

## PRINCE EDWARD ISLAND.

THE EXPORTS OF THE ISLAND.

THE *Patriot* gives the following as the totals of exports of Prince Edward Island for the last two years:

|                  | 1888      | 1887      |
|------------------|-----------|-----------|
| Oats, bushels .. | 1,467,053 | 1,453,416 |
| Barley ..        | 59,684    | 73,478    |
| Potatoes ..      | 543,693   | 441,683   |
| Turnips ..       | 41,035    | 81,776    |

From the above it will be seen that, while in the article of turnips only we are behind our exports of 1887, we exceeded those of last year in the articles of oats, barley and potatoes. We are convinced, from what we know and hear, that our contemporary is correct in his statement that there is double the quantity of produce in the country now than there was this time last year, which is a cause for congratulation.

The *Summerside Progress* says:—

Harry B. MacNutt, Esq., the Collector of Customs for Richmond Bay, has set us right with regard to the apparent falling off in the grain exports of this port during the past year. It appears that 40,000 bushels of oats were shipped from the former port in 1887, which was cleared at Summerside, and credited to its export trade. This, instead of leaving us short 20,628 bushels, would place us ahead of 1887 by 25,174 bushels.

## THE APPRENTICE SYSTEM.

THE Workmen's Convention, recently in session in Albany, took a step in the right direction when it set itself about correcting the evil of short apprenticeship, or more frequently, no apprenticeship at all—in this country. It is the curse of all mechanical trades in these times, that mechanics go forth as workmen with the most meagre knowledge, theoretically and practically, of the trades they follow. The truth is the system of apprenticeship, by which good workmen alone can be made, is practically done away with. Take the business of printing, for example. A boy enters some country establishment, in the course of six months or a year he learns to stick type. He then strikes for higher wages and is next seen in the neighboring city, holding a "sit as a jour." He has not mastered the elements of the business, yet he is at once demanding the wages of a workman, and takes the place, probably, of one who has given time to learn the business thoroughly. We speak of the printing business to illustrate. What is true of this is true to a greater or less extent of the various mechanical trades. By this system of sending out immature mechanics, demanding employment as journeymen, the business is cheapened and degraded. It is for the interest of every thorough, skillful mechanic, that apprentices should be required to learn the trade thoroughly before they set up for workmen.

The evil complained of may be, in the very nature of things in this country, irremediable. But the Convention has done well to give it their earnest attention.

The special committee appointed to consider the matter reported in favor of the enactment of apprentice laws which shall bind the apprentices to serve at his trade not less than three nor more than five years, compel his master to thoroughly instruct him in all the branches of his craft and make him also responsible to some degree for the training of the boy committed to his charge. If this system can be carried out it will be to the manifest benefit of all concerned. There will always be a demand for skilled labor at high wages, and pauper labor can never interfere with it under any conceivable conditions. When men shall have learned that a thorough mastery of any trade or profession is necessary to its successful pursuit, society will have gained a great safeguard against vagabondage and pauperism. Skillful hands as well as shrewd heads are needed for the vast operations now opening in this country. And young men especially will do well to remember that there is no competition possible in the case of thoroughly trained labor.—*N. Y. Bulletin.*

## THE SAFETY OF RAILWAY TRAVEL.

IN the course of an exhaustive review of the report of the State Commissioner of Railroads and Telegraphs, the *Cincinnati Gazette* makes the following instructive exhibit:—

There were only 106 persons killed on railways in Ohio during the year out of which only nine were passengers, although almost nine and a half million passengers were carried—that is, one passenger in every one million was killed. Forty-one passengers were injured, and the most of these accidents were on the best managed roads in the State. This result is a very remarkable one. Among the employees 56 were killed, of whom 27 were so "from their own misconduct or want of caution," and only nine "from causes beyond their own control." Thirty-three employees were injured from causes beyond their own control, and 56 from their own fault. In the third-class marked "others," we find 49 killed and 23 injured from riding, walking or being on the track; and "miscellaneous," 12 killed and 11 injured. If we take the totals, we find 106 killed, and 164 injured, in the transportation of nine and a half millions of passengers, and ten and three quarters million tons of freight, by trains that run in the aggregate 1,000,000 miles that the trains run nearly 700,000 miles without killing any one, either needlessly or by his own fault, and nearly 440,000 miles without injuring anybody!

To make the statement more impressive, take the C. & I. C. Railway, which has 136 miles of road in Ohio, and runs numerous and rapid trains. It car-

ried on all its road nearly half a million of passengers, and yet only one passenger was killed during the year, and he by attempting to get on the train when in motion.

