

overdoing it—too sanguine of results, etc., and just let us for a moment consider the difference in our favour in our geographical situation. Here we are within twelve or fifteen days' sail of the largest cane sugar producing countries. This sugar can be landed at the smallest possible cost, freight and charges, into—as we have before remarked—the very melting pans of our refinery, and with smallest port charges to the vessels bringing it, probably, of any Atlantic port in Europe or America. Belgium on the contrary, is a long voyage to and from any cane sugar producing country, and must procure her cane sugar for manufacture at a great disadvantage compared to Halifax, and yet we see, with all these disadvantages, Belgium keeps 41 cane sugar refineries in active operation. Our refinery directors may well, therefore, take courage and not be easily disheartened at any present seeming difficulties in their way. A bright prospect is before them of a profitable and extensive business, and we will hope to see, ere long, a large export of refined sugar added to our trade lists.

EDITORIAL COMMENTS.

The excess of United States exports for the year ending 31st of March, 1881, over exports for the same period amounted in value to \$243,445,899. For the twelve months ending 31st of March, 1880, they amounted to \$194,471,809.

It is interesting to read at the head of a long advertisement in the Montreal Herald "Further Effects of the National Policy," such "further effects" being the increase of the accommodation of one of the largest furniture establishments of the Province.

The canal toll reductions by the Canadian Government continues to attract attention on the other side of the line. The New York Daily Indicator says:—"If the Canadian Government reduces the tolls on its canals about 67 per cent, as proposed, it will probably force the abrogation of tolls on the Erie canal, and the railroads will then have to carry grain from the west to the seaboard at pretty low rates."

Save the Railway Age, a journal published in Chicago and devoted to railway interests.—"As soon as the Canadian Pacific Railway came into the hands of private capital a material reduction upon the tariff rates charged by the Government managers was made, which illustrates the fact that Government management of the public is not necessarily better for the railroads than individual ownership. Indeed private capital and enterprise are far more likely to make these works successful than political appointments can be."

A recent return shows that at the close of the year 1880 there were in the United States 170,103 miles of telegraph line, and during that year 33,163,991 messages were sent. The miles of wire were about 300,000. This does not include the lines used exclusively for railroad business. The other countries having the greatest length of lines are as follows: Russia, 56,170 miles; Germany, 41,631; France, 36,970; Austria-Hungary, 30,403; Australia, 26,842; Great Britain, 23,156; British India, 18,200; Turkey, 17,085; and Italy, 15,861.

A STATISTICAL just published shows the volumes most consulted in the Astor Library, New York, during the year 1880. The readers numbered:—English Literature, 13,042; United States History, 11,071; Classical Literature, 7,451; American Literature, 6,179; British History, 5,420; Heraldry and Genealogy, 4,997; Medicine and Surgery, 4,966; Chemistry and Physics, 4,572; Encyclopaedia, 4,460; French Literature, 4,415; Philology and Linguistics, 4,095; Fine Arts, 4,061; Theology, 3,917; French History, 3,443; Jurisprudence, 3,365; German Literature, 3,191.

AMERICAN newspapers are informing those interested that they would do well to be on their guard connected with the perpetration of frauds on the Customs revenue of Canada. The St. Louis Age of Steel says:—"A black list has been printed by the Canadian Customs officials, copies of which have been sent to every Collector in the Dominion. The list contains the names of exporters of goods from the United States who have at any time presented invoices

under value. The Collectors are directed to pay particular attention to all entries of goods, machinery, merchandise, etc., made by these suspected parties." The painful experience of certain importers within the last few months should have a salutary effect upon others who have carried on the same fraudulent practices.

The New York Bulletin's Liverpool correspondent writes:—"Special and authoritative returns, which have, during the month of March, been collected throughout the iron and engineering branches of the country as to the condition and prospects of trade, are of anything but a satisfactory character. The revival which have appeared to have taken place a few months back has not been continued, and has been confined only in some exceptional or special departments, and there is generally an increasing feeling of depression. The result of the returns, in fact, is to show that the iron and engineering trades of the Kingdom are in 1881 in really no better position than they were in 1880. Of course all branches of trade have not suffered to the same extent, and one very marked exception has been the iron shipbuilding and marine engineering trade, which has been in striking contrast with every other branch of industry."

