

Railway, and would make it pay. I would," he added, "sell tickets in England for any part of America via I. C. R., take the kinks out of the railway, make it as near an air line as possible, and run it for all it was worth. Such a connection would add immensely to the earning power of the Intercolonial Railway. As to ways and means," said he, "I would have the Government guarantee interest on four millions, put the control of the railroad and steamship line under a board of three members and make their remuneration largely contingent on success. No profit, but little pay. A guarantee of \$4,000,000 would also cover the cost of three freight steamers from St. John." This fills the bill of the labor party, who claim that the Government should own all public lines of transit built with public money.

Whether the Government builds fast steamers, or under the cover of a so-called subsidy, pays for them, and lets private parties own them, better steamer accommodations should be insisted on. The writer has crossed the ocean four times on three different lines. The Allans' were the best. I won't say which line was the worst, but the best was bad enough. Dirty, cold, uncomfortable quarters with poor food, badly cooked; prodigal waste in the cabin, and a lack of necessities in the steerage. A line running to Halifax that would afford to steerage passengers reasonable comforts would be a signal success from the start. What is needed is less rosewood and gilding in the cabins, and better engines, and better accommodation in the steerage and fore-castle.

The writer was one of the first to advocate a steamship line to the West Indies from Canada, as reference to Journals of the House of Commons and files of your paper as far back as 1883 will prove. The syndicate the writer represented offered to carry a fortnightly mail from Canada to the principal West India Islands and Demerara for \$25,000 per annum; the Government are now paying, it is said, in the vicinity of \$100,000 per annum for a partial mail service to the West Indies, and their lack of decision has permitted New York lines to gather in the best of the business.

Yours respectfully,

H. F. COOMBS,

of St. John, New Brunswick.

Halifax, 15th December, 1891.

WHERE CHEESE IS KING.

To the Boer of North Holland the beauty of the land—the golden ditches, the gorgeous tulips, and the pale Annunciation lilies—is such an old story as to be of scant account: his heart is with his treasure, with the sumptuous black and white kine. You see them dominating the landscape in order to grow sleek and meaty on the rich pasturage wrung from the reluctant sea. They have some twenty centuries of unalloyed ancestry. Black but comely, they were giving milk and ruminating ere Christ came; they had a thousand years and more behind them when the waters triumphed and the Zuyder Zee was added to the map of Europe: their stock has populated the world, and from Archangel to the Valley of the Mohawk man grows rich by their bounty. Their individual days on earth are few, but who shall say they are not pleasant? They are treated with respect; they have no cares and no regrets; nothing is asked of them but day in and day out to stay themselves in pastures green "the quiet waters by," and to be tolerant at milking-time. Certainly at six or seven years old they arise and go forth and are turned into beef; but they reek not their fate and the herbage is just as sweet the night before as when in the days of calfhood they careered from the dog cart's clattering along the paven roads. In winter they house with their master, their tails tied to the ceiling; and at nights when the wind is vehement upon the land, and dikes and ditches are frozen, and Jack Frost has touched the willows, the Boer and his family creep into the log stable, and sit with them, and find warmth and comfort in their neighborhood.

Extravagance is certainly not a Boer vice. Far from it. They toil without ceasing, and pleasure—unless there be pleasure in doing—is rare in their lives. That tall, gaunt creature, in sabots and a common blue blouse, intent on the roughest farmwork, satisfied with

the coarsest fare, has a small fortune at his banker's, and, spending but an infinitesimal part of his income, he plumps it year by year. His energies are devoted to the production of round, yellow, shining cheeses, and he asks no more than that their quality be such that they fetch a good price at the weekly market. Some forty days and some twenty cans of milk are needed for a single cheese—a teaspoonful and a half of patent rennet, and one teaspoonful of coloring matter for seven. It is a curious process, with the scantiest interest for the layman. But he does not fail to appreciate the quaintness of the weekly market at Alkmaar. The narrow streets round the market-place are blocked by little carts; the poor mongrels that draw them lie panting and travel-stained, their harness trailing on the ground. Carved Dutch chariots, and wagons with huge hoods, and all manner of old-fashioned vehicles are bringing in the cheese and the cheesemakers. Cheeses are tossing from hand to hand out of brass-prowed barges that have come sailing through the night up the canal that skirts the market-place. The scales in the weighing-house, two hundred years old and more, are waiting to tell the truth about thousands of cheeses. The floor of the huge market-place is covered with pyramids of cheeses, sun-proof, in fine linen cloth with lace insertion. The buyer tosses one cheese in his hand, punches another cheese, probes a third cheese with a scoop, and makes his offer to the Boer. If it be accepted, the two men bring their right hands together, palm against palm, and the bargain is inalienable; and the buyer passes on to another lot of cheese.—*National Observer*.

HUDSON'S BAY COMPANY.

A meeting of the Hudson's Bay Company was held in London on the 14th inst., which lasted some two hours. Sir Donald Smith presided. He said that he regretted that there had been a diminution of land sales, but nearly all the land companies suffered similarly. The board was considering a proposal to advertise the company's lands more largely in Britain. The meeting would be much gratified to learn that £3,000 had been saved during the past two years by the reconstruction of the land department at Winnipeg under Mr. Chipman, the new commissioner. The ultimate prospects of the company were good. The report was adopted. On the motion to re-elect Sir Donald Smith to the board, Mr. MacLean opened a vigorous and sometimes heated debate on Sir Donald Smith's course as governor. Mr. MacLean denounced the policy of the board as one

of obstruction and concealment. He congratulated the company on the good effects of bringing new blood into the management.

Mr. Boyle and other speakers regretted this personal attack on Sir Donald Smith.

Sir Donald replying, amid cheers, reminded the meeting of Mr. MacLean's support of him three years ago. The effects of the new policy, he said, could not be fully felt in so short a time. As to the alleged conflicting interests which he was said to represent, he would say that he held £120,000 in Hudson Bay stock. That showed where his interests lay. The dividends paid during the four years of his commissionership evidenced his business capacity and knowledge of the needs of the company.

The speech was much applauded, followed by a vote of thanks to Sir Donald Smith and his re-election to the board. Messrs. Coles and Grant were also re-elected.

STOCKS IN MONTREAL.

MONTREAL, Dec. 23rd, 1891.

STOCKS.	Highest.	Lowest.	Total.	Sellers.	Buyers.	Average.
Montreal	222	221½	29	223	220	222
Ontario	110½	110½	4	115	114½	110
People's	99	97½	12	100	97½	97
Molson's	161	160	57	165	157½	159½
Toronto				230	221	217
J. Caetier					103	105
Merchants	150	148½	42	153	149½	142
Commerce	135	134½	31	135	133	124
Union						
Mon. Tele.	135½	128	5238	124	127	98
Rich. & Ont.	57	54	26	62½	64½	50½
Street R.				186	180	176
do. new stock ..						
Gas,	204	201½	30	204	202½	201
do. new stock ..						
C. Pacific	91	90½	1770	91	90½	72
C. P. land b'ds ..						
Bell Tele.	158	155	345	158	156	142
N. W. Land				82	80	70½
Montreal 4% ..						

—The County of Essex was threatened with the Christmas attentions of a pedler named Totten, who had omitted some formalities about duty. He had his stock in trade, consisting of dry goods and clothing, seized by customs officer John Brown, of Amherstburg, and was assessed \$260.

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