The Pittsburg, Fort Wayne and Chicago Railway Company has 231 miles of road in Ohio, and is literally an "arterial line," and yet out of the 1,433,000 passengers—no doubt 500,000 of whom were in cars in Ohio—only one was killed, and two were injured, all of whom by their own fault. To this, be it added, only one employee of the Company was killed during the year.

The L. M. & A. Railroad has run 9,635,000 miles with its trains last year, carrying 318,000 passengers, and yet only one passenger was killed, and not one injured.

The I. C. & L. E. Railroad has 30 miles in Ohio, but its vast traffic from both branches in Indiana run over it. And yet among 200,000 passengers carried over the road, not one was killed, and only three injured.

The C. C. & I. Railroad has 213 miles of road in Ohio; its trains ran 1,100,000 miles, conveying 500,000 passengers, and yet during the year did not kill or injure a single person save one, and he was injured by his own fault.

These facts might be multiplied, and they are certainly very extraordinary. It would seem, in the average, safe to ride on Ohio railways than in the stage coaches or farm wagons.

We confess to a feeling of astonishment at these sworn statements, and express a doubt whether such an average of safety can be found in any other pursuit in which human life is in jeopardy.

## THE TRANS-CONTINENTAL RAILWAY.

BY the middle of the present year railroad communication will be completed between the Atlantic and Pacific oceans. One thousand miles of the Union Pacific road are already finished, and the remainder of the work is being pushed forward as rapidly as possible. Forty-five miles were built in 1885, 200 more were completed in 1886, 275 in 1887, and about 500 miles in 1888. From the Pacific Coast the road is completed eastward more than 500 miles, and the work is still progressing rapidly. Less than 350 miles remain to be finished before the gap between the two roads will be closed, and there is no longer any well-founded doubt that the through communication will be finished by July or August of the present year.

The *Philadelphia Age* expresses the opinion that, when the road is once opened for travel and business, its earnings will far exceed the expectations of its most sanguine friends and supporters. This is not improbable. The local trade on the finished portions of the road already amounts to a very fair return on its cost.

In the year 1888 it netted more than five millions of dollars; which we give in detail, in order that the business public can see from what sources the present income is derived:—

|                                  |                |
|----------------------------------|----------------|
| From passengers .....            | \$1,024,005.97 |
| From freight .....               | 2,010,233.19   |
| From express .....               | 51,423.19      |
| From mails .....                 | 153,235.59     |
| From miscellaneous .....         | 91,626.27      |
| From government troops .....     | 101,077.77     |
| From government freight .....    | 449,440.33     |
| From contractors' men .....      | 201,179.09     |
| From contractors' material ..... | 963,430.32     |

Total .....

This large business has been done on a line of finished road but little more than 700 miles in length. When the through communication is completed, and freight and passengers can be carried from the Atlantic to the Pacific in seven days, when the promised trade with China and the East rolls through the heart of the country, the roads will reach a sum that if now stated, would exceed belief.

But this is only a partial view of the advantages resulting to the country from the opening of this great highway of trade and travel. Many years ago, when the project of a trans-continental railway was first broached, a merchant statesman said to an audience of capitalists in this city:—"Build the road from ocean to ocean, and you will rebuild Thebes and Tyre on our own ground shores. This prophecy will find a literal fulfillment before the present generation has passed away, in the hundred cities that are springing up along the line of the roads, and in the thickly settled section that will span the continent like a girdle."—*N. Y. Bulletin.*

THE ERIE ATLANTIC, AND GREAT WESTERN RAILWAYS.—With regard to the arrangements between the Erie and Atlantic and Great Western Railways, a full and complete statement is, according to the *Railway News*, to be issued in a few days by the London Board of Directors, who will at the same time, "make some proposals, the effect of which will tend greatly to simplify the proposals submitted to the company a short time since, and accepted by the bond and debenture holders, with respect to the resumption of payments on the securities of the company." It is also intimated that a deputation from the directors of the Erie Company will shortly arrive in London, and that a complete explanation will then be made regarding the position of that undertaking showing that the recent issues of shares were not in excess of the legal powers. In relation to the fact which has been noticed, that the copy of the lease executed between the Erie and the Atlantic and Great Western Companies, does not contain any stipulation as to the maximum rental of one million eight hundred thousand dollars to be paid by the Erie, it is mentioned that these and a variety of other stipulations are embodied in a supplementary lease, which will be published in the report of the London Board of Directors, now in course of preparation.