The Chicago Journal of Commerce says:—"All advice from New York are to the effect that the World's Fair is languishing and likely to die. One more effort to encourage the railroads to subscribe is to be made. It is hoped, if this succeed, to put the enterprise on a sound basis. But the time to produce an exhibition on a grand scale is now considered too short, even if the money were all subscribed. And there is still much necessary delay to be encountered. The gentlemen having charge of the enterprise claim that if there be a failure the failure is not theirs. A meeting to take place this week is considered to be the turning point in the life of the project. If that meeting be not satisfactory the fair will be either fairly launched or stopped altogether. Some are, however, still sanguine of success. Others are indignant at the lukewarmness shown by those who would receive the greatest benefit from the proposed location. These latter disgusted parties are determined to make no further effort to secure subscriptions, until their people come to the front and at once take their share of the heat and burden of the enterprise."

According to a bulletin just issued by the United States Census Office the number and capacity of the blast furnaces, rolling mills, steel works, forges and bloomeries in the United States at the close of the census year, May 31st, 1880, was as follows:—Blast furnace establishments, 490; completed blast furnaces, 681; rolling mill establishments, 324; single puddling furnaces, each double furnace counting as two single furnaces, 4,319; rotary puddling furnace (Sellers') 1; Danks' puddling furnaces, 19; hammers in rolling mills, 239; heating furnaces, 2,105; trains of rolls in iron rolling mills, 1,206; nail machines, 3,775; steel works, 73; Bessemer steel converters, 24; open hearth steel furnaces, 37; pot holes for crucible steel, 2,691; trains of rolls in steel works, 136; hammers in steel works, 219; forges and bloomeries, 118; forge and bloomery fires, 495; Siemens' rotator, 1; hammers in forges and bloomeries, 141; daily capacity of blast furnaces in net tons, 9,218; daily capacity of rolling mills in net tons, 16,430; daily capacity of Bessemer steel converters in net tons, 4,467; daily capacity of open hearth steel furnaces in net tons, 827; daily capacity of crucible steel works in net tons, 445; daily capacity of forges and bloomeries in net tons, 526. The whole number of establishments in 1880 was 1,005.

Notice has been given of application for the re-incorporation of the Superior Loan Company of Ontario, with head office at London. The capital stock is \$2,000,000 in \$50 shares.

A monster schooner has just been built at Toledo, Ohio. The Blade states:—"The old sailors say that the finest sight they expect to see short of their heavenly home is when she hoists all her colours, spreads her acres of canvas to a stiff breeze, and starts for Buffalo at the rate of thirty miles an hour, with 100,000 bushels of wheat in her hold."

NATIONAL INDUSTRIES.

The Industrial World will be pleased to receive items of news from its readers in all parts of the country, for publication in its columns. It will take but a few minutes time, and a postal card to acquaint us with what is going on in your neighbourhood, and we will be glad to send you for all the latest information, which must be accompanied by the writer's name as a guarantee of good faith.

LACHINE INDUSTRIES.

We are indebted to Mr T H Ayers, of the firm of Hamelin & Ayers, Lachine, PQ for the following items under date April 24th, 1881:—

J C Wilson, of Montreal, has just got his paper mill started, and is turning steady day and night to meet the demand.

Messrs. Fish & Iron are enlarging and improving their iron and steel mills, also making improvements in their saw mills.

Messrs. Mattison & Chapman are turning their door and sash factory overtime to keep up with the demand.

Messrs. Hamelin & Ayers are working overtime to fill contracts for summer goods, of which they manufacture tweeds, flannels, stuffs, blankets, and Halifax tweeds. They are about to enlarge their present mill two stories higher, which will make a three set woollen mill. This firm claims the largest local trade in the Dominion.

