

GENERAL INDUSTRIAL NOTES.

The trade of St. John for last year shows a great advance over that of 1879, which was the smallest that city had known since Confederation.

The Canada Paper Company has declared a dividend of four per cent upon the capital stock for the half year ending 31st December, payable on Tuesday, the 25th inst.

The traffic receipts of the Grand Trunk Railway for the week ending December 24th, were \$119,937 as against \$106,239 the corresponding period last year, an increase of \$13,698.

The Hamilton and North-Western Railway will apply to the Ontario Legislature at their next session for power to issue additional stock, and for the better equipment of the road, etc.

Application will be made to Parliament by the St. Denis Beet Root Sugar Company for an act of incorporation, with a capital of \$200,000. The factory will be erected at St. Denis.

The St. Croix, N. B. Courier says the prospects of a cotton mill being built at that place were never brighter as at present. The same journal urges the starting of a beet sugar factory.

Mr. Anson Sperry Deness, Peterboro, formerly of the Hilliard shingle mill, is building a large steam shingle mill near the Locks Bridge. It is expected to be ready for operations in a few days.

The value of lumber manufactured at the Ottawa saw mills during the past year amounted to about \$2,000,000, while Eddy's match and nail factory turned out some \$200,000 worth of goods.

The demand for coal in British Columbia is increasing, and the mines are worked day and night. In the San Francisco market the price for Vancouver Island coal has advanced to \$10 on the wharf.

The Standard Oil Company has bought 107 acres of land for \$22,000 on the line of the Bergen County Short Cut, now being built by the Erie Railway, and will use it for storing and refining establishments.

The holiday trade this season is said to have been the largest ever known in Winnipeg. The purchases were more numerous, and the number of persons making expensive purchases is larger than during the past few years.

The official returns show that the foot and mouth disease is seriously spreading amongst the cattle in all the large counties of England. Seven thousand cases of disease are reported in Norfolk, and 2,400 in London.

Business in Elgin town, Ont. is brightening. Messrs. J. Mooly & Son have built a new flour and woollen mill on the corner of Main and Water streets which they purpose to occupy the beginning of the year. With their increased facilities they can turn out 100 barrels of flour a day.

The debt of the city of Ottawa amounts to a little over two million dollars, being one-fifth of the total assessed value of the city. The ordinary revenue for the past year was \$118,390.06 and expenditure \$111,909.39. The real estate and property owned by the corporation is placed at \$701,750.

The Montreal Telegraph Company has declared a half-yearly dividend of 4 per cent, payable on the 13th of January, which makes the distribution for the year 7 per cent. Notwithstanding the reduction in the tariff rate, the forthcoming statement, it is thought, will show a considerable improvement.

There seems every reason now to apprehend quite a revival shortly in shipbuilding in the Maritime Provinces. A very large number of schooners and small craft are being built on both sides of the bay. The latest report is that a 1,100 ton bark for Messrs. Troop & Sons is to be built at South Bay by Messrs. E. McQuiggin.

The Victoria Warder announces that Messrs. Wallace & Dundas, of the Lindsay Woollen Mills, offer to begin at once the erection of a building 100 by 32 feet, three stories high with attic, and to place therein two sets of manufacturing machinery, furnishing employment for from 25 to 40 hands, if the town will exempt them from taxes for five years or not increase their taxes for ten years.

The Nova Scotia Forge Company, of New Glasgow, shipped to Point Levis the crank and shafts for the machinery of the Quebec Graving Dock, which were forged at their establishment. This is said to be the heaviest work of the kind ever done in the Dominion. One of the shafts is over 16 inches in diameter and weighs nearly four tons. The machinery for the graving dock is being supplied by Messrs. Carrier, Laine & Co., of Point Levis.

On the 7th of June last, the first brick of the Nocton, N.B., sugar refinery was laid, and on the 14th of December four cranks of raw sugar were poured into its boilers, and the work of refining was begun. Such rapid completion of an important establishment may well occasion, as it does, rejoicing and pride on the part of the residents of Moncton. German workmen have been brought from New York, and some 2,000 to 3,000 sugar barrels are in readiness.

The report of the railroad commissioners of Massachusetts, just published, shows that last year was a total one to train employees in that state. The record is as follows:—New York & New England, 9 killed, 15 injured; Boston & Providence, 8 killed, 3 injured; Old Colony, 3 killed, 9 injured; Eastern, 3 killed, 11 injured; Fitchburg, 13 injured; Boston & Albany, 17 killed, 26 injured; Boston & Maine, 4 killed, 4 injured; Boston & Lowell, 4 killed, 5 injured, making a total of 47 killed and 93 injured.