## WHAT KIND OF WOOL SHALL WE GROW?

THERE are so many contingencies depending upon a proper solution of the problem, that it is impossible to give a categorical answer. Over a country embracing such a variety of soil and climate as does our own, and each given locally governed by peculiar circumstances, not applicable to the other, render an answer at once difficult, and the discussion of the subject one of national significance.

Let us take a general survey of the country, with a view of forming some idea of its adaptability to that branch of farming known as sheep husbandry. On the very threshold it starts: one with the magnitude of the effort. For there is little of the surface where sheep may not be bred profitably, and upon vast surfaces the natural habitat for every known species may be easily attained. The exquisitely fine and tender Saxony, the only-a-thoughtless fine Spanish merino, the broad backed Cotswold or the compact and smaller South-down, and all the mongrel grades between these points of coarse and fine of a mutton sheep and a fine wool-bearing animal, each and all can find herbage congenial to their habits and necessary to the full development of their forms or their fleeces.

That but a small portion of our vast resources in this regard are at present made available, we gather from a few facts made apparent by comparing the number of sheep in the United States with those of Great Britain. In England proper, with Wales, they average one sheep to every acre of enclosed land in farms. In the United States, we average one to six and six-tenths of an acre, or six and a half acres to one sheep. It is evident, therefore, that sheep-husbandry is only in its infancy in this country. We have one hundred and sixty-five millions of acres enclosed, and in farms, with quite as broad an area of unenclosed lands attached to farms, which could more than support every one of the supposed twenty-five millions which we now possess. If then we increased our sheep but by one to every three acres, or two where we have one now, Uncle Samuel would have nearly sixty millions of sheep in his field, and produce the very respectable annual crop of one hundred and eighty million pounds of washed wool, worth say 35 cents per pound. As one-fourth of the flesh can be sold to the butcher annually it gives food for upward of twelve and a half millions, which, at the average weight of carcasses of forty pounds of meat, would give upward of two hundred and sixty million pounds of very nourishing and cheap animal food. But this is only a very partial view of the question. It is the possible, not the probable. It is no "idle dream to suppose that the agencies now beginning to work will in the next fifty years quadruple the flocks of to-day, and they will number fully one hundred millions, and our home supply of wool can be furnished so cheaply that our manufacturers will compete successfully in the markets of the world for their supply.

As yet wool growing has not been prosecuted upon any generally broad and comprehensive plan, and perhaps, we were not such a homogeneous people that it were possible. But the time has come now when the exigencies of the country will warrant the adoption of a system in regard to this important branch of agricultural industry.

We find, in the beginning of discussion, the question naturally divided into two branches, fine wool and coarse wool.

In the profitable production of fine wool, the carcass becomes of secondary importance, while, in that of coarse wool, the fleece is only secondary, though in each the profit of the whole is materially enhanced by the fact that the secondary can have a market value, which will add to the gross profit of the business.

Fine wool can only be grown profitably when there is a wide range of cheap lands, and when the rigors of the climate do not compel expensive preparations for forage and shelter. As these requirements are only found upon mountainous or sparsely populated tracts of land, not easily accessible by routes of commercial traffic, the sheep can only be used for its wool and hence early maturity is a disadvantage, for the carcass cannot be carried to a market, and has therefore no market value.

On the other hand, the coarse-wooled breed flourishes best when the land is in a higher state of cultivation and population so dense, that it is unprofitable to keep large tracts of land waste, or only for sheep-walks. The coarse-wooled sheep usually accompany dense population, and its result—high fattening. The wants of population increase the demand for the smaller animals for human food. The production of cattle has not kept pace with population. It is in the remembrance of many, I doubt not, who read this article when the supply of cattle was drawn almost exclusively from Western New York, then Pennsylvania and Ohio, then in Indiana, Illinois, while it is known that the bulk of our supplies come from beyond the Mississippi River. Ultimately, our supplies must come from the South and South-west.—*Hearns and Home.*

THE AREA OF CITIES.—Cincinnati is about enlarging her boundaries. Her population is nearly as large as that of Chicago, but her area is two-thirds less. Philadelphia is not only the largest area of any city in the United States, but it is larger than Paris and nearly equal to that of London. The following table will prove interesting:—

| Cities.                     | Sq. Miles. |
|-----------------------------|------------|
| New York .....              | 22         |
| Philadelphia .....          | 129        |
| Boston .....                | 10         |
| Baltimore .....             | 15         |
| Pittsburg and Suburbs ..... | 24         |
| Buffalo .....               | 37         |
| Cincinnati .....            | 12 1/2     |
| Chicago .....               | 23         |
| Cincinnati, only .....      | 7          |
| Milwaukee .....             | 12         |