

The German workman is a heavily taxed man, and yet his wages are low in comparison with his more fortunate British Brother. Germany has undoubtedly made big strides of late, and the references to German this and German that are innumerable, and yet when all is said the British workman under free trade is immeasurably better off, and in other respects than wages than the German. The following taken from official publications of the British Board of Trade will show how far in advance of the German the British workman is:

Average weekly wages in 15 skilled trades in chief cities	Britain	Germany
.....	£2 2 0	£1 4 0
In other cities and towns.....	1 16 0	1 2 6

The following figures show the average weekly wages in provincial towns in Great Britain and Germany:—

Masons	£1 19 2	£1 7 6
Carpenters and Joiners 1 18 3	1 1 8	
Patternmakers..... 1 17 0	1 1 0	
Plasterers	1 19 3	1 7 6
Turners..... 1 15 0	1 0 0	
Fitters..... 1 15 0	1 0 0	
Smiths	1 16 0	1 1 7
Compositors	1 12 3	1 3 1
Cabinet Makers..... 1 15 6	1 2 6	
Upholsterers	1 16 0	1 7 11
Coopers..... 1 16 0	1 2 3	

Though 'labor' is supposed to play a leading part in the Australian colonies, it gets justice meted out when it goes too far astray. The people were inclined to give way a good deal to labor, and so labor, like a spoiled child, played pranks. In the strike in Australia one of the union leaders has been sent to do hard work in prison for twelve months for obstructing operations at the mines. How comes it about that in Australia obstructionists and intimidators can be appropriately punished, while here in Nova Scotia they go scot free. Other of the strikers got eight months for a similar offence. A dose or two of this medicine would effectually stop obstruction at the South C. B. collieries. Why should it not be given. Patience has ceased to be a virtue.

A number of daily papers east and west have recently been devoting a great deal of space to discussion of the 'Cost of Living.' Most of the comments claim embarrassing increases in recent years in the price of various food stuffs and other necessities. It would seem, however, from comparisons made that Canada does not fare so badly in this respect as the United States. A recent comparison made between prices at Detroit, Michigan, and Windsor, Ontario, showed the following difference:

Commodity.	Windsor.	Detroit.
Butter, best bound	28c	36c
Eggs, dozen	34c	42c
Beef, cheapest cut, lb	6½c	10c
Pork, mess, lb	13c	20c
Bacon, breakfast, lb	19c	24c
Potatoes, bus.....	70c	60c
Turnips, bus	40c	60c
Carrots, bus	50c	60c
Beets, bus	25c	60c
Turkeys, dressed, lb	20c	25c
Chickens, dressed, lb	11c	15c
Milk, quart	7c	8.9c

It seems, however, according to statistics, that the world over prices on the necessities of life are much higher than a few years ago. According to most auth

orities dealing with this question the extravagance of the people, the increased gold production, and, in some countries, the failure of the agricultural output to keep pace with the growing requirements of an expanding population cause the increase.

A New York banker thinks that we have taken too large a percentage of our labour and energy away from the production and distrubtion of the necessities of life, and diverted them to the production of luxuries. If the land on this continent were properly tilled it would support a vast population in comfort. In thier endeavor to stimulate intensive farming the agricultural colleges are doing a work of incalculable economic value.

One of Lloyd George's many pithy sayings:—"The land was made for the peasants, not for the partridges of England."

Bung and Bishop and Baronet did not succeed in their attempt to make the British Islands "the paradise of millionaires and the purgatory of millions." They forgot to take into account 'Scots wha hae.'

The two leading papers in Scotland, the Scotsman and the Glasgow Herald were strong for the tories. The Scots have a way of deciding for themselves. Scotland still stands for freedom.

A British railway train is still, the "Railway Magazine" points out, the safest place on earth, as only one passenger in seventy million is killed, and one in 2,300,000 injured. This deduction is based upon a careful survey of the Board of Trade report on railway accidents during the year 1907. In 1908 the number of fires in trains amounted to 170, but it should be explained that many of these were of the most trifling description. It is a significant fact that of the number of fires reported not a single one occurred, either directly or indirectly, through a lightning flash. It would appear that for some reason railway trains are practically immune from the disastrous effects which usually mark the track of a violent thunderstorm. What is the explanation of this fact? In reply we are told first that the telegraph poles along-side the railway provide a measure of protection to passing trains. These poles are usually spaced three chains or sixty-six yards apart, and on each pole is stapled a thick galvanised iron wire, projecting about six inches above the pole roof and terminating five or six feet below ground. This earth wire, as it is technically known, tends primarily to prevent conduction between contiguous wires, but there can be no doubt that it also serves as a lightning conductor, and that, too, in a very efficient manner. Further, it is contended, explains the 'West-misister Gazette,' that the pieces of ironwork scattered over the roof of a train constitute a conductor, or act as a safeguard against the injurious effects of atmospheric electricity. They fulfil the function of a metal screen or cage, and it has long been known in scientific circles that a complete metallic enclosure will protect a railway train as effectually as a powder magazine. Sir Oliver Lodge has declared that "a wire netting all over a house, a good earth connection to it at several points, and all over the roof a plentiful supply of barbed wire, which serves so abominably well for fences, and you have an admirable system of defence against lightning." The similarity between the roof of a railway carriage and the conductor system is evident.