

## MATCH MAKING IN NEW BRUNSWICK.

WE think it cannot be doubted that the establishment of manufactories of what are apparently in themselves insignificant articles, is a matter of far greater importance than it at first appears, and that in this direction much yet remains to be done, well calculated to advance the general interests of the Dominion. The Americans well understand the importance of small manufactures, and it is to their perseverance and skill in this particular department that very much of their general success is owing. It is astonishing what large general results may be produced by supplying some little article of general convenience and utility, and we believe there are many of this description that we could produce quite as cheaply as we can purchase them elsewhere, and thereby saving the country much money, would materially increase the range of profitable employment. It is true that the Americans have a much more extensive market than we have, but, on the other hand, the expenses attending every description of business in the United States have been so enormously increased, and our own market under Union will be so much more extensive than ever before, that there must be many branches in which we can now, for the first time, successfully compete with them, at least manufacturing many articles for our own domestic consumption. But we believe that we need not stop here, there are many branches of manufactures in which we can fairly compete in the open markets of the world—if we only set to work to discover exactly what is wanted—what is needed to effect this is intelligent personal inquiry, which we cannot help thinking would in many cases be amply rewarded. For instance, we send enormous quantities of wood goods to England in a very partially manufactured state, and as long as our forests last, will probably continue to do so, but there exists, there, an almost unlimited market for various descriptions in a more advanced state of manufacture than we have hitherto attempted, the production of which would utilize vast quantities of lumber now comparatively useless, and materially add to the wealth of the country. In this case, "intelligent personal inquiry" is needed to discover the exact article wanted, and, if need be, to take orders as a basis for a commencement. We happen to know of a firm in New Brunswick which has, this year, shipped some tons of hard wood spool blocks to the cotton manufactories of Glasgow, and if, in the insignificant article of a cotton reel, so large a business can be done, it will be hard to assign limits to the gross amount of small manufactures of wood alone, that could be disposed of in England.

Some time since we had occasion to describe a brief visit to a sewing machine manufactory, established at St. John, N. B., which is turning out four hundred machines per month, and disposing of them entirely in foreign markets. We now propose to notice a visit to the Hampton match factory in King's County, N. B., for the sake of showing that our New Brunswick people are alive to the "signs of the times."

A pleasant run of twenty miles up the St. John and Shediac Railway, brought us to the "Osseque" station, and a still pleasanter walk of a mile and a half to the beautiful little village of Hampton, on the river of the same name, where the factory is situated. By the courtesy of one of the partners of the establishment, we were enabled to witness the whole process of match making, from the hauling of the logs out of the stream to the packing of the matches in cases of twenty-seven gross each. The logs are first sawn into planks two inches in thickness, these planks are then cross-cut into handy lengths, which are again cut into blocks, equal in length to two matches; these are then passed to a steam box, from which they are sliced by a revolving machine into what are called cards. The cards are collected and sorted by children, and packed in frames, in which state they are conveyed to the drying house. The drying process occupies from eight to ten days; the cards are then taken out of the frames, and subjected to the action of a "gang" of small circular saws, which completes the process ready for dipping. The whole of the necessary machinery is driven by an engine of about 20 horse power, and the fuel is furnished from the waste produced in making the matches. Thus much for the process which, perhaps, it will be said is not anything very extraordinary. It is the result that are most important. The capacity of the work is about 250 gross of matches per diem, which, taking 300 working days as the average for the year, gives us 75,000 gross, worth about 4/6. per gross,—the respectable sum of

\$20,000 from the insignificant article of matches. This result has not been arrived at all at once. In the first instance quite a small steam engine was put up, as it was not supposed possible that the demand could be very large; this was soon followed by a larger one, and as the demand still continued to increase, it was ultimately determined to remove the whole establishment to its present site, when a yet larger steam engine was erected, and many improvements suggested by experience, made in the various processes of manufacture. The demand is still increasing, considerable shipments have this year been made to the West Indies, and this very article, which was formerly imported exclusively from the United States, is now not only not imported at all, but is in increasing demand all along the frontier.

