

shade lower than a year ago. This is an unfortunate, and indeed an unexpected feature of the trade, especially in view of the alleged fact that each successive year the quality of the lumber got out is not quite equal to that of previous years, and of the further fact that the expense of procuring the logs and getting them down the streams is increasing. The larger concerns such as J. R. Booth & Co., Bronson, Weston & Co., Eddy & Co., etc., expended last year, we are told, from \$60,000 to \$80,000 more in getting out the same quantity of lumber, than they did in the years of 1879 or 1880. It is quite true that there has been a considerable advance in prices when compared with these years, but this advance is not at all in proportion to the increase in the cost of production. Manufacturers of lumber are consequently obliged to be satisfied with less profit.

MANUFACTURERS' NOTES.

That Canada has sent safes to Chili, is a fact that not many persons know. Messrs. J. & J. Taylor of this city sent a consignment of their safes to that distant part of South America a few years ago. And the same firm despatched on this day week, a car load of their well-known fire and burglar proof goods for Valparaiso by way of New York.

An order per Atlantic Cable, from Austria, was received on Saturday last by A. Harris, Son & Co., manufacturers of farm implements, &c., at Brantford, for a number of their Cord Binders. The machines are being packed, and are to be shipped in time for the coming harvest in Austria. The same firm, we are told, shipped last week five car loads of binders to Manitoba, and five car loads of reapers and mowers to points in Ontario, Quebec and Prince Edward Island, making eighty-five car loads of their machines this season, fifty of which went to Manitoba. It is further stated that the Harris firm was paid by an extensive manufacturing firm in the States the sum of \$1,625 cash for a copy of their binder patterns.

That the little town of St. John's, Que., is entitled to be called the "Staffordshire of Canada," is very evident to the traveller passing through the place, from the number of kiln tops visible from the car window. The stoneware industry has had much to contend with, but despite this seems to grow, and to be destined to attain still more important dimensions. The British Porcelain Manufacturing Company is applying for a charter, and will carry on business at this point. The capital stock of the company is to be \$50,000, in one hundred dollar shares, and the first directors are to be Messrs. Charles E. Pearson, Wm. J. McNiece, John Douglass, Thomas Jordan, and Geo. Armstrong. Another similar business is also being started by Messrs. Blackburn & Rowe, who have built a two-kiln pottery during the winter, and will shortly commence manufacturing.

We learn from a government return that Messrs. James Harris & Co., St. John, made 6 flat cars, 6 box cars and 96 gondola cars for the Intercolonial Railway, costing \$55,132; the Moncton Car Co. made 42 box cars and 37 flat cars for \$35,470; James Crossan, of Cobourg, 3 first class passenger cars, \$14,820; the Ontario Company of London, 3 second class cars for \$9,900; while the Government Railway shops at Moncton turned out 1 box car and 6 vans for \$5,970. Adding to this list of cars, three engines costing \$32,011, made by Fleming & Sons, of St. John, we have a total of \$158,000 expended for

rolling stock for that road during the fiscal year 1882.

The great devastation occasioned through the destruction by fire of some \$200,000 of Eddy's property in Hull, some eight months ago, is nearly all replaced by much more substantial structures. The walls of the saw mill are built of stone and the roof of corrugated iron. The machinery is of the newest and most improved design; and the mill in itself, if not one of the largest, it is quite safe to say that it is the most completely equipped in the Dominion. Every part of the logs is utilized.

CANADA AND THE HAWAIIAN ISLANDS.—The Kingdom of Hawaii, in the South Pacific ocean better known, perhaps, as the Hawaiian Islands, may be termed the half-way house of the Pacific, and therefore the port of Honolulu has become one of the most important commercial ports of the world. Branches of many important commercial houses of Europe, Asia and America may be found here; and the jealousies of the commercial nations, have made them thoroughly independent. The present king is a man of education and refinement, having visited all the potentates of the world, and by extensive travel has become thoroughly alive to all the advantages of civilization. The present trade with the United States is very large. The chief exports are sugar, molasses, rice, indigo, wool and tropical fruits. The Hawaiians import nearly all manufactured articles. The British Columbia members look forward to this trade as very important to their province, and have several times brought it before the House of Commons. Even now without a treaty, cargoes of coal and lumber are shipped from British Columbia to these islands; and on the completion of the C. P. R. they will be brought in closer proximity to our whole Dominion. A consular service has already been established, we are told, within our domain, with a Consul General at Ottawa, and consuls at our chief seaports. The market may be worth our manufacturers' while to look after. The Pacific Mail Steamships call here for coal, provisions and repairs and frequent vessels whithersoever bound, make them a port of call, if in their vicinity.