F. R. Bannerman, of Montreal, is building an extensive rope and cordage factory here.

Earl Brothers' grinding and sawing mills are kept busy.

There are fifteen dwelling houses, two churches and one hotel in course of erection in this town.

Lachine has water power, within half a mile of the railroad, aggregating at its lowest ebb ten thousand horse power, with only about one thousand horse power utilized at present, a rare chance for cotton mills, also manufacturers of farming implements. The balance of water power is held by J. C. Wilson, Messrs. Fish & Ireland, first dam, from 10 to 12 feet head, Messrs. Hamelin & Ayers, second dam, 11 to 12 feet head, with two privileges further down stream of 10 feet head each, and Earl Brothers, 9 feet head.

The Q. M. O. & O. R. R. passes through the entire length of this town. There has been a survey made to run a railway from this place to St. Andrews, a distance of five miles, and connect with the Ottawa river at Carillon.

We are glad to learn that the interest in this subject is growing. Another meeting of citizens was held in the Board room of the Eastern Townships Bank on Tuesday, when Mr. Cantile, of Cantile, Ewan & Co., of Montreal, gave very full and interesting information as to the number of mills in operation in the Dominion; the comparison of splindles running in the United States and Canada, and other details of live interest. We drew attention to the preliminary circular issued by the committee, inviting the citizens to meet on the afternoon of Tuesday, the 8th May, at 2 o'clock p.m., in the City Hall, and we hope that sufficient interest will be then manifested to start the company with a good subscription. "The gods help those who help themselves."—Sherbrooke Gazette.

A Mr. W. G. Beach is at present in New Glasgow establishing a company for the purpose of starting a glass manufactory in that enterprising town. The company is to have a capital of \$100,000, nearly all of which has been subscribed in New Glasgow. Mr. Beach proposes to start the industry during the present summer. He says he needs no special protection. There is only one manufactory of glass in Canada, and that is situated in Hamilton. The advantages of New Glasgow can be easily understood when it is known that the coal is the most important factor, and while \$5 or \$6 a ton is the price paid in Hamilton, in New Glasgow it can be obtained for this purpose at less than \$1. Tableware, glasses, decanters, lamp chimneys and such fancy ware is the kind of glass to be manufactured. \$240,000 worth of this ware was imported into Canada from the United States last year. It is to be hoped that the new enterprise will prove successful. In the meantime what about the Halifax Cotton Mills? Is it creditable to this city to allow such an enterprise to be strangled at its inception for want of encouragement?—Halifax Recorder.

We cannot too warmly commend the enterprise of the Quebec boot and shoe manufacturers, as well as their apparent determination to preserve for the ancient capital the preeminence which, by their unadded exertions and perseverance, they have won for it in this important branch of trade. We notice, among the latest signs of progress among them, that Mr. Bresson is about to add an extension of 40 feet, as well as another story, to his already immense establishment. This is a healthy indication and shows conclusively to what satisfactory dimensions the boot and shoe business has grown in Quebec and what an important role it is destined to play in the industrial future of this city. In point of fact, as we stand, it is our leading industry par excellence and has unquestionably come to the front most conveniently to supply the place of our defunct shipbuilding trade, while those engaged in it are all ener-

getic, enterprising, self-made men, altogether independent of the shavers of St. Peter street. No better guarantee of the prosperity and permanency of the boot and shoe manufacture could be had than the simple fact, and we sincerely congratulate Quebec upon it.—Quebec Budget.

New hands are being taken on at the Pater's Combination Lock works nearly every day and new machinery is being added. Some 37 hands were at work at the factory yesterday, and the rush of work is so great that tool and pattern makers and moulders are working extra hours. The silverware and plating department has lately been taken charge of by Mr. B. Ebraud, who for five years had charge of the bronzing and plating department of P & F Corbin's hardware establishment, New Britain, Connecticut, and previously had charge of the Tucke, Manufacturing Company, of Boston, for a long time. Between two and three tons of iron castings are now lying at the factory to be nickel plated, in addition to a great quantity of lighter goods for silver plating, etc. The builders' hardware turned out is of very superior design, and the company are now turning out every description of this class of goods in brass, and will give its attention to lines of iron hardware in a short time. The 600 key locks for the St. John post office are nearly ready for shipment. The works are visited by a great many people, and as the presence of so many visitors interferes with the workmen the manager has been obliged to post up a notice about the works to the effect that in future visitors will not be allowed in the building further than the office.—Moncton Times.