The imports of foreign dry goods at the port of New York for eleven months of the present year have increased 35 per cent. Still the goods in the bonded warehouses have not increased; on the contrary, there is a large decrease. Thus, silk decreased from \$484,582 in June to \$71,197 at the close of November. There is a large decrease of cotton and woollen goods in bond, and also of carpets. This indicates that we are on the eve of still larger importations of foreign goods, as it shows that the consumption of the country is outstripping its home production.

The Chicago City Railway Company are making arrangements to put down an experimental section of the cable line now used in San Francisco for motive power to see how it will stand the test of a Chicago winter. The inventor of the cable system is in Chicago to superintend the proposed construction. He sees no difficulties about the two points as to which question has been raised (1) whether the cable would work round a curve, and (2) whether the trench in which the cable is laid would not fill up with snow and ice and prevent the running of the cars. With the cable one man and an engine can do the work of 300 horses. The cables have been in use in San Francisco four or five years, and their utility and economy have been demonstrated.

FROM BELLEVILLE TO PETERBOROUGH

A Thriving Town.

Mr. Shepard, publisher of the Belleville Intelligencer, who lately paid a visit to Peterborough, gives the following account of his trip in that paper.—By degrees, slowly but nevertheless surely, the great iron highway which is to open up to Belleville the vast treasures of the north and west, and give to our old men the realization of the dreams of their middle age, is being built. Link after link of this great chain has been constructed, and we have at length reached the half-way point on the journey to the great lakes. When the remaining links of the chain will be completed it will take so long to make the connection with the through Bay as it has to build the first 70 miles. It will be to the interest of the present owners of the road to have it completed as early as possible, and as it is also to the interests of the various municipalities at the other end of the line to secure the advantages of the road, there is every probability that the work will be pushed on without delay. From Hastings to Peterborough the distance is 22 miles. The work of constructing this section was commenced in April of this year, and under the supervision of Mr. Fauquier, was completed in November the first train passing over it early in December. On some portions of the road there are several heavy cuttings in stony clay soil, and there are three bridges, one crossing the Trent a short distance above Hastings, one across the Ouse River, and the other crossing Indian River, making this part of the road considerably more expensive to build than the sections lying between Hastings and Belleville. One great improvement will be observed in this portion of the road, and that is the absence of the curves which make the road between Campbellford and the Junction so objectionable. About half a mile above Hastings we cross the River Trent over a substantially built Howe Truss Bridge, 350 feet in length, with a swing of two 50 feet spans to admit the passage of steamers. The road follows the course of the river, which here runs nearly north and south for a distance of four and a half miles, and about eight miles from Hastings crosses the Ouse River on a pile bridge 230 feet in length curves around what is called the Ottopace Mountains, crossing a heavy range of hills through a natural ravine. At Indian River there is a Queen Truss Bridge, having three spans of fifty feet each. Here a station is in course of erection, the village of Allendale lying half a mile to the north, and Kesee the same distance to the south. After leaving the ravine we come out into a good farming country, the fine brick and stone residences, with extensive barns and sheds, giving evidence of comfort and prosperity. For about a mile this side of Ashburnham the roadbed of the old Cobourg and Peterborough Railway has been utilized. At Ashburnham a shed capable of holding two engines, and a station building are in course of construction and are expected to be completed this week. Throughout the whole section from Hastings to Peterborough the road is laid with steel rails, the bridges are of the most substantial character, the gradient is light, the culverts appear to be well made, it is fairly ballasted, and runs nearly as smoothly as those sections which have been in use over a year. It is by far the best part of the road yet constructed. As the reader is aware two trains now run daily between Peterborough and Belleville, and a considerable passenger and freight traffic is being developed. Ashburnham, although a separate municipality, having a distinct corporation, is to all intents and purposes part of Peterborough, the river dividing the two places, as the Moira divides West Belleville from Belleville proper. For many years efforts have been made at various times to annex Ashburnham to Peterborough, but the Ashburnhamites will not consent, the principal objection, we believe, being the increased taxation to which they would be subjected. The population of Ashburnham is about 1,300, both places combined numbering 8,000. The river, which runs nearly north and south, is a magnificent stream, considerably wider than the Moira, and at different points furnishing immense water power. Ashburnham lies to the east on a slightly elevated ground, and Peterborough to the west. In addition to the river a creek runs through Peterborough in an easterly and westerly direction, and as the situation of the town is somewhat rolling, the drainage is excellent. It is exceptionally healthy. The principal business street, which runs parallel with the river, contains a large number of very fine shops and warehouses, the materials used in their construction being chiefly white brick, a large proportion of them being supplied with plate glass windows. The town has a fine market building, a courthouse larger than that in Belleville, a post office which is roomier and possessing more conveniences than ours, a club room, several fine and costly church edifices, large school buildings and educational institutions, and in the outskirts there are a large number of elegant villas and handsome residences. It has several hotels, the principal of which is the Hoffman House, kept by Mr. A. F. Hoffman, a son of the gentleman who at one time kept the Anglo-American in Belleville. In all its appointments it has no superior between Toronto and Montreal. There are two or three extensive saw mills, two very large foundries, and other industries, which are in a most flourishing condition. It is here where the Ashburn woolen mill, one of the largest establishments in the Dominion, is located, and with its many carders, and spinners, and looms, and various complex machines, and its 130 operatives, averaging at present fifteen hours a day, a busy, active scene is presented, such as would make the heart of even a *Globe* writer beat a responsive hum. It is an immense establishment, its machinery being run by water power, two wheels of 48 horse power and one of 73 horse power, and although run to its fullest capacity and several hours overtime, its stocks are all exhausted, the demand being greater than the supply. A number of new machines have been purchased and are to be put up at once, so that the capacity of the works, which is now 11,000 yards a day, will be considerably increased. Mr. James Kendry, the foreman of the mill, has just returned from a visit to several of the large mills in New England, where he learned some new wrinkles about machinery, manufacturing, etc., of which his mill will yet be the benefit. Peterborough has three newspapers, the *Review*, *Advertiser* and *Times*, the former of which has within the last year or two, been publishing a daily edition, and we are glad to learn, has succeeded beyond the expectation of its publishers. Its editorials are ably written, its local department is aptly and is evidently closely looked after, and its news columns give evidence of care and industry. The writer has often heard, in years past, by the *Review* printing office spoken of by practical men as a model office, and was therefore not unprepared to see an office which, in all its departments, the press room, composing room, job office, bindery, counting room, etc., is without excep-

