

miles from the source of its production. During the current year we will probably get more certain and practical information nearer home on this branch of electricity. It has been said, and we believe it is true, that Canada is richer than any other country in the world in water power resources. As soon as the power that is now running to waste in hundreds of widely-scattered streams in Canada is harnessed and distributed we will have enough to render coal for power production an unnecessary article. And that we will be able to economically distribute this power is a fact about which there is very little, if any, dispute among electricians. It does not require a great effort of the imagination to predict how great a revolution will be effected by the development of these wonderful resources. A prominent Canadian railway man who knows whereof he speaks, says that within 20 years all the railways in America will be operated by electricity.—Toronto World.

There is a very marked discrepancy between free trade theory and protectionist fact. The theory urges that the sugar bounty is a tax upon the many for the benefit of the few. The fact is that the many saved money when the bounty system was substituted for the duty system. The theory is that high protective tariff duties are obstructive to the progress of the nation towards prosperity. The fact is that this nation has become, under thirty continuous years of high protection, the most prosperous that ever existed. The theory is that high duties make high prices. The fact is that prices have persistently declined under such duties and that they are lower under the McKinley tariff than at any preceding time. The theory is that the American consumer pays the whole of the duties upon imports. The demonstrable fact is that the foreign exporter pays part of them. The theory is that protection oppresses the workingmen. The plainly apparent fact is that the nation which has the highest tariff pays the highest wages. The theory is that free raw materials will permit the American manufacturer to export his fabrics. The fact is that with free silk the American silk maker exports less of his wares than does the American woolen manufacturer with dutiable wool. The theory is that the duties upon woollens are particularly oppressive to the American consumer. The fact is that the people of America consume nearly one-third of all the wool grown in the world. The theory is that the duty on steel rails taxes the American shipper severely. The fact is that transportation over American dutiable rails costs about one-fourth the same charged for transportation over British free rails. The theory is that free trade will bring to the nation prosperity. The fact is that the mere promise of a movement toward it has filled the land with disaster and misery.

The first practical test of the hydraulic works at Niagara Falls, which have been under construction for three years past, was made January 25th, when the machinery at the Niagara Falls Paper Mills was put in motion. These mills have contracted with the power company for 3,300 H. P., which is to be increased to 6,600 H.P. later. The general power station, where it is expected to begin with dynamos of 5,000 H.P., from which power will be transmitted to purchasers, will be ready by June next. The station has been designed in such a way as to permit of future extension to any amount required. There has been a good deal of criticism on the designs of the power plant, which were mainly the work of Swiss engineers, and its workings will be watched closely and with much interest. It is stated that the contract with the paper mills provides for a rental

of \$8 per horse-power yearly, which is certainly a moderate rate.

The Insolvency Bill which is now before the Boards of Trade of Montreal and Toronto for their consideration is a document of 128 clauses. Power is given to appoint official receivers, who, however, must hold no political positions in the country, and who must provide bonds for not less than \$2,000 and not more than \$20,000. The court to which the case has been referred, and which will have jurisdiction over such matters, will appoint a liquidator, and the receiver shall hand over all the books, accounts, etc., to the former. If the debtor fails to make a clear and specific account of his indebtedness, he may be imprisoned for six months. If it be shown that the debtor is about to abscond he can be arrested. All his letters, etc., can also be stopped at the post-office by the liquidators for three months, and opened in his presence. If the debtor is found to be guilty of any fraud his discharge is held back for five years. If he is found guilty of presenting a false balance sheet, a penalty of two years' imprisonment is provided, and if he fails to give up all his property under his control then he is liable to three years' imprisonment.

The Halifax Critic, which has built up a most enviable reputation as the exponent of the mining, manufacturing and commercial interests of the Maritime Provinces, is to enter upon an advanced field of usefulness, and makes its last appearance as The Critic with its issue of February 9th, having been absorbed by a limited company with ample capital and influence to maintain and rapidly promote the high aims of the founder of that journal. It will hereafter appear as the "Canadian Colliery Guardian, Critic, and Journal of the Iron and Steel Trades."

Our Dumb Animals is a most excellent little publication issued monthly at Boston, Mass., by Mr. Geo. T. Angell, president of the American Humane Education Society, and is the organ of that society and of the Massachusetts Society for the Prevention of Cruelty to Animals. It is always a most cheerful and welcome visitor to the office, and one cannot but feel better and happier after having read its instructive and entertaining pages. As its name indicates, it is devoted to the inculcation of kindness of human beings to dumb animals; and it always abounds in pleasant reading matter having this object in view. Parents cannot do better than place this little monthly publication in the hands of their children and to retain it in their own hands until they have read it themselves. If you are not already a subscriber to it, and wish to learn more about it, send five cents to Mr. Angell for sample copies.

The February number of Good Housekeeping has several interesting short stories by well-known writers, the usual assortment of practical papers devoted to the interests of the household, and an exceptionally valuable article by Rev. W. T. Hutchins on "Trees of New England," dealing especially with "the stately elm and the beautiful maple." The verse includes an illustrated poem, "At Niagara," by Clark W. Bryan, and the frontispiece, "Farm Memories," by John S. Barrows. The magazine introduces some commendable new features with the number and was certainly never brighter or more attractive than in the present volume. Clark W. Bryan Company, Springfield, Mass.

Funk and Wagnalls' Literary Digest for 1894 appears weekly in a substantial cover. The arrangement of editorial work also has been improved upon by a plan which manifestly means a larger expenditure of work and money. These are indications of prosperity and appreciation during the past year, and if the readers of the review have heretofore found it an indispensable aid in keeping abreast of the complex literature of the politics of the world their appreciation will be increased by the new order of things. Two features of improvement are the adoption of illustrations and a column of humor. The Literary Digest is one of the most valuable publications in the field of weekly literature.

The Cleveland, O., Marine Record has presented its readers with a most handsome and instructive souvenir in which is assembled pictures of some of the most characteristic steamers that have sailed or do or will sail the Great Lakes. The small steamer in the lead was one of the pioneer steam vessels of modern lake navigation. She was built by David Bell, of Buffalo, in the year 1862, and has been out of existence for a number of years. The Christopher Columbus gives a representation of the whaleback type, and on her starboard quarter is the new steamship Northwest, just now afloat. The City of Alpena and City of Toledo represent two of the finest sidewheelers on the