

—The merchant marine of France, which has long been clamoring for bounties, is at last to get what it asked for. A new law, passed almost unanimously, gives heavy bounties both to iron and wooden vessels. The pretext on which the measure is based is that it is desirable, in the interest of equity, to compensate the builders of sea-going vessels, for the charges to which they are subjected, under the customs tariff. French shipping had for some years been in a state of decline; and it may be that this measure will tend to restore it. It may be doubted, however, whether bounties will prove the best means of securing business to French vessels, the lack of which has been the cause

of the trouble. The English Government has appointed a commission to inquire into many things connected with the present condition of British shipping. The inquiry will take a wide range; and whatever the result may be, we may conclude there will be no attempt to revive the old system of bounties.

—The *New York Shipping List* does not share the opinion that it is only a question of time when railways will supersede canals. That journal admits, however, that railways do about two-thirds of the carrying business, between the West and the sea-board, and that of grain receipts at Atlantic ports about ninety per cent. is received by rail. When the direct line between Chicago and New York is completed, the canals will feel the pressure of competition more severely than before; and it is not certain that any canals, except our own, can be adapted to the new phase of competition. A great many new canals are projected, in many parts of the States; but this proves nothing except that, in flush times, improvements of every kind are projected on a scale that outruns sober reason. Present indications certainly point to the conclusion that canals of great length and small capacity will find it more and more difficult to compete with railways.

#### MANUFACTURER'S NOTES.

Quantities of Ontario manufactures are going to Manitoba. The firm of A. Harris, Son & Co., who employ 150 men, full time, at their factory, is doing an extensive business up there, in agricultural implements. They have shipped since January 7th, we are told, eighteen car-loads of goods to Manitoba. Their orders include 3 car loads of "Osborne Self-Binders" besides numerous orders for Mowers and Reapers. A speciality of that firm is harvesting machinery but they have already bought from other Canadian makers 1200 plows, 100 seeders, 100 Hay rakes, 400 waggons, 200 scrapers, 100 wheelbarrows, 350 sets harrows, 20 threshing machines, besides a large lot of other goods for that country and are filling large orders for Ontario, Quebec and British Columbia.

Messrs. W. Doherty & Co. are said to intend erecting another large addition to their organ factory at Clinton immediately. The building is to be 100 feet long by 36 wide, and will be situated on the corner of Rattenbury street.

The woollen factory of the Eggleston estate, Ancaster, which Mr. Jonathan Ellis used to lease, has been purchased by Mr. Newlands of Sherbrooke, P. Q., so says the *Galt Reporter*. Work is to go on immediately and will employ a considerable number of hands. Mr. Newlands was some time foreman in Robinson & Howell's extensive woollen factory in Preston.

The Brussels flax mill is shipping some of its