

And you men, whether you have ten thousand dollars a year or are trying with only two thousand to out-vie your neighbor with five, before you make plans for Christmas travel or Christmas generosity to your daughter or your son, pray remember to be just to those whom you should first pay. How about that life policy; is the agent carrying it for you? How about your unpaid tradesmen's bills? Do not put off their payment with the plea that such and such a grocer or tailor is in no immediate need. You do not know that. And while you are thinking of a handsome subscription to a deserving charity (which will look well in Tuesday's newspapers), do not forget the trifling present or the Christmas call for a neighbor who is either genteelly or abjectly poor.

Cases sometimes become known which justify the hints we have here given as to the need of remembering common justice when meditating bounty.

We have lately heard with extreme pain of an instance which throws a baleful light upon what has been said above. A man of distinction and of good position in Ontario died a few years ago. His affairs were found to be in an unexpected state of debt and chaos. He owed a livery bill of \$250; his wife had run bills of several hundred dollars for such merchandise as fashionable women cannot live without; accounts were long outstanding with grocer, milkman, baker, butcher, for articles we all know as necessaries of life, and these have not been fully paid to this day. We have no means of knowing whether he had kept up his club dues, but he certainly did not pay his doctor or his dentist for years. And as to his wine-merchant—well as to this we say nothing, for the dead man belonged to that section of dissent whose members are not supposed to keep any wine or even beer.

This, to plain people, is all very shocking. Our own opinion is that it was dishonest. A man who from his position should have been an exemplar to the community, had no sort of right to squander his income on fashionable fads—whether his wife's or his own, no matter—while he neglected for years to pay tradesmen for their supplies of his household.

THE CANADIAN HOG INDUSTRY.

That was an almost dramatic contest of wit and speech last week in Guelph when the farmers and the meat-packers held their argument upon the subject of the Canadian bacon hog. The importance of the industry referred to and the high character of the disputants rendered the argument a peculiarly interesting one. On the one side were the up-to-date farmers, who argued that the producer should be paid for his hogs according to quality, and that the range of prices paid by packers for the same quality of animal was altogether too high. If a man puts special care and skill into the raising of his hogs, and then finds he is paid no better price than if these had been poor or average, he has little incentive to continue his extra care.

The immediate subject of the discussion was the importation of hogs from the United States by Canadian packers, who now manufacture them in bond for the British market. At the time this privilege of purchase in bond was first obtained, Canadian farmers were not producing the right kind of animal, though during the last few years they have done so to such an extent that better-grade Canadian hogs are prac-

tically without a peer. American hogs latterly have been arriving in very small quantities, until the present year, that is. The farmers at Guelph argued that this increased importation was unfair. The packers retorted that had it not been for their power to get American hogs in an emergency, when needed, owing to a scarcity of supplies in Canada, the packing industry would by no means have attained its present large proportions. As to the inequality of prices, they claim it is due to variations on the British market, and that therefore they are not responsible.

The farmers argued that it was precisely this power and disposition on the part of the packers to buy American hogs that kept them from paying according to quality. Whereupon a prominent packer retorted that the question of grading was one for the farmers, not for themselves; and, to the interpolation that buyers paid the same for bad as for good hogs, pointed out the large number of culls in each litter, and explained that the rate was fixed on the average quality. As a matter of fact, however, we believe that the better class of hog raisers make a practice of doing their own culling and keeping the poorer pigs apart until they should reach a proper standard.

The situation is distinctly unsatisfactory, and looks to the layman like a case of six to one, and half a dozen to the other. The farmers are asked to supply all the hogs the packers require, and they will then buy only Canadian animals; the packers are asked to pay in accordance with quality, and the farmers will then raise all the animals needed. The bringing of representatives of the two classes thus face to face at Guelph is calculated to make each side understand the motives of the other, and may quite easily prove the cog-wheel on which the whole rehabilitation of this important branch of agriculture depends.

A late report from Ottawa states that the Dominion Government, impressed by the presentation of the farmers' case, has decided to prohibit the importation and slaughter in bond of hogs from the United States. One reason for this step is the necessity for preserving the health of Canadian hogs, since hog cholera prevails in the United States. Another is the importance of maintaining the high reputation of Canadian bacon in the markets of the United Kingdom. There is reason to believe that United States bacon has been brought into Canada, exported from here to Britain, and sold there as Canadian bacon, which, seeing the superiority of the latter, is apt to prejudicially affect our reputation.

COMMERCE ON THE LAKES.

Remarkable growth has been the watchword of Canadian commerce on the Great Lakes during the last year or two, and in the present year all records have been broken. This has been the case even in spite of inadequate railroad facilities, and the insufficiency of cars to handle the traffic at Depot Harbor, on the Georgian Bay, and elsewhere. It is said that had it not been for this unhappy fact, the grain-carriers could have transported fully 3,000,000 bushels more than they actually did, a loss which represents not only dollars and cents to the vessel owners, but unsettlement in prices to the farmer.

The dimensions to which the lake carrying trade has now grown are shown by some figures compiled by Canadian vessel-owners as to the shipments of

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