If this little sketch should lead to the production of like results in other cases, it will not have been written in vain. It appears to us that the first thing for the intending manufacturer to determine, is the character of the article to be produced. Is it one of general utility, or is it likely to become so? Next, is there an abundant supply of the necessary raw material to be obtained? If these two questions can be satisfactorily answered, skill and perseverance to overcome the difficulties incidental to every new undertaking, will generally accomplish the rest.

## TRADE OF THE UNITED STATES.

WE are in receipt of the monthly report of the Director of the Bureau of Statistics, United States Treasury, showing the imports into and the exports from the United States during each of the first four months of the present year, with the totals to the 30th of April. No comparison, however, is made between the figures for 1867 and for 1866, which greatly lessens the value of the statistics before us. The British Board of Trade, in laying the returns of exports and imports before the public, invariably give these for the corresponding periods of the preceding year, so that the course of trade in any particular article, and the progress or otherwise of the business of the country in general becomes at once apparent.

From the statistics at present under consideration, we take the following figures and facts.—

Imports of foreign commodities into the United States for—

	Foreign Goods	Domestic Goods	Total Imports
January	\$2,148,000	\$2,148,000	\$4,296,000
February	1,850,000	3,712,000	5,562,000
March	1,720,000	2,841,000	4,561,000
April	2,148,000	3,712,000	5,860,000
Total to April 30, 1867	\$8,066,000	\$13,373,000	\$21,439,000

Subjoined is a statement of the exports of domestic and foreign commodities from the United States for—

	Domestic Goods	Foreign Goods	Total Exports
January	\$4,148,000	\$4,148,000	\$8,296,000
February	4,148,000	7,217,000	11,365,000
March	4,148,000	5,000,000	9,148,000
April	4,148,000	1,389,000	5,537,000
Total to April 30, 1867	\$16,592,000	\$7,754,000	\$24,346,000

At first view, it would seem that the exports were greatly in excess of the imports for the period given, but on examination we shall find that much of this apparent balance in favour of the United States is fictitious and misleading in its character. In the first place, the value given of imports is the gold value, whereas that of the exports is expressed in United States currency. Now the average price of gold during this year has not been below, but probably much above 135. At this rate the imports would amount to, in U. S. currency ..... \$177,292,551  
Add for goods smuggled not reported ..... 5,000,000  
Add for under valuation of imports, say 5 p. c. ..... 8,664,627  
\$190,957,178

We have not taken into account the fact of the very heavy decline which has taken place in the price of cotton in the English markets since the first of January and which has rendered the actual value of the exports very much below their declared value, as cotton is credited with over \$22,000,000 of the total amount. From these considerations we are led to the conclusion that the balance of trade has been against, instead of in favour of the United States during the first third of this year, and that consumption in that country is still going on faster than production. The productive powers of the grain-growing States are doubtless very great, and the harvest of this year is expected to be a bountiful one, but there is no reason to expect high prices for breadstuffs in the European markets, nor any deficiency to be filled from the stock of the Atlantic, so that the only probable effect of a large yield of wheat would be to lower the price to consumers at home of a prime article of food, and not to increase the available wealth of the country for the purchase of the productions of foreign countries.

