

between the "fore top sail yard" and the "spanker boom," and whose ideas of a gale of wind upon a lee shore are, to say the least, extremely hazy. That such a state of things exists does not reflect much credit upon those who have framed our laws, and, while the lives of our people are endangered in this manner, the ignorant captain—if he have the right to such a name—is not made to feel the sense of his responsibility, inasmuch as he has no dread of the removal or suspension of a certificate as is the case under the "Merchants Shipping Act" of England.

It is high time that our Dominion Government passed an Act similar to that just named, not only on the score of humanity but of political economy, for, although it may be argued that, if a steamer or vessel be wrecked, the insurance companies will pay the damage, yet it is an undoubted fact that every wreck, as well as every fire, represents an absolute loss of a certain amount of wealth to the country.

As already suggested, there should be a Marine Board established which could examine and grant the necessary certificates to both captains and mates, and who could also annul or temporarily suspend such certificates if any subsequent act of the holder thereof proved him unworthy. We should thus have the greatest possible security for the said officers acting to the best of their ability in discharge of their duties, for both their honor and livelihood would be at stake.

We are likewise of opinion that there ought to be some sort of Government surveyor who could decide whether a ship, from overloading or other cause, is unseaworthy, if we can use the term in referring to our lakes. This is already the case in England, thanks to Mr. Plim-soll, and if we justly smile at the obstinate sluggishness with which the Mother Country adopts any of our improvements let us take care that she cannot retort "tu quoque" upon us in the matter before us.

Finally we are of opinion that something should be done to provide some sort of certificate of qualification for an average adjuster, as at present any self-appointed person thinks he is perfectly competent to act in that capacity, and consequently there are occasionally some of the most absurd adjustments of general average made that it is possible to conceive. Many seem to fall into the same error respecting an average adjuster as about a fire underwriter, and imagine that there is no particular knowledge or experience needed, and the result is as we have just stated.

THE BOUNDARY QUESTION.

Since our notice of the discussion in the House of Commons on Mr. Dawson's motion for the various documents relating to the boundary question we have had an opportunity of reading the Hansard report of the Hon. Wm. McDougall's speech. Referring to the award, he stated that the arbitrators had assumed that the boundary on the east ran to Hudson's Bay. "He did not think there was any authority for that. It was convenient; looked well upon a map, and they had found 'in some communication between the Imperial Government and their officers in this country' the words 'to the boundary of Hudson's Bay.'" He proceeded to state that when in England he had become satisfied that the expression was "a mere clerical error in the copies of the original report of the Attorney General," and added that "no one could use that word 'boundary' in describing the shores of a bay." He added that "it was upon that slight circumstance the commissioners assumed they had an authority to run the Eastern boundary to Hudson's Bay 'instead of the boundary of the Hudson's Bay territory, and having got there it was necessary to get away from it.'" Mr. Macdougall has done but scant justice to the arbitrators in his statement of the case. The Act of 1791 recites that His Majesty has signified his intention to divide the old Province, but makes no reference to boundaries. The first commission to Lord Dorchester defines the boundary between Upper and Lower Canada as follows: "From the head of Lake Temiscaming by a line drawn due north 'until it strikes the boundary of Hudson's Bay.'" We submit that this commission from the Crown dividing the Province is not adequately described by the expression "some communication between the Imperial Government and their officers in this country." But Mr. McDougall should, in justice to the arbitrators, have noticed that, after what he terms "a clerical error" had been repeated in a great number of other commissions to the successors of Lord Dorchester, Lord Durham's commission in 1838 had the words "until it strikes the shore of Hudson's Bay." The same expression was used in Lord Sydenham's commission. The reasonable inference is that if the first definition was "a clerical error," the second was what was really intended. At all events the arbitrators did not arrive at their conclusion "upon the slight circumstance" of a clerical error in some communication between the Imperial Government and their officers in

Canada, but upon the clear and distinct definition of the boundary in the Royal commissions, the last of which removed all doubt as to the meaning to be attached to the rather vague expression in the first.

ANOTHER BOOT AND SHOE INFIRMITY.

The Reverend Robert Hall, of pleasant memory, had among his parishioners a sickly, querulous old mortal who was continually troubling him, not with a recital of his spiritual wants, but his physical ailments. On one occasion after an interval of more than usual length, he began by saying: "Ah! Mr. Hall, you have—never—been to see me—sir, I've—I've been very ill. I've been—at Death's door—Mr. Hall." "Why didn't you step in, sir? Why didn't you step in?" replied the clergyman. It had been better for the trade if the firm named above had on one of the early occasions of their several troubles concluded to step in, or step out for good, and taken to some other calling, even such occupation as that pursued at present by Mr. Joseph Woodley in the Great West, rather than have continued to spread disaster for so many years, to the greater ultimate injury of their creditors. Some of these, who, rather than let them go under, assisted them from time to time in obtaining settlements, in the expectation that they might profit by experience, and that if they succeeded they would prove valuable customers in time, are partly to blame also.

The low rate of wages for factory hands in Montreal and Quebec has long given the boot and shoe trade in these cities a preponderating advantage over other distributing and manufacturing centres in the Dominion, and, notwithstanding the great increase in the number of factories, there appears to have been little if any over-production. But this is chiefly due to the modern advance in labor-saving machinery, which enables each firm to manufacture almost fast enough to supply orders even in the busy seasons, generally avoiding the necessity of keeping heavy stocks on hand. It is a matter for wonder, however, that the growth of this trade has been so rapid and successful, when we take into consideration the number of incapables who have entered into the business; one man understands how to manufacture, but has no business management; a second has general business ability, but does not excel in manufacture; a third has neither one nor the other, but he perceives other men make money in it, and he does not see any reason why he should not make money also. Messrs. Woodley