

ployed in mercantile or clerical pursuits are allowed to pass unnoticed. Even the English Factory Act, comprehensive as it is, deals only with one section of the difficulty, and fails utterly to give protection to a very large proportion of the working classes. Special legislation of that class is a direct interference with the law of supply and demand, and does not leave the labor market clear and open to either employee or employer. The result is that in America as well as Britain there is less of a feeling of mutual interest between labor and capital in manufacturing branches than in any other field where labor is employed. This is specially evident in the North-west, and particularly in the city of Winnipeg. The merchant's employee has no limit to his hours of labor, while the mechanic class have their stereotyped hours from which they will not vary. It may be only a coincidence, but it is a remarkable one, that the employees of the mercantile class as a rule share more in the success of their employers. It is more likely, however, that this is the result of interests and endeavors being more mutual.

Free Canals.

From among the incomprehensible jumble of influences which gave such a decided result to the recent vote of the State of New York, one question of great commercial interest was decided by the election returns, namely that of the abolition of tolls or portages on the canals in that state. By an overwhelming majority the votes of the Empire State demanded free traffic along the great system of artificial waterway which New York possesses. At first sight this vote would seem to affect only a local question, and abolish a code of charges on traffic, which had proved burdensome and a hindrance to the increase in the state's inland navigation. A closer examination of the question will show that it has bearings upon the whole system of traffic to the Atlantic seaboard from the Western states, and will have an effect upon Western Canadian traffic also, and particularly that of the North-west. It places the United States at an advantage in the carrying of freights to the seaboard. With the Erie Canal open for free navigation, it is time some steps were taken of a similar nature in connection with the Welland Canal, the Lachine and links of the St. Lawrence canal system, so as to retain the traffic of Canada through its own territory. With the opening of lake navigation next spring a complete system of combined rail and water transit will be available through Canadian territory from Manitoba and the North-west to the ports of the maritime provinces. Before the North-Shore division of the C. P. R. can be constructed the grain traffic from the North-west will have grown to some magnitude, and will be worthy of the attention of individuals or corporations engaged in freight carrying either by land or water. It has been the policy of the present Dominion Government in connection with the C. P. R. agreements to use their efforts for the retention of all Canadian traffic within Canada and by Canadian channels. If they hold to such a policy in connection with railways, they should extend it to waterways

and a good step towards that would be by legislation which would place Canadian canals free of tolls or portages.

An Elevator System.

Mr. Wm. Ogilvie of the Ogilvie Milling Co., has been making a tour of inspection over the different lines of the C. P. R., with a view of establishing a regular elevator system at the most suitable points, for the purchase of wheat for the company's mills, and for shipping to Eastern points. Exactly where these elevators are to be located, we are not in a position to state, but we have been furnished with an outline of the plans of the company. At Winnipeg they will erect one elevator of from 75,000 to 100,000 bushels capacity. Along the main line at different points west of this they will have five smaller elevators, and at different points on the South-western branch either three or four others. Each of the country elevators will have a capacity of from 30,000 to 50,000 bushels, and all will be furnished with steam power and the most modern appliances for grain cleaning purposes. The contracts for the construction of all will imply their being finished and ready for operation by the fall of 1883, so that the next year's crop can be handled as soon as threshed. The whole system when finished will supply storage for over 350,000 bushels of grain. The Point Douglas mills of Ogilvie & Co. at Winnipeg, could, if running full for 300 days in the year, use up nearly 1,000,000 bushels of wheat annually, so that the projected elevator system will be all required to furnish a supply for these mills.

French Silk Production.

On this subject the *Journal of Fabrics* of Halifax, England, of October 12th, says the production of silk in France dates from the commencement of the seventeenth century, but it is only from the middle of the eighteenth century that sufficient information is obtainable to estimate its real importance. From 1760 to 1780, the annual average crop of cocoons amounted to 14,520,000 lbs., representing a value of £660,030. After the revolution of 1789, the production was neglected, on account of the introduction of cotton, at the expense of silk goods. It was not until 1820 to 1830 that a serious revival took place, bringing the annual production up to 23,760,000 lbs., representing a value of £1,770,400. From 1830 the production was very rapidly developed; it attained, from 1841 to 1845, an annual average of 38,500,000 lbs., yielding a total revenue of £2,660,000 yearly. The greatest production, however, was in 1853, in which year it rose to 57,200,000 lbs., valued at £4,680,000. After 1865, the disease of the silkworm, which had already existed for some time, reduced the crop of cocoons to 16,500,000 lbs., but the price at that critical moment being about 3s a pound, the revenue obtained amounted to £2,475,000. During the past fifteen years the crop has experienced enormous fluctuations, from 36,160,000 lbs. in 1866, it fell to 17,768,000 lbs. in 1869; in 1870 and 1871 it rose again to 22,000,000 lbs. During the three following years it fell from 19,800,000 lbs., to 17,600,000 lbs.; and in 1875 attained

24,000,000 lbs. In 1876 it fell to 5,250,000 lbs.; and in 1877 the amount exceeded 20,400,000 lbs. Finally, the production, in 1878, amounted to 17,000,000 lbs.; in 1879, to 11,000,000 lbs.; and in 1880, to 14,300,000 lbs.

Mining Exchanges.

The *Mining Review* of the 11th inst., has an article upon this subject, which speaks more truly than pleasantly regarding mining stock speculations. As there is every probability that we will soon have active and paying mining operations going on in the Lake of the Woods country, and a mining stock exchange in the city of Winnipeg, we now call an extract from the article which says:

The management of the Mining Stock Boards at the present time is one that is past comprehension if considered in connection with the mining interest, from which it is generally supposed they derive their support and existence. The Mining Exchanges have been borne along upon the prosperous tide of mining speculation, and reaped large harvests from the industry of mining, until over-stepping their legitimate field of operation, they attempted to become the head and to manipulate producing mines as a bellows to depress and inflate the price of stock, as self-interest should dictate. This prostitution of a productive industry to speculative purposes, met with the usual result, and after some costly experience, people learned to discriminate between the true and the false.

That there is a legitimate place and work for Mining Stock Exchanges, in connection with mining, is established beyond a question, but whether those Exchanges, at the present time, are performing the work that is justly required of them to entitle them to the support and confidence of those interested in the legitimate development of mining as a productive industry, is not so well established.

Bogus Brandies.

The abominations which are sold in the Province of Quebec as genuine French brandies, are being shown up at present by the press of that province. A correspondent of the *Montreal Journal of Commerce* in a letter on that subject enumerates a lot of *bogus* brands which are meant to mislead the uninitiated into the belief that they are the manufactures of well-known French distillers, to whose names they bear a clumsy resemblance, but differ enough to be beyond the reach of prosecution for fraudulent imitation. The brands he names are "Jules Defour & Co.," "Eugene Drost & Co.," "Charles Roult & Co.," "Renault Freres," "Finet, Fils & Cie.," "Onard Freres," "Gagnon Freres," etc., some of which have doubtless found their way to Winnipeg, if we are to judge from the quality of the liquids supplied at some bars in the city.

It is very difficult to get a law passed to prevent adulteration of ardent spirits, especially in a country where prohibition is advocated by many as a cure for the evil of drunkenness; but a great deal can be accomplished by wholesale dealers making every endeavor to uphold the respectability of the liquor business, and in fact it is only upon such endeavors that we must depend as a preventative to adulteration.