

ALL ABOUT MATCHES.  
The Origin and History of Lucifers—How They are Made  
From the Portland Cement  
Few people who use half a box of matches are disposed to think much of the subject of their origin, and rest content with the fact that they exist. Fifty years have not yet passed since the most elementary match in its present form was invented; and in Vienna the other day they celebrated the fiftieth anniversary of their invention by three Austrians, to whom of course that honor was assigned. In England in 1822 notices had not reached their present shape, but had only reached the stage of "lucifers." The modern generation has lost sight of all these gradual evolutions, and they are only known to those who have the misfortune to be the survivors of those benighted and unenlightened days. In the time of Fox and Burke, and up to the beginning of the present century, the flint and steel and tinder stage had not been passed, though it is probable that Dr Johnson and others were more skillful than we moderns are at this intricate operation. About the beginning of the century, however, matters began to improve, and long brushes of wood shavings came into use to supply the place of the tinder. These were pieces of wood about six inches long, tipped with sulphur, and caught fire easily from the spark of the flint. It would be difficult to obtain a specimen of them nowadays. No museum seems to interest itself in preserving these little social curiosities; and it is only some fifty years hence that they will be looked upon as such, and sought after in some technical exhibition of the match trade. It was not, however, until 1822 that matters began to improve, when an elaborate apparatus, called the "Egyptian," came into use. This consisted of an open bottle containing sulphuric acid, soaked in a porous substance, and the matches, which were about two inches long and sold at one shilling a box, were tipped with a chemical composition, of which chlorate of potash was the principal ingredient. On putting the match into the bottle and rapidly withdrawing it a flame was produced; but as this was inconvenient and the matches liable to be spoiled by damp, the Egyptian, being shown not to be the fittest, did not survive. Many inventions have since been made, but were successively tried; the "Pyrophorus," the pneumatic tinder-box and the hydrogen lamp of Döbereiner; but it was not till 1822 that the modern match was invented, and was called a "lucifer" by the joking generation. Lucifers were substantially the present match pulled through a piece of newspaper. The remembrance of such a contrivance is calculated to make us think less than we do of that dull thing, the match. The real inventor was a village schoolmaster—explained it to his boys at school, and one more intelligent talked of it to his more intelligent patron, who was a chemist, and who turned it to material advantage. Be that as it may, this was the same as the match of to-day; and it has since undergone five improvements, except one, changing it from a silent to a noisy match. The silent match, which is so affected by dampness, and is a necessary accompaniment to list slippers, consists in the omission of chlorate of potash in the composition which tips it, and which is the cause of the crackling noise which is liable to awaken the intended victim. The great invention was the safety match, which was patented by Bryant & May in 1856. It would require the pen and ink of a Babbage to wrestle with the statistics of matches. To 70,000,000 are burned every day in Europe, some much below the mark. Some firms such as Messrs Dixon at Manschester turn out 9,000,000 a day, and in London 2,000,000 or 3,000,000. The consumption of phosphorus in England and France alone shows that at 250,000,000, 000 a year are turned out in these two countries alone. In America, where as in France, there is a tax on matches, by which that is thus brought to the mill, the stamps show an output of about 40,000,000,000, so at present match-making is not the specialty of America, though the tax yields about 2700,000 a year to the Treasury.

The Grand Trunk and Manitoba.  
From the Brandon Sun.  
We are told the Grand Trunk company is crowding the syndicate in the English money market; we know it is crowding them in Canada in the matter of railway construction and control. The Grand Trunk wants to get into Manitoba; that powerful corporation is crowded with the design of pushing the road through this province through the western territories, on to the Pacific. Would the people of Manitoba like to see this? We think they would; we think they would be madmen not to do so. The Grand Trunk in Manitoba would do more in developing our resources and promoting settlement in three years than the Canada Pacific railway alone would do in twenty. Let us hold up both hands for the Grand Trunk; let us all join in helping it on. The farmers want competition, and must have it if they wish to prosper. The Grand Trunk is willing to do on its own account what the Canada Pacific company at least one hundred and fifty millions of dollars for doing. The Canada Pacific railway is built to develop the Northwest, to colonize this immense and fertile territory. Would not a second road aid in doing this and complete the good work more speedily? It is said the Canada Pacific railway is a Canadian road, and that the eastern provinces are interested in its success. The Grand Trunk is a Canadian road too, and the eastern provinces have a most substantial interest in its success. What one road can do for the country two can do much better. If it is going to be a better thing to have the Canada Pacific railway and the Grand Trunk. We are now beginning to realize the stupendous folly, the enormous injustice of our contract with the Canada Pacific railway. It is impossible that that contract can remain inviolate for twenty years; this country is going to prove too strong for the bonds of any monopoly; the time will come, and that soon, when it will rise in its might and burst them as if they were rotten threads. The people of Manitoba have nothing to do with the question of compensation. If the syndicate be wrangled let the Dominion government, who sold us into slavery, get us out of the difficulty as best they can. What we have to do with is the present fact that our bondage to the Canada Pacific railway is unendurable and must be removed.

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