—Some interesting figures are published at Ottawa in advance of the third volume of the census, in relation to the growth of industrial enterprise in the Dominion during the past ten years. The total amount of capital invested in industries was in 1881 \$165,302,723, or more than double the amount in 1870, and this capital was distributed as follows: Ontario, \$80,950,847; Quebec, \$59,216,932; Nova Scotia, \$10,183,060; New Brunswick, \$8,425,282; British Columbia, \$2,082,335; Prince Edward Island, \$2,085,000; Manitoba, \$1,583,331, and North West Territories, \$104,500. "Taken in connection with the increase in the value of the products of the industries of the country," says the *Montreal Gazette*, "the inference appears to be that a large amount of capital was invested during 1879, 1880 and 1881, which at the time of taking the census had not become productive, because while the capital invested has increased 103 per cent. the value of products has augmented only 35 per cent. In the Dominion the products of industries reached a total of \$309,676,008, of which \$3,413,026 were in Manitoba, \$3,400,280 in Prince Edward Island and \$2,926,784 in British Columbia.

—The imports of agricultural implements and vehicles into Manitoba and the North-west Territories for the six months ended with December 1882 showed that agricultural implements to the value of \$81,813, carriages and sleighs, waggons etc., \$385,405, the whole import-

ation being from the United States. In the same period there were imported in bond from the other Provinces of the Dominion, agricultural implements carriages, etc., to the value of \$410,402. This amount comprises: Sleighs, \$123,856; agricultural implements, \$146,712; waggons, \$54,224. in the fiscal year ending June 30th, 1882, the value of agricultural implements, carriages etc., shipped to Manitoba from the other Provinces was \$785,885. Imports of leading articles of merchandise at Winnipeg, for the month of April this year amounted in value to \$871,185, on which duty paid amounted to \$202,557. We subjoin a list, and remark that agricultural implements are included under the head of "Iron and Steel."

Articles.	Value.	Duty.
Iron and Steel goods	\$276,858	\$68,767
Wood and M'frs of	75,724	17,601
Cottons	61,913	15,253
Woollens	57,455	19,389
Animals, living.....	54,473	10,895
Breadstuffs and Provisions..	50,746	8,145
Silk goods	20,980	6,278
Leather	6,304	1,574
Spirits and Wine.....	4,068	3,786
Tobacco	1,338	1,247
All other goods	185,993	49,622
Total	\$805,855	\$202,557
Free goods	65,330	
Grand Total	\$871,185	\$202,557

—A Parliamentary return has been issued giving the number of banking and other registered joint-stock companies in Great Britain as declared in their latest annual returns. It appears that there are 151 banking companies in London, having a capital of £50,236,696; and 7,597 other companies, having a capital of £362,653,087. There are eight banking companies in Edinburgh, with a capital of £4,773,800 and 657 other companies, with a capital of £25,639,785; there are six banking companies in Dublin with a capital of £2,175,000, and 368 other companies with a capital of £20,805,707. These figures apply to registered companies. Then there are a number of joint stock banks which are not registered. The total capital of the unregistered banks is put at £22,009,334; that of the registered banks at £57,185,496, which gives a grand total of £79,194,838.

—It appears from the statement of the *Winnipeg Commercial*, that apprehension was felt there, as well as here about the 4th May payments due for merchandise, for it was felt that many merchants were carrying heavy loads. "The demoralization which has pervaded the wholesale dry goods business for two weeks had produced an uncertain feeling upon trade generally," says that journal. It is gratifying to learn, however that the dreaded 4th brought results in Manitoba as well as farther East, which were for the most part an agreeable surprise to most wholesale men, so limited was the demand for renewals. "There has evidently been a burden lifted off the mercantile community" and, in the opinion of the *Commercial*, a few weeks of easier money and freer trade may now be expected.

—A correspondent sends us an extract from the marine notes of the *Amherstburg Echo*, and adds. "Is it not clear from such a record as this for one single week in the way of disasters and troubles, to vessel men on Lake Erie, that such a cable as you mention in the *Monetary Times* a fortnight ago, from Pelee Island to the Canada shore, would be of great service?" We con'dense the extract:

"Six marine disasters reported from Lake Erie last week. The propeller *Gordon Campbell*, with the schooner *Sherwood*, coal laden, struck