

NEW BRUNSWICK SHIPPING.

New Brunswick ranks second among our provinces in the matter of tonnage, coming after Nova Scotia but before Quebec in the list. The list of registered tonnage of New Brunswick has just been published, and does not materially differ from that of last year, one noticeable item being, however, an increase in the number of schooners from 537 to 561. Considering the heavy losses of the year and the comparative dullness of ship-building, it is not surprising that a slight decrease is shown in tonnage this year compared with last. The number registered this year of all craft is 1,089, of 333,307 tons, as compared with 1,097, of 336,974 tons, a year ago. The full list is thus given in the *St. John Telegraph*:

Ships	83	109,973
Barques	198	160,489
Barquentines	8	4,202
Brigs	4	986
Brigantines	58	16,684
Schooners	561	28,531
Woodboats	107	6,471
Sloops	3	51
Ketch	1	51
Steamers	66	6,049
Total	1,089	333,307

It appears that full rigged ships are largely giving place to barques, which are now built of very large dimensions, as large as 1,300 tons. There was not, says the *Telegraph*, a single new full-rigged ship registered at St. John either in 1880 or 1881, all the new vessels of large tonnage being rigged as barques. "Full rigged brigs, which were so much liked 20 years ago for long voyages, are now rapidly disappearing, and probably will have entirely vanished from our registry books a couple of years hence. Barquentines, which were quite the fashion ten or twelve years ago, also appear to have had their day and none are now built of that rig. Brigantines are also decreasing in numbers, owing to the fashion of building large schooners, but we do not expect to see that rig soon displaced. It would look as if the vessels of the future were to be barques and schooners with a few full rigged ships and brigantines."

There are now seven ports of registry in New Brunswick, instead of the three that sufficed ten years ago, Dorchester, Sackville, Moncton and Richibucto having been added, and having now 28,000 tons of shipping on their registry books. The comparative statement appended shows the number of vessels registered at each New Brunswick port with their tonnage in January, 1881 and 1882, respectively.—

	1882.		1881.	
	Vessels.	Tons.	Vessels.	Tons.
St. John	684	270,186	700	275,879
St. Andrews	187	17,067	185	17,989
Chatham	169	18,039	171	17,672
Dorchester	24	19,257	20	17,375
Sackville	11	3,705	14	5,181
Moncton	7	3,342	6	2,135
Richibucto	7	1,711	1	743
	1,089	333,307	1,097	336,974

St. John shows this year more schooners, and a greater tonnage in barques than last. Her tonnage has decreased during the year 16 vessels

and 5,000 tons, but is still far ahead of every other port in Canada, standing at 684 craft of all kinds, of 270,186 tons. Yermouth, which comes nearest to St. John, decreased by 30 vessels and 8,203 tons in the past year, and now has 232 vessels of 133,078 tons.

TORONTO BOARD OF UNDERWRITERS.

The annual meeting of this Board was held at their rooms, Royal Insurance Building, on Thursday, 19th inst., and by adjournment on the two following days. Many subjects of importance to the welfare of the Insurance Companies were discussed, and disposed of in a satisfactory manner. The Hon. John McMurrich occupied the chair, in the absence of the President, Mr. P. Paterson, of the British America Assurance Company. The last named gentleman was unanimously re-elected President; and Mr. R. N. Gooch, of the North British and Mercantile Insurance Company, was elected Vice-President for the year 1882. Mr. J. Sidney Crocker was re-elected Secretary. Votes of thanks to the retiring officers were also passed. The appeal to the Privy Council respecting the Ontario Statutory conditions, which resulted in confirming their legality, was considered, and a committee appointed to wait on the Attorney-General for Ontario, with the object of simplifying the conditions of policies and harmonizing the views of the Government and those of Companies in the legislation of the present session. On Saturday, at noon, the gentlemen representing Montreal offices were entertained at lunch by their Toronto brethren, after which the business of the meeting was wound up, and the members separated amid expressions of mutual regard. On the same day the committee had an interview with the Hon. Mr. Mowat, who received them courteously, and heard with attention the suggestions they desired to offer, requesting them finally to submit their wishes on paper within ten days, which, he assured them, should receive full attention from the Government. The subject of rates occupied a good deal of time, and the feeling that something should be done to re-adjust them was quite apparent. It is strange that, after all, no agreement could be reached upon this vital subject, especially in view of the unsatisfactory result of last year's business. We venture to say that if a reasonable tariff were made and adhered to, the public would be found to pay cheerfully proper rates for insurance. But so long as one merchant is found to have by "underground" means, the advantage of another in point of price, his neighbor will refuse to pay regular rates, and no wonder. It is understood that out of the numerous companies represented, all but two agreed to the proposed tariff. The two referred to refused, and the tariff fell to the ground.

MANUFACTURERS' NOTES.

Mr. Brooks desires to start a factory for making worsted yarn at Simcoe, and has about \$10,000 of his own and other people's money ready to

put into it. But \$30,000 is the sum required to erect the building and buy machinery. The factory would use about 1000 lbs. of Leicester or Cotswold long wool per day. The *British Canadian* advises the town to advance the \$30,000 still required, taking security for it, charging no interest for the first two years, 3 per cent for the next three, and 6 per cent. thereafter.

The knitted goods factory of Ellis and Stokes at Port Dover employs 100 hands, and turns out sixty dozen woollen shirts or pairs of woollen drawers per day. There are other industries in progress at the Port which merit mention. Col. Collier has put up a building 50x250 feet for a car factory and repair shop, another for an export ice-house, and is opening a summer hotel.

The Nova Scotia Glass Co. held its annual meeting at New Glasgow, N.S. last week. The directors find it necessary to get additional machinery, to properly work and equip the factory, and to this purpose the earnings of the past few months have been devoted. The works are running at full capacity, and the prospect is good.

The engine in the Kingston Cotton Mill was tested on Saturday; it is of English manufacture, and appeared, as well as the boilers and heating apparatus, to work quite satisfactorily. The shafting, hangers and pulleys, have been placed in position by Gardner & Son of Montreal—the contractors. They are of the latest and most approved American pattern, and are marvels of lightness and strength combined. The hangers are all adjustable. The pulleys accurately balanced before being placed in position. We understand that the factory will be lighted with gas manufactured on the premises. The gas apparatus is supplied from Montreal. Work will be in full blast in about a month.

TORONTO BOARD OF TRADE.

A special meeting of the Toronto Board of Trade was held on Wednesday afternoon last, 25th instant, to nominate officers for the ensuing year, and for other purposes, the President, Mr. W. B. Hamilton, in the chair. After routine business, Mr. Wm. Thomson moved, and Mr. A. B. Lee seconded the following motion: "That the council of the board be and are hereby respectfully requested to prepare a memorial to both Local and Dominion Parliament, praying for an act for the equitable distribution of the estate of an insolvent."

In speaking to the motion, the mover said, we are now enjoying a great deal of prosperity in Canada, and as credit is being increased in extent, the merchants are running greater risks. Merchants had now no control over a debtor, who could do as he pleased with his estate. The president said he had been forestalled in a subject which he had purposed introducing into his address at the annual meeting. The motion was carried unanimously, and the nomination of officers was then proceeded with.

Mr. Geo. McLean Rose was elected President