We hope that the Corn Canning Factory, of which we spoke last week, will not turn out one of those enterprises whose promise is never fulfilled. The destruction of the skating rink, where the company proposed to establish it, was an untoward accident, but we think they could find some other place to suit them. If the company start the factory they will require 25 acres of corn—the average yield per acre is 2,000 ears, or 3,000 lbs., or in all, 50,000 ears, or 75,000 lbs. They propose to pay 3 cents per ear or 2 cents per lb., which would be \$60 per acre, or \$1,500 for the 25 acres. The corn would have to be cut when full and in the milk, and delivered in the husk at the factory the same morning it was gathered. Those who supplied the corn would have the privilege of hauling away the husks and the cob. Corn husks make excellent food for cattle, and go half as far as cured hay, and cattle have been kept in good condition through the winter on husks alone. Canning corn is carried on to a great extent in Maine, and it must be profitable to both the producers and preservers. There are 25 factories in that State, which pack over 7,000,000 cans annually. The price per can was 2 1/2 cents per can in the interior, and 3 cents in the vicinity of Portland. What is to hinder more than one corn canning factory to be established here? In Fredericton and its vicinity, on both sides of the river, any quantity of corn and tomatoes could be raised. Everyone with a patch of ground could do something to raise corn and tomatoes for canning factories. It pays to do so elsewhere, and there is no reason under the sun why it should not do so here. All that hinders is a want of public spirit, in those who have the capital, but who are afraid to venture it, even in enterprises that can be shown to be perfectly safe, and certainly remunerative.—Fredericton Maritime Farmer.

THE SUGAR QUESTION.

To the Editor of the Moncton Times.

SIR,—I have seen the Toronto Globe of the 13th and read the article, "The Burden of the Sugar Trade," replying to your leader of the 2nd.—"The Sugar Trade of Canada as affected by the National Policy." I see that the Globe, in the most extraordinary manner, denies the correctness of your conclusions.—"That the N. P. has given us cheaper sugar, an expenditure of \$2,300,000 at home instead of a foreign country, a valuable foreign trade, a market for produce, much of which is otherwise unmarketable, work for our vessels, work for our railways, work for our unemployed capital, home market for our coal, and generally a healthy condition of a great variety of industries." As the logic of facts is irresistible, it can easily be proved that the assertions of the Globe are unfounded and that your statements are correct. The Globe at one time held very different views on the sugar question, and in an article on the complaints respecting the tariff in 1874, said:—"There is more reason for what was urged regarding sugars by the growers, who last week pressed their views with clearness and cogency, and it may be that the Finance Minister will see his way to act on the suggestions of the deputation. Yet it must not be forgotten that there was much to be said for the arrangement proposed regarding sugar—for the trifling difference would probably have led to a direct trade with the West Indies. At present the sugar is sent to Grenock from Java and other islands, and there refined and then sent here. If sugar refineries were established in Halifax—and we understand they will be in circumstances are favourable—it would help to well open up the trade between this country and the West Indies, and such a trade would not only ultimately secure us cheaper sugar, but would in other ways directly and indirectly enrich us." You see that the Globe, then, frankly conceded that our trade with the West

Indies and our sugar refineries were one boat, and our importing process another. The question is, which of these rival boats carries the interest to advantage of the consumer? It is duty to make the policy I helped to originate a success. The Globe's tariff reminds the people of Canada that "here the burden of the tariff tax on sugar in the N. P. campaign must therefore again take up my pen—and combat the assertions of my most doughty antagonist doing so, but to prove that the N. P. tariff has been conferred upon the Dominion in benefits stated so graphically by you."