tion the neatest and best arranged that he had ever seen in Canada. It is here where the White brothers graduated and afterwards went to the *Spectator*, Hamilton, and from thence to the *Globe*, Montreal, where they are flourishing like a green bay tree. The *Review* was established by Mr. Romalde, who, we are glad to learn, has recently been rewarded with a comfortable berth at Ottawa for his long and valued service to the Conservative party. It is now the property of Messrs. Toker & Co. Mr. Carnegie, an old and well-known citizen of Peterborough—whose courtesies to the writer while visiting Peterborough a few days ago are hereby acknowledged—being a member of the firm. The visit was a happy one, and our notes necessarily brief and imperfect, but as Belleville and Peterborough are now connected with an iron bond, it will be our mutual interests to cultivate and enlarge the relationship existing between the two localities, and at some future period we may give our readers a more extended description of the place and its surroundings.

MANUFACTURE OF SHIP IRON.

A Pennsylvania correspondent of the *Chicago Journal of Commerce* anticipates a lively time this winter for the manufacturers of ship iron, which is expected to be in large demand. The writer says:—The market is full of inquiries and manufacturers throughout eastern Pennsylvania are in expectation of an unusually favorable year in business, except as to prices, which give and promise to give a narrow margin, partly because of the fact that capacity is fully up to the highest probable demand. Eastern manufacturers cannot sell their product under 2 1/2-10, while Pittsburgh is glad to sell at 2-10. The mills on plate, sheet, structural and ship iron are all full busy on old orders which will carry them into spring at old figures. As to an advance nothing can be predicted with certainty, but the incoming year will present the greatest demand for iron in our history, and with excluded supplies which, during the past year spoiled all calculations, we can rely upon permanent business at better than now prevailing prices. Bar iron will, of course, bring up the rear, the supply being greater. Shipbuilding is attracting increased attention, and unless indications are deceptive, we are on the eve of a very lively period in shipbuilding. Several mills are now wholly engaged on ship iron, and more contracts will be let soon. Steel rail contracts continue to be placed, but at makers time for delivery. It is evident that before our home trade can be in shape to meet the entire demand, foreign mills will reap quite a harvest but the sad experience of three years ago dampened the enterprise of capitalists and held them back too long. The mills are making high dividends, and shares are worth double their cost.

STEEL TUBES.

