

PARKS' COTTON MANUFACTURES.

COTTON WARP.

White, Blue, Red, Orange and Green, Nos. 5's to 10's. Warranted Full Length and Weight. Stronger and better in every respect than any other English and American Warp.

Beware of Imitations. None is genuine without our name on the Label.

COTTON CARPET WARPS.

Made of No. 8's Yarn 1 Ply Twisted, White, Red, Orange, Brown, Slate, Blue, Green, &c. All Fast Colours.

Beam Warps for Woollen Mills.

ANY WIDTH AND NUMBER OF YARN.

WARRANTED TO WEAVE WELL.

GREY COTTONS.

We would ask the attention of purchasers to the Grey Cottons we are now making. This Article is manufactured out of

AMERICAN COTTON,

Which is much superior to the material used in making English Grey Cottons.

It will be found quite as cheap, and really much better than any other Cotton in the market.

All our goods have our name upon them; and are warranted to be all that we claim for them.

They are sold by us only to the

WHOLESALE TRADE,

from whom Country Merchants can always obtain them by asking SPECIALLY FOR THEM.

WM. PARKS & SON

New Brunswick Cotton Mills.

Reciprocity and Ship-build ag.

A NOVA SCOTIAN PREDICTS GOOD RESULTS FROM THE CANADIAN RECIPROCITY TREATY.

(To the Editor of the N. Y. Tribune.)

SIR,—Iron steamers that will not sink money are not now found in the American mercantile marine—nor wooden ones either. But the proposed reciprocity with Canada will enable us to change all that. Canadian ship-timber, through the jealousy of British ship-builders, finding expression in the code of British Lloyds, has long been held at shamefully unfair estimates. Take for one example, Canadian black-birch. It has long been proved superior to British oak—much vaunted—both in strength and durability; but, where a British-oak ship classes on the books of Lloyds' Society for twelve years, a black-birch bottom if Canadian built, classes for only four. But if the raw stuff be imported by a British builder, and then used in the construction of a ship, it will be assigned a period, varying, according to structural function, from eight to fourteen years. This inconsistency in the rules of that famous society is due to the influence of the British iron interest. It is designed to increase the demand for iron. It is also designed to increase the colonial demand for iron. For, notwithstanding the numerous disqualifying enactments of British Lloyds against "North American ship-timber," composite vessels built in the Dominion will class relatively higher than British built wooden ships. For it was supposed by Lloyds' committees when they made those rules, that the Canadian builder must import his iron "frame," ready moulded, from Great Britain whenever he proposes constructing a ship on the "composite" principle.

Composite vessels are much better than either wood or iron tonnage. They combine all

the good qualities of both, while avoiding the disabilities of either. For example, the iron frames allow the ship to be built in watertight compartments, which cannot be successfully accomplished with vessels wholly of wood. On the other hand, the wood planking permits the composite bottom to be metalled, and thus avoid the great difficulty besetting the wholly iron structure, viz: fouling. Nevertheless, no composite vessels are built in the Dominion, because of the difficulties and expenses attending trans-shipment of frames across the Atlantic; and this, too, notwithstanding the fact that such tonnage, even when planked with the much vituperated black birch will be classed as British Lloyds A1 for 14 years, or equal to the highest rated timber known, to wit, East Indian teak.

American iron is twelve per cent. stronger and tougher than British. That is to say, the Canadian builder who may undertake the construction of a composite ship, will have just twelve per cent. the less iron to pay for, while his ship will be also 12 per cent. lighter, and therefore, *ceteris paribus*, of 12 per cent. higher carrying capacity if he choose to employ American iron instead of British. Cost of the coastwise trans-shipment is also trifling compared to the trans-Atlantic. And the Dominion tariff frees everything to ships, making no discrimination against American or foreign iron, or other metals, in no matter what form (save only iron windlasses, which are subject to 16 2-3 per cent. *ad val.*) provided it be declared for ships' use. This is the existing condition of things. Add to it the reciprocity which permits American citizens to buy, and register at home, Canadian built foreign-going tonnage, and the American flag will be rapidly restored to its wonted position on the highway of nations, borne, too, by that class of vessels which will most nearly approximate the ideally perfect ship, until copper

becomes so cheapened that she may be realized in that material.

When the reciprocity treaty goes into effect, the American ship-owner can have frames rolled at home, according to whatever model he purposes, and send them to be put up in a Canadian yard. His ship will there be built under British Lloyds' inspection (or French, or American, if he chooses, or all combined,) and will class on the books of the London Society—the rules of which only specify best iron, having omitted prescriptions of a national character—for from 14 to 17 years—an advantage not to be denied, since the London Society is the great ruling, central, underwriting market of the world. When ready for sea he will have saved 40 per cent. of his labor bill as compared with the cost of building her at home. She will be launched under the Stars and Stripes, and enrolled on the home registry, thus contributing to swell that terribly shrunken list to its former importance. Could anything more be desired? B.

Hantsport, N. S., July 26th, 1874.

[It is denied that this is the production of a "Nova Scotian." It certainly reads as if the author were an American, interested in building up the United States marine.]

—Another American mining scandal has got into the English courts. It is alleged against the defendants that they became the purchasers of certain American mines, afterwards called the Ruby Mines, for £40,000, and that they then conspired together to induce the public to purchase them at the enormously advanced price of £285,000. With that view a company was formed, with a capital of £325,000, in 32,500 shares of £10 each, and sold them all.

The "Potato King" speculator of Bangor, who bought up all the potatoes in the market at 90 cents a bushel, and refused to sell them except at exorbitant prices, lost \$3,000. Served him right.