

and cotton goods? Why should not the amount of capital and labor invested in our home productions be largely and speedily increased.

Our woollen manufacturers have of late years done well, and have absorbed a large share of the trade of the country in such articles as tweeds, blankets, under-clothing, &c. But there is still ample room for expansion. The cash value of woollens purchased abroad last year was close upon \$7,000,000, and with proper enterprise and skill many of the goods purchased with this sum could have been made among ourselves. It will be seen by the above figures that nearly 9,000,000 yards of worsted stuffs were imported last year. We are only aware of one factory in all the Dominion which is producing this class of goods—we refer to Randall, Farr & Co., of the village of Hespeler. They had some excellent samples at the late Provincial Exhibition at Hamilton. We see no serious difficulties in the way of a considerable portion of the worsted goods we annually consume being manufactured at home. All that is required is a reasonable amount of enterprise, capital and skill.

Some progress has been made in the production of cotton goods and that of a satisfactory character. New mills are being added and others projected, but what a large number of articles there is comprised under the head of "cottons" which we do not make any attempt to manufacture? Our foreign purchases of cotton fabrics in 1871 amounted to considerably over \$7,250,000. Surely our capitalists and men of enterprise might find in the list some articles which this country has the facilities to produce cheaply and profitably? In carpets and druggets, we believe little or nothing has been done. A firm in the village of St. Jacobs, in the county of Waterloo, have made, it is true, a beginning in the manufacture of carpets. We have seen samples, and they appeared to be creditable specimens of their kind. But all they produce is only as a drop in the bucket. What is there, then, to hinder our manufacturers making a "new departure" in this direction, and enabling us to purchase carpets from Canadian looms, and thus reduce the burden of our foreign importations?

The scope of these remarks, although referring specially to woollens and cottons, will cover other branches of Canadian manufactures. At present we wish to enforce the point that, whilst in the production of woollen and cotton fabrics we have of late years done well, there is, nevertheless, ample room for us to do better. We have the facilities to profitably manufacture

many articles in these classes which we still import, and we have a large and increasing annual demand for them, as our table of imports proves. The union with the eastern provinces, the opening up of the north-west, and the admission of British Columbia, has increased the extent of our market, and there is, consequently, room for a larger growth and greater development in this class of Canadian manufactures than there has hitherto been witnessed. Encouragement may also be found in the declared policy of the Government, that the tariff shall be adjusted so as to meet in a measure, at least, the demands of manufacturers.

We do not think capital can be better invested in Canada at present, than in those manufactures, now so largely purchased in Great Britain and elsewhere, which we can produce among ourselves. Testimony is all but universal, that producers of woollens made handsome profits last year, but why particularize? We are not aware of one single branch of Canadian manufactures at the present time, wisely and judiciously conducted, which may not be said to be prosperous,

#### THE PACIFIC RAILWAY.

By an announcement in the *Mail* presumed to be semi-official, it appears that the Government have succeeded in making terms with a company to be incorporated by special charter for the construction of this work. The new company is to be composed largely of gentlemen included in the two companies chartered last Session and now set aside. It is satisfactory to see that the Government have practically conceded the two points on which exception was taken to their policy by THE MONETARY TIMES, First: That the stock should be open to public subscription, Second: That "no members of either House of Parliament will be placed on the Board." We are glad to notice these concessions to public opinion and to the dictates of a sound policy. It now remains to carry out the principle thus affirmed fully, applying it to the details of the scheme, so that no inducement shall be offered to Members of Parliament to sacrifice the public interests to those of a Company in which they are interested.

The stock is to be allotted to the several provinces for subscription as follows: Ontario, \$3,800,000; Quebec, \$3,000,000; Nova Scotia, New Brunswick, Manitoba and British Columbia each about \$775,000. No director shall be allotted more than \$100,000 of stock. The provinces will be represented on the Provisional Board in the fol-

lowing proportions: Ontario, five directors, from Quebec and each of the remaining Provinces one, making thirteen in all. Ultimately the management must, of course, fall into the hands of a Board to be elected by the stockholders under the charter, which will doubtless soon be published, when the facts will more fully appear. If the details be faithfully carried out in the spirit which seems to have dictated the above change of programme much of the objection raised against the mode of proceeding with this business will be obviated in the future.

#### DEVELOPMENT OF TELEGRAPHS.

Our attention has been directed by some figures published in a daily journal to the extraordinary increase of telegraph lines in Canada. Such an extension is but a necessary corollary of the rapid increase in railway mileage that each year witnesses. The telegraphs have not only gone with the railways but keep far in advance of them. That spirit of restless enterprise and unflinching energy which have given us the Allan line of steamers, and which are characteristics of the principal founder of several important Canadian enterprises, Sir Hugh Allan, mark all the operations of the Montreal Company, of which he is President. Its lines have been pushed everywhere, even to the remotest villages and hamlets of the Dominion. The policy appears to be to anticipate the wants of the country and the demands of the people; to build lines into new districts whether they offer an immediate prospect of profit or not; leaving the natural growth of business to justify and recoup the expenditure. While this is undoubtedly the policy of success, it is also the best possible thing for the interests of the country. The advantage to storekeepers, grain buyers, lumbermen, and others in villages off the lines of railway, and the stimulus that is by this means afforded to the growth of such places are not to be fully estimated. The effect on the price of wheat in some out-of-the-way villages, of having instant communication with central markets, is a benefit to the farmer of perhaps several cents per bushel on all his cereal produce, and a saving to him of something handsome in the aggregate.

During the present year the lines of the Montreal Company have been increased by 1,500 miles of new posts, and nearly 4,000 miles of new wire. Two hundred new offices have been opened. By the end of this year the Company will have in use 10,300 miles of poles, 18,000 miles of wires,