(The Ironmonger.)

When lap-welded iron tubes were introduced it was doubtless supposed that perfection had been attained in that direction, and the idea of utilizing steel generally for such purposes had probably not entered into the mind of the promoters of the iron article. We refrained from alluding to this matter before, in order that we might see the upshot of the experiments that have been carried on during the last few months by Messrs. Estlin, Herridge and partners, at Lago street, Westchester. But the success which has attended these experiments leaves no longer room for doubt that the invention has taken a "bold" upon the trade, which will continue to increase, and that before long will require larger works to develop it than the proprietors at present command. The new steel tubes are made of mild Bessemer steel, from 1-16 to 3-16 inch thick, and even greater thicknesses may be had if necessary, but as 1/2 inch steel is equal in strength to 3/4 inch wrought iron, and 3/4 to 1 inch wrought, or 1 1/2 inch cast, as a rule the sizes named are found sufficient. In diameter they are made from 4 inches to 2 feet 8 inches and twelve feet long, are lap-welded (not lap-welded), and afterwards braced, and are all tested according to the work for which they are to be applied to a much greater pressure than they would be subjected to in use. The machinery by which they are made is patented. The first machine forms the laps on the strips or sheets, the second the tube, as well as the folding of the lap, which is afterwards secured, either by being passed through rolls or under a steam-hammer, and the bracing process is then conducted in the usual fashion. The flanges, which are of wrought iron, are usually braced on. It is pretty generally known that wrought-iron tube makers do not care to undertake larger sizes than 8 inches diameter. Beyond that size they are generally riveted, and liable to leak when subjected to high pressure, and here one of the advantages of the new invention is apparent. In price these tubes are said to be from one-third to one-fourth cheaper than wrought-iron tubes, and only about 10 per cent. higher than cast iron. But the advantages in fixing and cost of carriage, owing to lightness, far more than compensate for any increased cost. All the usual description of joints are fitted to them, and, in addition, two special joints, which are simplicity itself, and very effective. The firm are also makers of all kinds of brass and copper tubes.

The often talked about and long desired railway communication between the north and south of Australia, appears to be at last on the point of becoming an accomplished fact, when the colonies will be brought within 30 days of England. The old route has been abandoned, and by the new route now proposed, and finally adopted by the Queensland Government, several advantages are now secured. The principal railway from Brisbane has just been completed in a north-westerly direction to Roma, a distance of 317 miles, and from this point to the nearest part of the Gulf of Carpentaria on the north coast is, in a direct line, barely 850 miles. The line would almost touch on its way the important railway from Rockhampton to Emerald Town, and the blanks to be filled up in the existing lines between Brisbane and Sydney are no greater than the links required to complete the chain between Adelaide and Sydney. If these latter are completed, there will be, on the completion of the now projected line from Roma to the Gulf of Carpentaria, continuous railway communication between the northern and southern coasts of Australia, having the additional advantage of traversing the whole of the most settled districts, and connecting all the principal cities, except those in Western Australia. Now that the colony of Queensland has taken the matter seriously in hand—an act authorizing the construction of the trans-continental railway having been passed, and a syndicate having already agreed to perform the work, on the condition of receiving, among other privileges, an area of 4,000 acres of land for each mile of railway constructed—it will probably not be long, we hope, before the great work is completed.—*Exchange*.

GENERAL COMMERCIAL NOTES.

A despatch says: As an indication of the great success of the business of the St. Paul, Minneapolis and Manitoba Railway, Donald A. Smith has received as his share of the profits for last year over \$500,000.

It was reported on the London Stock Exchange yesterday afternoon that the entire twenty millions of the Northern Pacific Railroad bonds, which the Morgans offered at 104 1/2, have been applied for. The lists were opened on Tuesday and will close to-day.

Thirty-eight mines of the Pacific slope yielded \$17,932,000 in the first eleven months of 1880, as against \$11,604,100 in the same period of 1879. Of the product of 1880, \$7,699,300 was silver, \$9,970,500 gold and \$3,262,200 lead. In 1879 gold amounted to \$9,084,700, silver, \$11,927,000 and lead \$645,800.

The Duluth Chamber of Commerce have framed a series of resolutions in favor of the Sault Ste. Marie route, and against the Syndicate bargain. The Board felt a delicacy in making suggestions to the Canadian Government, but they feel that the Syndicate by their proposed bargain will be enabled to monopolize the trade and commerce of the North-West, seeking an outlet through Canada.