## SHIPOWNERS, SHIPMASTERS AND UNDERWRITERS.

(From the London Shipping and Mercantile Gazette.)  
NELSON has a more important document as regards the interests of shipowners, shipmasters and underwriters, appeared than that presented to the Board of Trade by the Court of Inquiry held at Liverpool into the circumstances attending the abandonment and loss of the *Utopia*. Previous to the investigation of which the report referred to is the result, and that was known to the public respecting this casualty was, that a vessel of that name had left Liverpool on the 10th of March last, and that three days afterwards she was foundered off the Irish coast, the master and crew having been picked up from the ship's longboat and landed in safety at Rockhaven. The case was certainly one for inquiry, and the inquiry has effected, to say the least of it, some very remarkable facts. The *Utopia* was a colonial built ship of 991 tons, and had been classed A 1 in red for five years in 1862. She was owned by Mr. Fleming, of London, who had entered into a verbal contract for a ship with a Mr. Gaultlett, who, from the time the vessel was placed on the berth at Liverpool until she left that port on the voyage to which she was lost, appears to have acted as the sole and responsible owner. There is nothing to show that the *Utopia*, when she entered the Brunswick Dock at Liverpool to take in her cargo, was not a seaworthy ship, but it is stated that while loading she took the ground there and to this casualty is ascribed the fact that she commenced to make water from 25 inches immediately after the accident, to 40 inches, when she was pumped out—a process which it was necessary to repeat after each day's work at loading. While the ship was taking in cargo she was visited by no less than four surveyors—Captain Edgell on the part of Lloyd's Salvage Association; Captain Forbes, Surveyor to the Mersey Docks and Harbour Board; Mr. Oakley, of the Liverpool Underwriters' Association, who, in his turn, called in Captain Gaultlett. The first named of these gentlemen, having performed the survey and framed his report, appears to have retired from any superintendence of the ship or her loading. Captain Forbes, however, continued to advise the acting owner as to the means to be observed in loading, which he fixed at 20 feet 6 inches to 21 feet, leaving a clear side of 6 feet 5 inches. The ship's cargo consisted of railway chairs, bog-houses of beer, and other materials, and three days before she left the dock it was found that she was six inches deeper than the load line fixed by Captain Forbes. Notwithstanding, she subsequently took 27 tons of coke. It was then that Captain Leach, the master, having positively refused to proceed on in the vessel, Mr. Oakley and Captain Gaultlett were called in, and these Surveyors agreed in considering the ship was so overloaded that she was hardly seaworthy. Captain Leach, finding his remuneration was not attended to, resigned, and Capt. Dickie was appointed in his place. Capt. Dickie was not long in discovering the ship's condition, and he also declined to taking the ship to sea, when he was silenced by a letter received from the party who had recommended him to the acting owner, containing the threat that if he raised any difficulties about going out in the *Utopia*, he should never get employment out of Liverpool again, if the writer could prevent him. Frightened by this, and to which the Court might with propriety have applied stronger terms than those of "extraneous and most unwarrantable," Captain Dickie took the *Utopia* to sea, down two feet below her load line, and carrying but 17 tons, including six able seamen. The sequel can have surprised no one. The ship did not reach 24 hours at sea until it was settling down, and just three days after she left the Mersey she foundered, the master and crew barely escaping with their lives. Such is the state of facts on which the Court of Inquiry was called to pronounce its decision. It will be generally admitted that in returning Capt. Dickie his certificate, the Court had regard to the real merits and the justice of the case. "He was driven to employ the language of the report," contrary to his better judgment, to withhold his resignation, and to proceed on his voyage." But for the pressure that was thus applied—but that Captain Dickie was able to produce the threatening letter above referred to—the result would have been a serious one for him. The Court did not hesitate to say, that "had Capt. Leach, with his more extended knowledge of the ship, taken her to sea under the same circumstances," it would have marked his sense of the impropriety of such reckless conduct by a suspension of his certificate. Unquestionably, no shipmaster is justified in taking a ship to sea in an unseaworthy condition. It is no excuse that he is willing to risk own life. He has the lives of others and the property of others entrusted to him, and he is bound to protect, to the extent of his judgment and ability, both the one and the other; and if he fail to do so, he is justly answerable to the Court. On the question on which may arise in this case between owners and underwriters, we forbear to express an opinion. It is stated that the ship and cargo were insured for a considerable amount. The policies on the ship were lodged with the registered owner, as security for the unpaid balance of the purchase money; and as that balance would nearly absorb the amount of the policies if paid, the whole business is viewed of much of the unpleasant aspect which it must otherwise have assumed. We have noticed this aspect with the view chiefly of pointing out the false position in which a shipmaster may place himself by disregarding the dictate of his better judgment, in taking a ship to sea in an unsafe condition. No mistaken consideration of duty to his owners should induce him to such a course, and if owners are to be bound who would insist upon a shipmaster fulfilling his agreement under such circumstances, the sooner he quits their service the better for his reputation and his safety.