

connection with the Quebec harbor works and the Esquimaux graving dock. Mr. Tarte implicates a member of parliament who was also a member of the Quebec Harbor Commission, and the chief engineer of the Department of Public Works; and he does not forget to say that the M. P. was a close friend of the Minister of Public Works. Thus, besides the contractors, three other persons were virtually brought under accusation. The member of parliament is charged with having received money to get contracts accepted by the Government, and that out of the illegitimate gains \$1,000 was given to the "Langevin Testimonial Fund." Long details of the alleged corruption are given. In reply, Sir Hector Langevin said he had never communicated the secrets of the Public Works Department to any outsider, and that he had no reason to suspect Mr. Perley of having done any wrong in the premises. If the alleged contribution to the Langevin Testimonial Fund had been made, he had been unaware of it. Mr. McGreevy, the other accused member, denounced the accusations as the result of a conspiracy, which he said had been backed up by the forgery of his name. A special committee being moved for, Mr. Edgar moved in amendment that the reference be to the Committee on Privileges and Elections, to which the premier consented, and the House agreed.

THE TRENT VALLEY CANAL.

From the Trent Valley Canal commissioners comes a report in favor of the completion of the work; but whether the route most desirable to follow is that now contemplated, between Lake Couchiching and Matchedash Bay, or from Lake Simcoe to Nottawasaga Bay, they are unable to say, in the absence of a comparative survey, which they recommend should be made. It thus appears that this work, important on account of the cost it entails, was undertaken before the best route was ascertained. The part completed has made navigable the stretches from Balsam Lake to the village of Lakefield, and from the town of Peterboro' to Heeley's Falls on the river Trent. If the continuation be to Matchedash Bay, there will be from Lake Simcoe to Balsam Lake 13.21 miles of canalling with fourteen locks, and from Lakefield to Peterboro' 9.61 miles of canal with thirteen locks, besides improvements in over 18 miles of navigation, with twenty-three locks. The commissioners report that along the whole line there is an abundant water supply. If completed, this would never be more than a local work, and naturally people living along the route favor it. But the point where rival routes meet is now in sight, and shouts for the canal come from two quarters. A survey of the rival routes may be expected, and when the decision is made in favor of one of them, the dwellers on the other are likely to see the project in a new light.

There are nearly twenty-three miles of canal yet to make, with forty locks, and eighteen miles of navigation to improve. The locks on the portion finished are equal

in size to those of the Rideau Canal, which has practically fallen into disuse. This canal, if completed, would admit only vessels such as have nearly disappeared from the lakes, and which are of the least profitable kind. Either this condemned species of craft would have to be used, or the canal would form a separate link in the navigation, at both ends of which transshipment would be necessary. This isolation would make it a mere local work. When it was found that it did not pay to carry through freight on this route, an agitation would be set up in favor of canal enlargement, with the chance of a repetition of the history of the Welland without the same grounds of justification. Is it not better to pause now? Otherwise we may have a second Rideau on our hands. The Rideau was a gift of the British Government, but even on these terms it cannot pay its way. Whatever may be the fate of canals as a whole, the day for making small canals in connection with the lake navigation is over.

It is only reasonable to wait to see what success the Chignecto ship railway will have. If it be equal to the expectations of its projectors, the ship-railway will take the place of the canal. We shall not have long to wait; a single year will suffice. There is another reason for delay, if there is to be a comparative survey of two different routes, the best of which, if either is to be used, it would be folly not to select. All new projects of either kind, ship-railways as well as canals, must of necessity have their fate controlled by the experience of the Chignecto. The alternative survey had best be delayed, since the success of the ship-railway would render useless the completion of the canal. The true policy is to wait. Will the Government have the courage to act upon it?

IRON PRODUCTION IN NOVA SCOTIA.

It is so far satisfactory to know that efforts are being made to place the iron-producing industry in better proportion to the consumptive requirements of the country. In our last issue were particulars of an additional furnace, 75 feet high and 19 feet bosh, just lighted by the Londonderry Iron and Steel Co. And to-day we learn that a large proportion of the bonds of the New Glasgow Iron, Coal and Railway Company having been taken up—\$400,000 out of the total issue of \$500,000, we are told—the directors have entered into contract for furnace plant. Our informant says that the directors are sanguine of being able to produce pig iron before Christmas. And they speak of beginning the erection of a second as soon as the first is finished and in operation. It would seem, however, the part of wisdom for them, before equipping a second furnace, to give some attention to the completion of their railway, by which the deposits of ore and of limestone on the company's property are to be reached. The amount of capital the directors have at command will hardly permit them to launch out on so large a scale as that fore-shadowed, and it might be better to proceed cautiously.

There is in active operation at New Glas-

gow also, a forging establishment, producing railway axles, shafting, &c. It also uses the Siemens-Martin process in the production of plough steel, tool steel, &c. These works, which are carried on by the Nova Scotia Steel and Forge Co., limited, are said to have shipped to Montreal and points west, during the past year, about 13,000 tons of finished steel. We learn from a gentleman just returned from Pictou county that these works employ about 450 men, consume from 30,000 to 36,000 tons of coal, and pay out in wages from \$150,000 to \$160,000 per annum. It is well to know that they have capacity to turn out steam-boat shafts from 16 to 18 inches in diameter and 22 feet long, as well as cranks and other heavy forgings in proportion. For a French steamer of somewhere between 4,000 and 5,000 tons register, which was towed into Halifax harbor disabled a couple of weeks ago, a new stern frame and rudder is required, implying very heavy forgings forty or fifty feet in length. These are being supplied at this establishment, and the repairs to this big ship will occupy some six or eight weeks.

MINERALS IN CANADA.

There has been issued at Ottawa a preliminary summary of the production of metals and minerals in the Dominion for the year 1890. It is possibly subject to correction or addition, but the value placed upon the total is about the same as in 1889, viz., \$19,000,000, as compared with \$15,000,000 in 1888. The most notable feature in the statement here given is that the most valuable out-put among the metals appears to be that of nickel. At any rate the quantity of nickel raised is put down at 1,640,240 pounds, or 820 tons, the value of which, at 75 cents per pound, would be \$1,230,180. This result, however, we must regard as an approximation, since the companies producing nickel are chary of giving information to Government about their doings. We give the figures as we find them:

PRODUCTION OF METALS, 1890.

	Quantity.	Value.
Gold	65,014 oz.	\$1,166,227
Copper	6,454,913 lbs.	968,241
Nickel	1,640,240 "	1,230,180
Silver	400,687 oz.	420,662
Iron ore	76,511 tons.	155,380
" pig	21,772 "	331,688
Lead	113,000 lbs.	5,085

If reliance is to be placed upon these figures, we progressed backwards during the year in respect of the production of iron. But there will be an improved tale to tell of 1891 in this respect, for New Glasgow, Londonderry and Three Rivers will all have additions to make to the manufactured iron returns. And surely it is time. The figures for the non-metallic minerals are as follows:—

	Quantity.	Value.
Arsenic, tons	25	\$ 1,500
Asbestos, tons	8,000	1,039,661
Baryta, tons	1,842	7,543
Bricks, thousands	208,587	1,247,607
Building stone, cub. yds.	360,001	936,168
Cement, bbls.	102,216	92,405
Coal, tons	3,117,661	6,396,910
Coke, tons	56,450	166,298
Felspar, tons	700	3,500
Fertilizers, tons	1,203	31,889
Flagstones, sq. ft.	17,865	1,643