

ters of protection and of manufactures in 1866, and not even the dictation of London, and Sheffield, and Manchester all together would have sufficed to force a change. By the backwardness of the Maritime Provinces in coming on to the right track, ten or twelve years of progress were lost to the Dominion.

But it is never too late to mend, and the Maritime Provinces, having once fairly got a taste of the benefits of the National Policy, are now entering upon the race with great vim and vigour. Looking at their superior advantages, we can imagine them wondering to-day what it was that hindered them from establishing manufactures by protection a quarter or a third of a century ago, before the thing had been agitated to any extent in either Quebec or Ontario. One of the latest signs of the times is the new enterprise of the Canada Rolling Stock Company, with its works at St. John, N.B., which bids fair to take a front rank among similar ventures in the Dominion. Particulars may be seen in the prospectus, which is published on another page. Mr. Marshall, speaking for the Company, shows that excellent steam and smith coal can be landed at the company's works at \$1.55 to \$1.80 per ton—the equivalent of which costs at similar works in the Upper Provinces \$6 to \$7 per ton. (These latter figures, quoted from the *St. John Sun*, are slightly exaggerated, but the substantial truth of a very great advantage over the west in respect of cheap coal still remains.) It is further pointed out that the market for rolling stock is not a matter of speculation. It exists and is a certainty. With 10,000 miles of railway in operation in the Dominion, and increasing at the rate of 1,000 miles a year, the works now in operation in Canada are wholly unable to supply the rolling stock, the Government and private companies being *compelled* to import locomotives and cars to an extent that should make Canadians ashamed of the existence of such a state of things. It is claimed that there is no city in Canada better situated for such a manufacturing company than Saint John, and there is no locality in Saint John with greater advantages than the site which has been secured for the Works of the Canada Rolling Stock Company. The site has a frontage of 440 feet on Sidney and Charlotte Streets, and a depth of 380 feet adjoining the Intercolonial Railway, and 400 feet adjoining the property of the estate of the late John Fisher, Esq. The grounds have an area of about four acres. The company will start with a capital of \$80,000 at the outset, shares being \$100 each, to be sold in blocks of ten shares each. Power is taken to increase to \$600,000. The first call of 25 per cent. is made payable June 1st, 1883, and 25 per cent. calls will be made at not less than every three months until the whole is paid in, those shareholders who anticipate the date of call being allowed interest at 6 per cent. per annum for such anticipated time. We wish the enterprise every success, and hope to hear of the works being in operation at an early day.

THE BANKRUPT LAW PROBLEM.

Elsewhere we copy a brief summary of the provisions of the new English bankruptcy bill, now before the Imperial Parliament. Concerning a recent debate upon the bill, the *Pall*

Mall Gazette says that it was "the best bankruptcy debate in Parliament for the last fifty years." There was, it is said, a discussion of principle in a style that was not dreamed of in 1869. The leading objects of a bankruptcy law, as affirmed by the Government in the debate, were two—the quick distribution of a bankrupt's assets among his creditors and the investigation of the bankrupt's conduct, in the public interest, with a view to the punishment of those who have been guilty of misconduct, and generally to make bankruptcy disagreeable and painful for the debtor. One outcome of the debate was to put to rout all who argued, first, against the officialism which closer investigation into the conduct of bankrupts would necessitate; second, that bankruptcy is only an affair between debtor and creditor, and, third, that no bankruptcy law at all is necessary, debtors being sufficiently punished by being made permanently liable for debts. Should the Imperial Parliament succeed in passing a satisfactory law on this very difficult subject, it may encourage the Canadian Parliament to try again, in spite of discouraging experience heretofore. And perhaps the English measure may help materially to light us on our way.

NEW ENGLAND MILL OPERATIVES.

The following paragraph we find in a New York paper: "The history of New England manufacture, in the matter of a change of operatives, is beginning a new chapter that is not unlike some that have preceded it. The mills were at first filled by Yankee girls and boys, who found the work more profitable and congenial than farming. The males gradually became overseers, and the females retired almost altogether from the factories. The extension of our railroad system into Canada opened up a new source of labor supply, and at present the great majority of the mill hands are Canadians of French and Irish parentage. But the employers have now turned to a new field, and are importing largely from Europe."

We suppose by "mills" is meant the establishments devoted to textile manufacture, and if this is so the statement contains a mixture of truth and untruth. The first mill hands naturally were the young men and young women of Yankee birth. Sixty years ago, when cotton manufacture sprang into being in Lowell, the foreign born population was very small. With the growth of the industry in Lowell, Lawrence, Fall River and other places now largely interested in operations of this sort, there came a demand for hands which the available crop of Yankee boys and girls was not large enough to supply. Foreigners were introduced, it began to be considered unfashionable for an American boy or girl to learn a trade, and so gradually the latter drifted out of the business, but the "males" did not become overseers to any great extent. When a manufacturer wanted a really good overseer for a department he has commonly got him from Europe. Of course there are exceptions, but our early textile manufacture was not conducted in a way calculated to educate young workmen for responsible positions in the mills.

As to the remark that at the present time the great majority of the mill hands are Canadians of French and Irish parentage, we must offer an amendment to the effect that such is the case in some localities. Work people from England, Ireland and Scotland have long and in great numbers been employed in our great textile manufacturing cities, and it is nothing new for employers to import their labor from Europe.—*Boston Manufacturers' Gazette*.