

various Acts relating to Canadian currency, a digest of commercial laws of the Provinces, legal decisions affecting insurance, the Bills of Exchange Act, the Insurance Act, etc.—all serviceable matter to the banker and financial man. In the Financial Directory are a number of useful tables; lists of agencies of the chartered banks, with their agents: private bankers; bank solicitors; British, Australasian, and foreign banks; National Banks of the United States; monthly bank statements; loan societies' statistics; insurance agents all over Canada. It is a valuable book of reference, and the price, \$3, is a reasonable one. From the reputation of Mr. Garland as a painstaking statistician, its information is likely to be found correct. We understand that E. S. Moore is the agent for Toronto, who is to be found at No. 30 Wellington street east. The volume is published by Mortimer & Co., Ottawa.

The fourth essay in the series of Toronto University Political Science studies has taken the form of a History of the Canadian Tariff. The essay forms a substantial looking pamphlet of some 50 pages, and it is much to the credit of Mr. S. J. McLean, the writer, that he has been able to confine his sketch of Canadian tariff vagaries since Confederation in such small space. The value of economic writings, and more especially those in connection with a tariff, depends upon the fact that the author approached his subject free from political prejudices. While Mr. McLean has not taken the position of an ultra partisan, he shows leanings towards Free Trade that, perhaps, prevent his giving to the National Policy due credit. Mr. McLean is Mackenzie Fellow in Political Science at Toronto University, and as his first appearance as an author is very creditable, we may look forward to other similar treatises from his pen.

ANSWERS TO ENQUIRERS.

MANUFACTURER, Hamilton.—Probably the case you are thinking of is that of a French manufacturer of bicycles, M. Clement. We described in July, 1893, his relations with his employees, in first arresting 19 of them, 14 of whom were proved to be robbing him, and then withdrawing the charge against them and taking them back into employ, because the remaining 400 struck. It was not from a Belgian journal but a Birmingham paper, that we took the account. It was characterized at the time as a concession to crime, dictated by convenience, if not fear, and so we regard it.

W. M., City.—Do not know of any other individual compilations on the subject than those of the Gore Mutual and the London Mutual companies, which have often appeared in our columns. There is the yearly table of the Ontario Inspector of Insurance, from which we quoted lately. A United States fire company doing a large farm business gave its experience in 1892 of losses thus: Lightning, 21.8 per cent.; incendiary, 16.5; defective flues, 15.9; sparks on roofs, 9; defective stoves and pipes, 3.7; kerosene, matches, carelessness, lights, spontaneous combustion, 1 to 2 per cent. each.

CLEARING-HOUSE RETURNS.

The following are the figures of the Canadian clearing-houses for the week ended with Thursday, May 2nd, compared with those of the previous week:

CLEARINGS.	May 2.	April 25.
Montreal	\$10,771,406	\$10,111,937
Toronto	5,451,359	5,561,292
Halifax	1,007,831	977,608
Winnipeg	778,907	711,384
Hamilton	550,701	573,540
Total	\$18,560,204	\$17,935,761
Aggregate balances this week, \$3,087,054; last week, \$2,873,487.		

—The number of British vessels which cleared with cargo for sea from Canadian ports in the fiscal year 1894 was 1,571 of a total register of 1,834,804 tons, carrying 1,174,335 tons weight of merchandise. The Canadian vessels numbered 5,158; register 1,029,235 tons; weight of merchandise 530,528 tons. The foreign vessels numbered 3,892; register, 1,960,124; weight of cargo, 989,111. It is thus evident that the Canadian were smaller vessels, most of them being, we presume, sailing vessels for the West India and other islands, and fishing vessels, while the British and foreign were mainly iron steamers. The total number cleared with cargo was 10,621, the registered tonnage 4,824,163 and the weight of cargo 2,693,974. There were likewise, aside from those clearing for the sea fisheries, 1,687 vessels cleared in ballast. The destination of most of the shipping was the United States, many being steamers engaged in the coasting trade; 1,393 of the clearances were for the United Kingdom, 38 for Australia, 483 for the West Indies, 27 for Brazil, 44 for Argentina, 609 for Newfoundland, 21 for Belgium, 51 for Germany, 21 for Holland, 6 for Italy, 27 for Norway and Sweden, 30 for Spain and Portugal, 14 for Uruguay and Colombia, 11 for Chili and Peru.

