

STRIKES AND THEIR CAUSES.

In periods of depression strikes are caused by reduction in wages or by the enforcement of regulations designed to increase output or lower the cost of production. But in times like these they are caused by the aggressions of labor organizations, either seeking a greater share of the presumptive large profits or aiming at a reduction in the service to be rendered for the wages paid. But whatever may be the cause, no effective means has yet presented itself for a speedy settlement. Employers brook no outside interference, as they very properly claim that those not directly interested are not sufficiently qualified to judge fairly the merits of the issue involved. Workingmen, on the other hand, usually express themselves in favor of arbitration, as they know that arbitration in the great majority of cases means a compromise, thus giving them some advantage from which they can hope to attain further gains in the future. A most deplorable development of modern strikes in great industries is the breakdown of civil authority, whenever employers attempt to continue their operations in defiance of their striking workmen. Few cities or communities can be found in this country in which the ordinary authorities are strong enough to protect life or to ensure the liberty of an individual when a strike is in progress. Yet, in the words of Kipling, it seems that we must simply "muddle" along, hoping that something will happen to bring about a better state of affairs.—Iron Age.

SIR CHARLES FURNESS has purchased four Clan Line steamers and will place them on the route between Halifax and London. They will make a regular ten-day service.

MR. F. H. CLERGUE's company will, it is said, shortly begin the construction on the Michigan side at the "Soo," of a paper mill to cost \$2,500,000. Pulp will be obtained from the Canadian mills.

A TWENTY-SEVEN foot seam of hematite and magnetic ore, half a mile in length, has been located on the iron property at Barachois, C.B., recently purchased by the Dominion Iron and Steel Company. Its quality is said by experts to be excellent.

THE Lakefield Portland Cement Company of Peterborough, at a special meeting on the 9th. inst. decided to increase their capital stock to \$1,000,000. The company will lease another dam on the Trent canal, and put in new machinery in order to increase their output.

THE Montreal Street Railway Company has decided to grant its employees an increase of wages, probably amounting to 10 per cent. All men who have been in the company's employ two years or over will receive 15 to 16 1-2 cents an hour, and those in the employ under two years will receive 14 3-5 to 15 1-2 cents an hour.

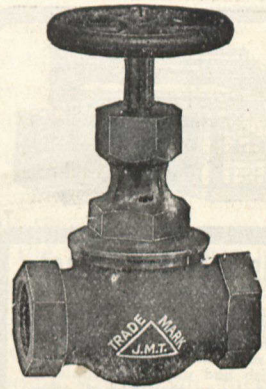
It is estimated that the increase will mean an extra expense of \$50,000 a year to the company.

—Counsellor Law—I see you got a disagreement of the jury? Counsellor Case—"Oh, yes, it was easy." "How did you manage it?" "Why, I got two fellows on the jury, one owns an automobile and the other owns a horse. I knew those two would never agree."—Yonkers Statesman.

—In a recent speech, the Chancellor of the Exchequer remarked that he knew a case where a number of persons assessed under schedule D as traders lived in a street which had to be pulled down. They claimed compensation for loss of business, and they put their profits at £78,000. The jury gave them £27,000; but they had returned their profits for income tax purposes at £9,000 only! If there was such a discrepancy between the "facts" stated at different times, why on earth did not the authorities put their spoke in the wheel when the compensation claims were made? The income tax people ought to mark such firms for the future.—Universal Provider.

—Mr. J. M. Stewart, assistant secretary of the Canadian Manufacturers' Association, referring to the fact that the great bulk of all the white pine which goes to the West Indies is really of Canadian origin, though credited in the Blue Book to the United States, finds that the explanation is that the whole output of the mills is sold to one dealer in that city and sorted by him. He goes on to say that the class of lumber exported to the West Indies is the lowest grade. At the present time most of the lumber which goes direct from Canada is from the Maritime Provinces. A considerable portion consists of pitch pine, which is taken to the Islands in schooners from Florida.

—The total freight carried through the Sault Ste. Marie canals, Canadian and American, amounted last month to 4,721,608 tons, against 4,519,075 in that month last year. The Canadian "Soo" carried 23.69 per cent. of the total carried in June, 1902; 27.33 per cent. of the total in June, 1901, and 7.17 per cent. in June, 1900. Of the total carried by the Canadian "Soo" in June of each of the three years, eastbound freight constituted 900,133 tons, 986,449 and 178,514 tons, showing that in June, 1902, the freight passing east was less than in June, 1901, by 86,316 tons, but more than in June, 1900, by 721,619 tons. The westbound freight was 218,481 tons, 248,566 tons, and 116,167 tons, showing that in June, 1902, the westbound freight on the Canadian canal was 30,135 tons less than in June, 1901. The total freight carried by both canals both ways during the three months of the present season was 11,486,501 tons, against 6,767,120 tons in the three months of 1901, and 8,673,481 tons in the same period of 1900.



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