

We have accordingly made enquiry of some of our manufacturers, and embody the gist of their replies below. It is as yet too early to say anything definite about the growing crop; the quality and condition of the crop of 1880 is what governs the price meantime.

From a gentleman who has just returned from a visit to the tobacco-growing region of the United States, Gen. Peyton Wise, we learn that in Virginia, North Carolina, Kentucky, Tennessee and Missouri, there is a fair average supply on hand. But by reason of the cold and damp weather which has affected its handling, a prime article of leaf is deemed likely to be higher in price, while lower grades will be relatively less affected. There will be little or no change in the market, however, until the orders from foreign markets come to be filled, which will not be before the tobacco of 1880 has undergone what is known as the "May Sweat." Not till then, say by the end of June or the beginning of July, or until later on, when the state of the now growing crop can be ascertained, will prices settle.

The orders from abroad are much larger, we are told, than usual: Spain, Germany and Belgium are large customers, and France sends orders for some 40,000,000 lbs. She wants, this year, says the New York *Tobacco Leaf*, some millions of pounds of Western Kentucky tobacco, in addition to her customary Virginia supply.

The past winter has been an unfavorable one for handling tobacco. In consequence of the damp, cold weather, much of the leaf was in a soft condition and would not stand the sweat. Much depends upon the state of the weather when tobacco is packed; if put away too damp it is likely to mould, and so deteriorate very greatly. Indeed, for chewing-tobacco purposes, mouldy leaf is next to useless. The crop 1880 cannot well be manufactured until August or September and sometimes later. The color of it is generally good, and it is hoped that it may turn out better than at present appears. New leaf fillers, in condition, we are informed, is 2 cents per pound higher on low grades than that 1879; bright wrappers are an exception to this, but dark fillers for plug chewing are higher than they have been in price for the past twelve months, and held very stiffly.

Prices of ordinary leaf are alleged to be at present as low as the tobacco can be grown at. Common leaf for making black plug can be bought at from  $5\frac{1}{2}$  to 7 cents per pound. The description of stock used for cut smoking, however, is worth, in the leaf, from \$14 to \$25 per 100 lbs., and wrappers from \$2 up; while that suitable for making such brands as "Globe" fine cut is stated to be worth 30 cents per pound. The description of tobacco leaf known as "white burley," some of which has broad leaves two feet long, is now as high as, if not higher, than ever known. It is used exclusively for fine cut or choice plug chewing, and the demand grows so steadily that the supply must naturally be short, and the price rule high. This variety is being grown in Ohio, and there

seems no good reason why it should not be successfully cultivated in some parts of Canada. Ordinary leaf is what is most used for the staple consumption of Canadians, and the extent of the crop occasions belief that prices will eventually be lower.

The manufacture of fine cut chewing tobacco requires the finest quality of leaf grown—strength of texture, sweetness of taste, and brightness of color must all be attained. The crop of 1879, which is that now being used, was not only a short crop, but was also a poor one in the characteristics mentioned above. Fortunately for the plug manufacturers, the peculiar manipulations of their leaf and the large amounts of material used, they did not suffer so much with the ordinary or poor tobacco.

#### LOWER PROVINCE FACTORY NOTES

The machinery for the Charlottetown Woollen Factory lately arrived in the steamer *Carroll* from Boston.

The Oxford Woollen Mills Company, at River Philip, N.S., intend making a large addition to their already spacious premises.

Mr. J. Peters yesterday received an inventory of machinery required for his new grist mill, to be erected on the premises of the Peters Bros. woodenware factory, Wesley street, Moncton.

The foundation is being laid for a new wing to Humphrey's extensive mills, in Moncton Parish. Mr. Frank Jones is making progress with his new steam mill near the foot of Lutes street, alongside the railway track, in that town.

A Woollen Manufacturing Company is being organized in Hopewell, Pictou County, N. S. Capital proposed, \$50,000, in shares of \$30 each; \$20,000 or 40 per cent. to be called in at once; 20 per cent by the first of June, the balance of 40 per cent. in two instalments, at thirty days notice. \$15,000 has already been subscribed.

Corn, peas and tomatoes are to be canned in a factory at Bridgetown, Annapolis County, Nova Scotia, for which the machinery has been ordered. Mr. McNutt has given orders for 20 bushels seed corn to be planted in that valley, and hopes to fill from 50,000 to 100,000 cans.

The spoolfactory of Messrs J. & W. F. Harrison, at Elgin, N.B., has made its first shipment of wooden spools or reels, seven carloads of the article in various sizes having been sent over the Intercolonial Railway to St. John for transhipment to Glasgow, Scotland.

Freestone quarrying is being prosecuted with vigor in Albert and Westmoreland Counties, New Brunswick. The Bay of Fundy Freestone Co., has expended \$40,000 in six months and expect to quarry 60,000 tons stone; it employs 130 men, at Mary's Point, Baie Verte. Another concern, the International Freestone Co., has been formed and will shortly operate at Harvey.

The St. Croix woollen mills of Messrs Dawson, at Newport, Nova Scotia, were burned some days ago. The loss is said to be \$16,000 and insurance \$2,000.

Wallace Wright's sawmill and shingle and lath factory on Virginia Road near Annapolis was burned the other day.

The projectors of the woollen mill at Yarmouth have applied to the Council for the exemption from taxes for ten years. Should this be granted, the *Herald* is assured that operations will at once be commenced on the buildings and the mill will be put in running order.

The railway works at Gibson, N.B. are strained to their utmost capacity. They have now 35 men hard pushed building flat cars for the broad gauge road. Probably between 150 and 175 of these flat trucks will be built at these works during the summer. The axles and wheels, which are of the largest size and heavily tested, come from the Londonderry Car Works, Nova Scotia.

Since the beginning of the present year, R. Campbell & Son, the Pictou tanners, Pictou, have shipped \$34,500 worth of leather to Newfoundland and Great Britain.

Messrs. McIntosh & Dewar have just turned out 30,000 fire brick for the Steel Company of Canada at Londonderry.

The new slaughter house at Amherst, Cumberland County, has all the facilities for killing cattle rapidly. A set of rails overhead, on which rollers run, has hooks by which the animal is hung. The refrigerator is large enough to hold a great quantity of cattle. Ice is piled all around it behind zinc plates. The butchers there can kill and dress an ox in twenty minutes, and a sheep in three.

Archibald & Son's new tannery, to replace the one burned, is rising steadily. It will be 140 feet long, 40 feet wide and two storeys high, somewhat larger than the old.

Works for the manufacture of hemlock bark extract, are being erected at Millville, N.B.

Four years ago, Rhodes & Curry had a little sash and blind factory at Amherst, N. S. and in 1878 even that was burned out. Now, however, they occupy a large three storey building with a 50 H.P. engine and a deal of machinery, and employ 75 hands. They make and ship deals from Cumberland and Bathurst logs.

#### PRINCE EDWARD ISLAND TRADE.

A fairly active trade is being done in Prince Edward Island. Potatoes are in demand at prices nearly double what were obtained in the autumn of last year, and those farmers who stored their crops and the dealers who bought for spring sales, are reaping good profits. Oats, also, are bringing a fair price and the cash paid for the products mentioned, causes a stir in trade which is welcome to dealers in all commodities. The semi-yearly invasion of commercial travellers now taking orders, principally for autumn delivery, is greater than ever this Spring, having been re-inforced by a Halifax contingent who are making a determined bid for a share of the Island trade, and are likely to get it. Importations in all lines, are considerably beyond