

of sale, to be obliged now or when he takes his deed, to pay a percentage on the consideration of a purchase made several years ago, and it is probable that in cases of purchase from the British American Land Co. and responsible individuals, the promise of sale will continue to be the purchaser's title, until he can register a deed by paying therefor the ordinary registration fees, which have heretofore been considered ample and in some cases excessive. It will be an easy matter for those having confidence in their *auteurs* to take a bond or promise of sale by which the party selling will bind himself to convey a property on demand, and on payment of a nominal sum. There are a good many ways of killing a cat besides choking it with butter, and such documents executed before a notary public, who is bound to keep the original and who will supply the purchaser with a copy, in order to lessen the possibility of loss, will be perfectly safe in nine cases out of ten.

Possession of a property under a title gives a perfect title after ten years, as against claimants in this province [Quebec], and it is not compulsory to register the title under which the possession is acquired. The vendor would be criminally liable if he sold to another party, and the purchaser would run little risk except that of having a judgment against the vendor, registered against the property, and the real estate holders against whom judgments are registered as affecting that real estate, are comparatively few. The sum and substance of it is that the *habitant* in the older settled portions of the province is relieved from taxation to a very great extent, while the more enterprising settler who is ready to sell when he has increased his means so that he can purchase a larger or better property, has to pay the piper that furnished the music for the Mercier dynasty. Few changes of property take place amongst the *habitants* in the older districts, except by way of donation to descendants, and this donation, when *inter vivos*, is not taxable. Direct taxation is the only true and fair way of making up the treasury deficit, but there doesn't seem to be a ghost of a chance of getting a majority of our legislative representatives to vote for it. Those who believe it to be the only legitimate way of raising a revenue dare not do it, in many cases.

EXPORTS TO THE UNITED STATES.

The values of the exports from the consular district of Sherbrooke to the United States, for the year ended with June, were as follows:

Animals	\$ 104,972 10
Bark hemlock	10,651 00
Effects personal	10,438 80
Gum spruce	2,984 16
Lumber manufactured	419,500 65
" unmanufactured	80,978 28
Produce and provisions	19,245 29
Product of mines	366,605 21
Pulp chemical	57,260 65
Miscellaneous	6,657 84
American goods returned	5,887 36

Total for the year

The principal item of interest in these returns is the large amount of personal effects booked across the line during the quarter just ended. The figures represent the goods of 65 families who have gone to settle in the U. S.—*Sherbrooke Gazette*.

ONE WAY TO AVOID STRIKES.

It would be a merry day for business men if there were no such word as strike in their vocabulary. In base ball parlance, the striker generally strikes out, but that fact makes it none the less annoying and unprofitable to the employer. When there is a strike among a class of men they generally follow like sheep. But you have noticed, undoubtedly, that in some mills and factories such a thing as a strike is unknown. Is this owing to a question of money? We think not. While every man is anxious to earn all the money he can, and while it is especially necessary for the laborer to earn all he can in order that his family may have the necessities, to say nothing about the comforts and luxuries of life, it is not unusual for men to prefer considerate treatment to a few extra cents a day. An extensive manufacturer in the east when asked how he avoided strikes, replied, "By keeping it instilled in the minds of my men

that I am human." That is, he met his men on common ground, and avoided in their eyes any appearance of being a little tin god on wheels, or any other kind of a god above two-legged men. There is too much of a sand plain between some employers and employees—a plain over which an unsympathetic, searching, killing wind is blowing all the time.—*Nor'-West Lumberman*.

STOCKS IN MONTREAL.

MONTREAL, July 20th, 1892.

STOCKS.	Highest.	Lowest.	Total.	Sellers.	Buyers.	Average. 1891.
Montreal	222½	221½	41	223	221	222½
Ontario	118	118	100	120	111	111
People's	110	107½	50	108½	107	98
Molson's	168	168	30	167½	167½	157
Toronto	240	240	217	240	217	217
J. Cartier	10	10	115	113	98	98
Merchants	155½	152	219	155	153½	149
Commerce	141½	141	123	141½	140½	129½
Union	93	93	50	94	85	85
M. Teleg	144	143½	220	144	143	104
Rich. & Ont	75½	74½	185	75	74	59½
Street Ry.	229	220	1867	223½	223	187
do. new stock ..	207	205	325	210	206	182½
do. new stock ..	92	91	1806	91½	91	187½
C. Pacific	167	167	50	167	165	139½
C. P. land b'ds ..	79½	77½	77½	78½	78½	78½
N. W. Land	167	167	50	167	165	139½
Bell Tele.	167	167	50	167	165	139½
Montreal 4% ..	167	167	50	167	165	139½

CANADA AND THE WEST INDIES.—The Bermuda *Gazette* of May 24th publishes the exports of the season's crop up to the night of May 21st by sail and steam, as follows:—Potatoes, 21,733 barrels, worth £23,733; onions, 252,820 boxes, worth £42,130. Prices ruled much lower than last year for reasons already published in previous issues of the *Canadian Gazette*. It will be satisfactory to learn that some efforts have been made to spread Bermuda interests, and these efforts are made none too soon. The steamship "Havana" from St. John, New Brunswick, loaded with produce, and schooners, have been dispatched to Boston. The steamship "Alpha" loaded for Halifax some 3,000 boxes, and on her return trip shipped several more thousands for the West Indies. The "Duart Castle" also shipped several hundred boxes for the South, and it is satisfactory to learn that fair prices were realized. Messrs. Pickford and Black, of Halifax, are making praiseworthy efforts to develop their trade between the West Indies and Canada.