—There is to be held in Toronto during the approaching summer a congress of persons interested in religion and education from all over America. The purpose of the gathering is to discuss the great social, economic, and moral problems of the day. There are to be different sections: one consisting of authors, editors and publishers; an educational section; a philanthropic section; a woman's section, and a young people's section. The general meetings of the sections will be held on forenoons and evenings, while the sections will meet in the afternoons of the week from 18th to 25th July. Some prominent persons in the United States are co-operating in the scheme; for example, Archbishop Ireland of St. Paul, President Harper of Chicago University, and Bishop Vincent of Chautauqua. A local committee has been formed, of which the president is W. B. McMurrich, Q.C., the vice-president Mr. James L. Hughes, the treasurer Col. James Mason. It is expected that the gathering of delegates will be a large one, and that the railway concessions for the occasion will bring a throng of visitors to Toronto, somewhat after the fashion of the memorable N.E.A. Convention.

—Discussing copyright, and the views of Canadians thereon, the *Illustrated London News* has a paragraph which notes the contention of several English authors that Canadians are unreasonable in demanding that English books shall be printed in Canada as a condition of copyright here. Met by the obvious reminder that Great Britain agreed to this very condition in the American Copyright Act, Mr. Hall Caine says the Canadians are asking, as a matter of principle, what was conceded to the Americans as a matter of expediency. "It is difficult," says the *News*, "to follow this verbal juggle. The Canadians wish to protect their printers just as the Americans have protected theirs. This procedure is part of the commercial policy of the Dominion. The Canadians do not recognize free trade in books or any other commodity. To ask the Imperial Government to veto the Canadian Copyright Act is therefore just as futile as it would be to demand the removal of all Canadian duties on British goods. Personally I think the whole theory of protection is wrong, but that has nothing to do with the claim of the Canadians to regulate copyright in accordance with their commercial principles."

—On Monday last the fire commissioners of Montreal concluded their investigation into the origin of the fire in the tobacco factory of W. C. McDonald. After hearing several witnesses, the commissioners came to the conclusion that the fire was caused by spontaneous combustion. It has been a puzzle to not a few persons to know why the windows of this whole immense building were covered on the outside with strong wire netting, a circumstance which made the rescue of the frenzied inmates, by egress from the windows, difficult. It is now stated that the object of thus covering the windows was to prevent the workmen or work women throwing plugs or pieces of tobacco out of window to friends below. The loss of one woman's life, who jumped from a high window, and the maiming of several more work people, male and female, is much to be regretted. Still, it would seem that their frenzied haste was in part at least to blame for this. An attempt had been made by the proprietor to provide safe means of egress.

—The council of the Montreal Board of Trade, desiring that a royal commission should be appointed to enquire into the municipal government of that city, appointed a committee to take the matter in hand. The chairman of that committee, Mr. George Hague, on Tuesday last, reported respecting an interview of his committee with the provincial Ministers about a royal commission. He said that while the Ministers had expressed their anxiety to meet the council's wishes, there was some doubt as to whether, under the present law, it was in their power to do so. The Attorney-General will decide upon this point and advise the Montreal board at a later date.

—There is destitution among the settlers on the coast of Labrador and the north shore of the St. Lawrence from Tadousac eastward. It appears that the crops of these poor people were destroyed last year by heavy rains. The Quebec Cabinet decided on Tuesday to send some \$2,000 worth of seed grain by schooner for the relief of the destitute, and this will be divided between the people of ten or fifteen parishes from Tadousac and Bersimis downwards.

—As a proof of reviving commercial activity it is agreeable to find that out of 132 railways in the United States and Canada, the earnings of 73 showed an increase in the first quarter of 1895, and only 59 showed a decrease. For the first two weeks of April, 78 showed an increase and 44 a decrease. Warmer weather and opened navigation on the Lakes will probably cause a still greater improvement in later weeks.