(1) "Cheaper sugar." The average price of granulated sugar in 1870 was \$9 50, in 1877, \$10 00, in 1878, \$9 50, in 1879, \$9 50, in 1880, \$9 12 1/2. It clearly proves that the average price of sugar was lower in 1879 and 1880 (the two first years of the N. P. tariff) than in any of the three preceding years (the last years of the old tariff), and let the Globe take the price of raw sugar in New York in any month under the old tariff in 1876, '77 and '78, and compare it with the price of refined in Canada at the same time, as contrasted with the price of raw and refined sugar in Canada under the present tariff in 1879 and 80, and it will be found that the consumers have obtained their sugar—and of much better quality—for less money than they would have had to pay had the old tariff been continued. It is true that the revenue on sugar has been lessened, but it is true not because the tariff has been reduced but because the duty is now collected on raw sugar instead of refined sugar as formerly under the old tariff.

(2) "An expenditure of \$2,300,000 at home instead of in a foreign country. We paid in 1878 (the last year of the old tariff) \$8,186,220—in hard cash—108,463,915 pounds of sugar—94 per cent of it refined in the United States and Great Britain—only 6 per cent of it coming from countries of growth. In 1880 (the first complete fiscal year under the N. P. tariff) we paid only \$3,994,450—1/2 in cash and 1/2 in the exported production of Canada—fish, lumber, etc. for 116,847,030 pounds. Sugar—about 70 per cent being raw sugar from the West Indies and other countries of growth, and about 30 per cent refined sugar from United States and Great Britain. The Globe cannot deny without truth but that this is a blessed change to the country. The difference—upward of 2 1/2 millions of dollars going into the pockets of our own people instead of the pockets of foreigners—who are neither interested in the Dominion nor contribute to its revenue. I would here remark the lower the form in which the raw product comes to us the better—the juice of the cane being the earliest form of material, the nearer it comes to that point of its progress towards a consumable product the more work there will be to do at home, and the less there will have been done abroad. What is this the Globe says in this connection? "Of course there has been substituted for the trade in Scotch refined sugar, a trade in West India raw sugar, and it follows that a market has been found for a few carcases of Canadian produce in the West Indies. But in respect of every ton of British sugar which has been displaced by raw sugar, the rates of freight of Canadian produce to England have been increased enough to make up for the loss of freight on the voyage to Canada. The small market for Canadian fish and lumber in the West Indies gained for us by the N. P. has then, been provided at the expense of the Canadian farmer." This is the very opposite of the facts of the case but I will allow a master mind to reply Sir Leonard Tilley, in his able budget speech last session, speaking on this very subject, said: "The vessels that brought that sugar into the port of Montreal—because it was confined to Montreal during the last year—and brought the coal necessary to refine it, amounted to 62,000 tons. What effect had that upon the general industries of the country? It had this effect, that while it gave a large increase of revenue to the port of Montreal, it gave a largely increased business to that district of country. But it did more. The fact that these 62,000 tons of shipping were at that port led to the shipment from it of a large quantity of grain and of foreign products from the United States, because there was the tonnage and freight at a reduced rate. The competition of those 62,000 tons did diminish very materially freight at Montreal last summer and in August and September, and every 10 cents saved on a barrel of flour was so much more of the products of Canada left in the Canadian farmer's pockets. And every half-cent reduction in the freight of a bushel of wheat went into the farmer's pockets as did also of cheese. And so with all similar reductions in freights, of bacon, pork and other products. If by the operation of this tariff we attracted last year to that port 62,000 tons of shipping that otherwise would not have been seen within it, I believe that indirectly the whole Dominion, and especially the West, experienced from it a great and decided advantage. But during the present year this advantage will be extended to the lower Provinces, and with our sugar refineries in operation in Halifax and Moncton, what will be the result? There will be a large increase of trade between those Provinces and the Dominion generally, and the West Indies. When our vessels going to the West Indies have a return cargo of sugar and other articles, they will be able to carry away from our ports fish, lumber, and other products at lower rates, which