GINGHAMS.—The name is apparently derived from Guingamp, a town in Brittany, France, where goods of this class were, perhaps, once largely manufactured. The appellation of gingham embraces a range of goods extending from the lightest and finest fabric, whose beautiful blending or contrast of colors, heightened by fancy weave effects, fill the eye with delight, down to a coarse fabric made of unbleached yarns in a pattern consisting only of stripes of two colors. Chambrays, as they are called, are little else than a light weight, coarse-yarn gingham, and should really be classed under this head.—*Dry Goods Economist*.

GAS AND ELECTRIC LIGHT.—London *Industries* says: "It is frequently urged that the high price of coal in any locality militates against the introduction of the electric light. As a matter of fact it is the other way. Where coals are dear electric light cannot be cheap, but gas must be dear. The cost of the coal is only a small item in a central station, but it is a much more serious matter in a gas works. The dearer coal is, therefore, the more chance the electric light has of competing with gas. We say competing with gas, but so far electric light is, of course, much dearer than gas. The real competitor of gas is not electricity, but petroleum."

—It is very satisfactory to learn, as we do from the *Eastern Chronicle*, of New Glasgow, that Thos. G. MacKay is having a place prepared at the entrance of Pictou Harbor for picnic and excursion parties, or for any who may wish to spend a little time at the sea-shore. At this spot, we are told, there is "a good beach and place for bathing, clear fields suit-

able for sport, large shady trees, and a pure stream of fresh water flowing from the cold springs." A wharf is being built and will be complete to land passengers in a few days. There will be put up "swings, dancing booths with good roofs to protect people from sun and shower; also a refreshment saloon and other places for the comfort and accommodation of health and pleasure seekers." Well done, Mr. MacKay! When we remember how many beautiful places for health resorts there are on that Nova Scotia coast, with little or no facilities for getting to them or enjoying them when they are reached, it makes one's heart swell with gratitude to any one who assists to get the hardworked man or woman of the towns closer to Nature.

—Moncton, N.B., says the *Times*, is full of speculators, and not content with the Louisiana and Quebec lotteries, to say nothing of the Carlslake and other Derby sweeps, some of them about a year ago made up a fund to purchase tickets in an Australian lottery. As time passed and no word of the drawing came to hand, the speculators grew anxious, and one of their number wrote to far away Australia for information. The letter came back from the dead letter office a short time ago with word that the manager of the lottery was in jail. Residents of Moncton and other places had better be content to make riches slowly and honestly.

—The firm of Yarrow & Co., London, Eng., recently performed a feat in ship-building worth recording. The French Government wanted a shallow draught, flat bottomed boat for service in Africa. It was wanted in a hurry in order to chastise some of the natives in Dahomey. Attempting to get one built in France, it was found that four months was the shortest time in which any of the French builders would undertake to produce the vessel. The order was given to Messrs. Yarrow & Co. on 28th April, and on the 25th May the vessel was in the water and steam up. On the next day, 26th May, her official trial trip was made to the satisfaction of the French officers. The boat is 100 feet long, 18 feet broad and with ordinary load draws 18 inches. She made a little over ten miles per hour, and can carry 400 troops.

—The Great Western Railway of England, known as the Broad Gauge Road, recently abandoned its 7 feet gauge and adopted the standard 4 feet 8½ in. gauge. In twenty-five years it had built 1,450 miles of broad gauge. This had been gradually reduced, till last month there remained only about 200 miles to change. The work was completed in thirty-one hours. They make fast time on that railway; one train makes 194 miles in four hours and a quarter.

—Apropos of the English climate, a funny remark was made by a working man at the time of the Shah's visit. A companion, discussing our dusky visitor, had just stated that the Shah was a Parsee. "Wot's that?" said the other. "Why, he worships the sun," exclaimed the first. "H'm!" remarked the man drily, "he'll have an easy time of it 'ere, Jack!"

—An amusing incident took place in the Circuit Court at West Point, Miss. A negro boy being tried for stealing two pairs of trousers and having no lawyer, Judge Campbell asked him if he desired to speak. He promptly replied in the affirmative and spoke "The Boy Stood on the Burning Deck" to the judge and jury.

—The St. John, N.B., Board of Trade's select committee on the railway regulation charging demurrage on all lumber cars detained over 48 hours, met on the 6th inst. and vigorously protested against the order. A strong memorial will be sent to the Government pointing out the disastrous effect the enforcement of this regulation will have on the lumber business of that port.

—The following officers have been elected by the Pharmaceutical Association of the Province of Quebec: President, Henry R. Gray, Montreal; 1st. vice-president, R. W. Williams, Three Rivers; 2nd vice-president, Edward Giroux, jr., Montreal; treasurer, Alex. Manson, Montreal.

—The French population of Nova Scotia declined from 40,997 to 30,181 in the ten years ending with 1891. In New Brunswick the French population increased from 56,572 to 61,767, and in Prince Edward Island there was a French increase from 10,786 to 11,847.