

observed, in several journals in London, Brantford, and elsewhere, strictures, which appear amply justified, upon a violation of the franking privilege in the interests of a trade journal published at Ottawa. It is alleged that the journal in question, the *Industrial World*, is permitted to send its circulars over the country free of postage. The envelopes containing these are said to be initialed "E. H., M. P.," and postmarked "free." This is an injustice to other newspapers for which there can be no excuse. There is no objection to the postal authorities enforcing the law as to extra editions, circulars, and the like, but there is a decided objection to such favoritism as is here apparent.

FACTORY NOTES.

The proprietors of the Berlin Foundry, Messrs. Nelson & Co., are about making an addition to their premises to accommodate the growing business for which their present buildings are inadequate. The materials are being hauled upon the grounds for an extension of their main structure to King street, with an office at the side. The whole of the present building will then be fitted with machinery, and the capacity of the factory will be more than doubled.

The Ruthven Woolen Mills, at Ruthven, Essex Co., Ont., were sold by order of the court of Chancery on Tuesday of last week, and purchased by Mr. Harris, one of the parties engaged in the suit. The price paid for them is said to have been \$4,125.

We regret to notice the destruction by fire, a few days ago, of the grain cradle and rake factory of Messrs. Brown & Baker, of Waterdown. Having laid in a supply of timber and other material last fall, the firm had only started to manufacture after New Year's day. So favorable was the prospect considered for the coming season that a number of new hands had been engaged. But by some means not known, the mill took fire about 1.30 one morning and was totally consumed. The loss is about \$4,000 and the insurance, which is in the Waterloo Co., \$1,200. The active exertions of the townspeople saved the drying sheds and outbuildings, but the factory will have to be rebuilt. Its destruction throws quite a number of people out of work.

The Hamilton Clock Factory is about to be started again, if the *Spectator*, of that city, is correctly informed. For four years it had lain idle, but now Mr. John Keyworth, of New York, who has been, it is said, manager of some prominent American factories of the same kind, is about to re-open it about the 10th February. He has brought with him a variety of patterns and designs, and says the premises and machinery are very suitable for making a good article and quite a variety. Clocks are to be made for export as well as for the home trade.

The Guelph manufacturing firm of Messrs. D. McCrae & Co., have purchased the building known as the Allan Mills in that city. This will be fitted with machinery for the manufacture of textile fabrics of worsted and shoddy, and the firm which will occupy it, is said, by the

Herald, to be a new one. The factory will be a three set one and is expected to be ready by the opening of spring.

A New Brunswick paper states that the following industries are flourishing in the village of Upper Woodstock, in the rich county of Carleton in that province: Iron works, steam furniture factory, hay pressing, vegetable export, fruit culture, besides the ordinary trades of the harness-maker, boot-maker, tailor, tanner, blacksmith, &c. The iron works at that point passed into the hands of an American company last spring, which has built a branch railway $1\frac{1}{2}$ mile long connecting the iron works with Woodstock. Considerable ore has already been hauled and will be smelted in spring.

It is reported by the *Spectator*, that the Hamilton firm of Messrs. Young & Bros., plumbers, &c., are about to enlarge the capacity of their factory by the addition of new buildings and machinery. They will enter largely into the manufacture of fine brass-work, such as chandeliers and gas fixtures.

The canning of fruit and vegetables is to be carried on by a new company at Simcoe, Ont. There are to be some sixty employees in the new concern, which is expected to open in May.

The very elegant dress worn by Lady McDonald at the Junior Conservative ball, held in Montreal last week, excited universal admiration among the ladies, who were surprised to learn that the fabric was the production of a Canadian loom, having been made by the Corriveau Silk Mills, at Montreal. The material was a richly brocaded satin, in three shades.

It has been decided to make flannels at the mill being built by the Messrs Gault, at Campbellford. The building are to be completed by July next and will cost \$40,000. Six sets of machinery will be used, employing about 150 hands.

A corset factory has been opened in Sherbrooke Que., by Mr. O. Gendron.

The Messrs Ogilvie of Montreal and Seaforth, are having their flouring mills rebuilt upon the Hungarian roller process, used by Rathbun & Son, at Millpoint, no stones being needed at all, in this new method of flour production.

It is proposed to establish a considerable shoe factory at St Lin, a flourishing village about twenty-five miles north-east of Montreal, and the present terminus of the Laurentides Railway.

—We have now the definite news respecting Halifax as a Canadian winter port, that the first cargo of grain has been shipped from that city. On the 27th ulto., the barque *Chili* of Dundee, after having brought and unloaded at that city a cargo of sugar from Manilla, intended for the St. Lawrence sugar refinery at Montreal, cleared for Britain with 38,500 bushels of No. 1 White Michigan wheat, of which Messrs. Lord & Munn of Montreal were the purchasers in Detroit and the shippers to look for orders. The *Halifax Chronicle* credits the Captain of the *Chili* with having said some very gratifying things about this shipment in particular and that port

in general. For example: that Halifax is the cheapest port on this continent, and the despatch he received unexcelled in his experience; that he loaded in 74 hours, of which 45 were occupied in loading the grain in bulk, the remainder being in bags; that the facilities at the port for loading ships with grain are "ample," and he strongly recommends vessels to go there. We gather from the *Chronicle's* account that the bulk grain was "sluiced aboard the vessel from the box cars as by an ordinary coal shoot, with a special wooden casing to prevent waste—just as good and satisfactory a way as is wanted." It is admitted that "the advantage of an elevator would be the additional facilities in loading and stowing, as every one acquainted with grain snipping knows, but particularly the stowage of grain for retention, so having a supply ready for shipment at any time, and the retaining capacity of what is not wanted for immediate shipment, for which occasion, if a number of cars too many arrive, we have at present no provision." The *Acadian Recorder*, however, is not made sanguine by this one successful shipment. It says: "Still, the outlook is not favorable. It was hard work getting the special rates over the railway, and nothing can be said of the future in this respect." Some 4 000 bushels wheat are being bagged at Halifax, for shipment thence by the same firm, per Allan Line.

—The profits of English banks for the latter half of 1880 have been very gratifying to the shareholders, and the total dividends for that year were in excess of those of 1879 in quite a number of cases. For instance, the Alliance, and the Imperial Banks paid an extra 1 per cent., the Joint Stock 2, the Union $2\frac{1}{2}$, and the London & Westminster 3 per cent. The National Discount paid 13 per cent. against 12, and the United Discount 6 instead of 5. The following statement is of interest:—

Bank.	Second Half of '79.		Second Half of '80.	
	Yearly divid'nd.	Surplus Dec. 31.	Yearly div. p. c.	Surplus Dec. 31.
London and Westminster	15	1,008,052	18	1,045,000
Union of London	12½	602,539	15	606,000
London Joint Stock	15	593,799	17	290,000
City	10	232,146	10	178,407
Consolidated	10	170,451	10	113,500
Imperial	8	105,767	7	200,700
Alliance	5	200,404	6	

It will be seen that the surplus balances have been increased besides. The reasons for this improved exhibit are thus given in the *Economist*. The business done has been safe; there have been no serious failures, and the discount rate has been better. The average rate of discount last year was £2 6s 6d where in 1876 it was £1 15s. while the interest allowed on deposits averaged £1 14s 6d in 1880 and £1 8s in 1879.

—The Merchants Bank of Halifax, has decided, we learn from the *Eastern Chronicle*, of New Glasgow, to open an agency at Port Hawkesbury C. B. and has engaged suitable premises.