Reviewing the commercial record of the United States for the year 1880, the *New York Herald* says:—"In the first place the import and export trades of the United States foot up a total of \$1,594,900,000, the balance of trade in favor of the nation by reason of the excess of exports amounting to \$73,000,000. Worthy of particular note is the fact that \$9,300,000 of coin and bullion have been imported, against \$9,000,000 exported."

The weekly statement of the New York banks shows a decrease in surplus reserve of \$807,125, which leaves the surplus at \$2,777,770, against \$483,826 a year ago. There has been a large expansion in loans, which will be explained by the following changes:—Loans, increase, \$6,338,800; specie, increase, \$861,300; legal tenders, decrease, \$504,300; deposits, increase, \$5,398,000; circulation, decrease, \$73,000; reserves, increase, \$862,125.

It is expected that the American export trade of petroleum will be affected by the rapid decline in production in what is known as the northern field of Pennsylvania, of which Bradford is the center. For some time the United States have enjoyed almost a monopoly of the petroleum production of the world, owing to the immense deposits in Northern Pennsylvania, and the ease and economy with which the oil was brought to the surface. The news that this field is showing a rapid decline in production, and that prices must necessarily advance, will stimulate production in other parts of the world. The State Department, through United States consuls, has information of large petroleum fields in Russia, China and in South America.

The official comparative statement of the gross and net earnings of the Northern Pacific Company for the month of November and for the eleven months ending Nov. 30, is as follows:—

Table with 4 columns: Month of November, 1879, 1880, Increase, and Eleven months ended, 1879, 1880, Increase. Rows include Gross earnings, Operating expenses, Net earnings, and Net earnings per share.

As illustrating the immense amount of business which the railways are giving to the manufacturing interests of the country, we are informed that the Atchison, Topeka & Santa Fe Company has just let contracts for no less than 75 locomotives and 2,500 cars, all to be delivered by August 1. The engines are distributed among the following named locomotive works: Brooks, 10; Pittsburgh, 25; Manchester, 13; Hinkley, 17; Baldwin, 10. As a very large proportion of the cost of railway equipment as well as construction is for labor, it is evident that the working men of the country are vastly benefited by the great activity in railway building, which some demagogues affect to look upon with alarm as indicating a dangerous increase of "the power of capital." What, we ask, would labor do without capital to employ it?—*Railway Age*.

Edward Atkinson, of Boston, says that we do not begin as yet to appreciate the magnitude of the wealth to be reaped from cotton culture in this country. He says the present crop of cotton will be 23 per cent. larger than the largest crop ever raised by slaves: that is, it will exceed 6,000,000 bales. If it be of that amount it will produce 3,000,000 tons of cotton seed bridle seed for planting, which will yield 30,000,000 gallons of oil, 1,300,000 tons oil cake, and 1,500,000 tons of hulls suitable for making paper. Each ton of oil seed meal will keep five sheep six months. Thus the cotton seed crop will support millions of sheep and return to the land the fertilizer needed to grow more cotton. He further says that the present cotton acreage of the South covers less than 2 per cent. of the cotton growing area of the United States.

Concerning the business outlook in England, the *London States*, of December 11, has the following:—"The year is about to close with a very satisfactory condition of trade. The price of iron is still kept down by the enormous production, but the reports from the iron districts continue to prove an immense increase of consumption, at an accelerating rate, as far as we can make out, and the whole business of the country is plainly being stimulated. Perhaps the strongest sign of improvement of all is the fact of a great augmentation in the railway traffic, although it now compares with an augmentation all round at the corresponding date a year ago. The growth of the railway traffic is, in fact, retarding to its old normal rate in prosperous years of 1 1/2 to 10 per cent, and we may augur from this sign what the real prosperity of the country is. Production, consumption and saving are all alike increasing very fast."

The *London Daily News*, in an article on the affairs of the Philadelphia & Reading Railway, expresses the hope that President F. B. Gowen will desist from what it calls his ill-advised attempt to carry through his deferred bond scheme. It is believed here that the project will utterly fail, and that it is so wild and impracticable that it ought to fail. The feeling seems to be growing among the English stockholders, as the day set for the election approaches, that it will be a suicidal policy to continue Mr. Gowen and the present board of directors in office. Much surprise and indignation is expressed among the McCalmont party at the efforts making by Gowen and his friends to have the election postponed beyond January the 10th, and the latter are openly accused of a purpose to dodge in some way a fair and open issue. A despatch from London states that Mr. Gowen has secured the necessary guarantees, and will issue the deferred bond of the Reading Company.