

plants and appliance at present makes them not available except in the case of great manufacturing plants. Their ingenuity and invention will yet conquer the difficulties and make it possible to supply cold as gas, heat and electricity are now furnished in the modern house seems entirely probable.

The Dominion Department of the Interior, of which Hon. Clifford Sifton is Minister, is attempting a new departure in respect to immigration. The idea is to inaugurate a system for assisting emigrants to come to Canada and settle on the vacant lands of the Canadian North-West, and whatever aid is to be granted in this way would be placed as a lien on the newcomers' land. Many years ago assisted passages were given to emigrants, but in the vast majority of cases the wrong persons got the money. In other words, instead of agriculturists, mechanics and others were merely afforded facilities to come to this country and go into competition with Canadians for a class of work for which there was a sufficient supply. It is to guard against this that the present Government has to contend. Since Mr. Sifton has taken hold of this branch of his department, he has thrown a great deal of energy into it, and has obtained very satisfactory results. In 1895, the year previous to that in which Mr. Sifton became Minister, the number of immigrants that arrived was 18,790. It was in the fall of 1896 that Mr. Sifton took office. The season's work was over, but the new Minister proceeded at once to reorganize the immigration branch. The number of arrivals for that year was 17,535. For the next year the number was 27,716. In 1898 the number reached 31,900. When the figures for this year are made up the number will be in the neighborhood of 45,000. The vast majority of these have settled in Manitoba and the North-West.

At the recent annual convention of the Ontario Lord's Day Alliance, held in Toronto, speaking of the influences that operated against the work the Alliance have in hand to suppress labor on the Sabbath day, Principal Caven, a very respectable clergyman, made the assertion that many manufacturers were banded together to oppose it and that in endeavoring to prevent the desecration of the Sabbath the Alliance had found that as a rule the Lord's day was considered as but a very secondary matter when dividends were liable to be interfered with. It is very remarkable, but a very common occurrence that very respectable clergymen like Rev. Mr. Caven should so persistently slander their neighbors. How do they expect respectable gentlemen to entertain feelings of respect for them when they say such untruthful things?

The British disaster at Ladysmith has been explained. It was the mules. They were southern mules, from Missouri, Arkansas, Mississippi, Louisiana, Alabama and Georgia. In all these States a nigger and a mule go together. In buying the mules the British purchasing agent neglected to employ the colored man who alone can give confidence and repose to a southern mule. Those British drivers only inspired distrust. The mules knew they were in bad hands, and the chances are they sympathized with the Boers anyhow. All they needed was a pretext for running away, and when the Boers rolled a few rocks down the hillside the mules with the small ammunition and the battery mules alike gave a big hee-haw and started right into the Boer camp with the ammunition for the infantry and the guns of the artillery, so the British could only camp out over night, fire what few shots they had

and then give in. The action of the mules ought not to discourage exports of those useful animals. If drivers that know how to handle them are taken along they will perform miracles in the way of work. The British purchasing agent should take the lesson to heart. Send no more mules out with British attendants.—New York Financial News.

This is an insidious attempt on the part of our American contemporary to settle a social problem that is most perplexing to the people of the United States, by stampeding the Southern negroes to South Africa. It wants the negroes and the mules to go together, and it could well afford to see all the mules in the South go to Africa if so be the negroes would go with them. But should the stampede occur what would the chivalry of the South do for amusement when they would have no niggers to burn?

The sub-Committee of the Toronto City Council appointed to consider the matter of the reconstruction of the Technical School Board, on November 9, recommended that the Board be comprised as follows:

City Council, four members; Manufacturers' Association, two members; Trades and Labor Council, three members; Federated Council of Building Trade, two members; Board of Trade, two members; Stationary Engineers, one member; Architectural Guild, one member; Builders' Exchange, two members. These members are to be chosen by the different bodies which they represent. The members already chosen by the Canadian Manufacturers' Association are Messrs. F. B. Hayes and R. Y. Ellis.

The Commercial congress at Philadelphia is a capital illustration of the shrewdness of the business men of the Quaker city. The congress was inaugurated by the business men of Philadelphia, was largely subsidized by the city, and later by the state government. Fine buildings were erected and filled with a wonderful collection of manufactured goods, and, better still, of the raw materials from which the goods were manufactured. Last month a congress of delegates from various governments and boards of trade was held. Over 300 delegates were present, coming from Europe, North and South America, and from far-off Australia. The invitations were widely distributed throughout the world. Reduced railroad fares were offered from any point in the world to Philadelphia, and on arrival at Philadelphia the delegates were taken in hand by the congress committee and housed and entertained—given the liberty of the city, it may be said—entirely free of cost. The object of all this great outlay of money and affability was of course to induce the delegates to leave large orders with the manufacturers represented at the congress, or at least to take away with them such pleasing remembrances of the congress and the vastness of the exhibits as to be good for orders later on. But the most remarkable point in the whole affair was the practical unanimity of the city and state to make the affair a success. Not only did those directly interested contribute largely, as did also the city and state, but large corporations which benefited indirectly were liberal. As an instance, it was said that the Pennsylvania railroad had erected a magnificent five-story building, costing many thousands of dollars, and had rented it to the congress for the nominal sum of \$5 a year. Such enterprise as this is an object lesson to Canadians. It shows that the manufacturers across the border are hustlers, and that they have good friends at their back.—Hamilton Spectator.