

THE HOLIDAYS OVER.

The public schools were opened yesterday, after the unusually long holiday. We do not believe that it was at all too long. Children are not all brains. They are composite beings, and the other parts of their makeup need exercise and nourishment as well as their minds. Fresh air, sunlight, water, salt and fresh, are all needed to give the child a sound body for the sound mind to live and to work in. And the mind is strengthened and invigorated as well as the body by the rest and the recreation of the holidays.

Children who go to their lessons with good health and good spirits, will learn more in a given time than those whose bodies are relaxed by too much confinement, and whose minds are enervated by too much lesson-learning. It should be the aim, both of parents and teachers, to keep the children, as far as health and tone are concerned, up to the holiday mark. This can be done by judicious teaching and careful management. It is not good in the work of education to be in too great a hurry. "The more haste the less speed" is peculiarly true of that work. Hours spent poring over books when the mind is not alert and when the attention is not lively is simply time wasted. More is learned by half an hour's earnest study while the mind is fresh and the attention is undivided than in two or three hours spent in pretending to learn when the mind is either wandering or weary. Those who study with a will and with a desire to know will learn a great deal in a short time and under many difficulties. What is wanted in a school are snap and vigor and earnestness, and these will soon be lost if both teachers and scholars do not take care of their health and keep their bodies in good trim. It is to be hoped that the vigor and vitality gained during the vacation will be carefully economized and made to last until the holiday time comes again.

THE CITY OF IT.

We are grieved to see that the Times is disposed to repudiate the very best thing that ever appeared in its editorial columns. On the 11th of July, when the smallpox was making the most alarming headway unchecked, our contemporary said:

"The present is a time when a wise autocrat, who feared no man, cared for no expense and looked upon every obstacle as a straw in his path, would be of incalculable value to the city. We do not wish to magnify the danger, but at the same time it would be more criminal to minimize it."

Here we have a statement without qualification or limitation of any sort, yet our contemporary would have its readers believe that it was intended to apply only to Chinese sanitation. This is a most disingenuous back-bitten. Every intelligent man in the city, every man who understands the English language saw that the Times did not call for a man who would bully and terrorize the Chinese while he allowed citizens of other races to do pretty much as they pleased. In "wise autocrat" was to be just as well as judicious, was to exercise his benign sway over the whole city. We are surprised that the Times is so chicken-hearted as to take the pith and marrow and manliness out of its own timely and sensible utterance.

We are satisfied that, at the time, our contemporary meant exactly what it said, and that its attempt to restrict it to the Chinese who, at the time, were perfectly free from the disease, is a pusillanimous afterthought.

We are confirmed in this conviction when we see, in the same paper, an article on the "Wise Regulations," of which the following are the opening sentences:

"The regulations issued by the Government, copies of which are enclosed in this number of the Times, are framed to meet the present emergency, and if rigidly enforced, as we have no doubt they will be, the smallpox will soon be driven from the city. The appointment of the provincial health officer and of local municipal health officers, who are vested with complete power to enforce compulsory vaccination and strict quarantine in the case of all dwellings where the disease is known to exist, will have the approval of every person."

We trust that our contemporary will not have the hardihood to say that these statements applied to the Chinese only, yet they are not one whit stronger or more general than the one invoking the interposition of a "wise autocrat." It is easy to see that the Times then wanted a "wise autocrat" to carry out to their full intent and purport the "wise regulations." And it was right. Regard for the public welfare and dread of the disease that was making such rapid progress caused it for the moment to forget its petty antipathies and its paltry jealousies, and to speak out boldly and independently. It had a lucid interval. It is a thousand pities that the interval did not last longer.

STATE SOCIALISM.

State socialism, as far as railroad management is concerned, has been a complete failure in this Dominion. Government roads have been badly managed. So far from paying attention on the cost of their construction, they have not paid working expenses. More has, for a long time, been expended on the Intercolonial than it has earned, and the little Prince Edward Island Railway has been a drag on the Treasury from the day of its completion. The balance has always been on the wrong side of the account. The reason of this, it is said, is that Government roads are worked so as to advance the interests of politicians and not on commercial principles. Employees are chosen, not because they are active, industrious and trustworthy, but because they have been useful at elections

or are the relatives of influential local politicians. This political "influence" plays the very mischief with a Government railroad. It ties the hands of the managers, and it makes the employees careless and independent. The man who knows that he will not be dismissed for carelessness or neglect is not apt to pay as much attention to his orders, or to be as prompt and exact in carrying them out as if he knew that it depended on the way in which he did his duty whether or not he kept his situation. The influential political friend or friends in the background would be sure to take care of the political railway servant, and he is too often kept on the road whether he is efficient or not, or whether he is really wanted or not. It has been known, too, that the railway management has discriminated in favor of the friends of the party in power, in the matter of freight charges, and the road has continued to carry freight at what were known to be much less than paying rates.

This sort of thing has not been confined to Canada. In New South Wales there are Government roads which were run on political lines. The consequence was that money was lost on them. The Government determined to run their roads on commercial principles, and sent to England for a man to effect the needed reforms. His name was Eddy. He went to work with a will, but he had a very hard time of it. He made enemies in all directions, who maligned him without limit and without scruple. A commission was appointed to investigate the charges brought against him, which, as might be expected, found that they were without foundation. This is what the able writer in the Times on "The Colonies," says about the political management of railways in New South Wales:

Mr. Eddy went out from England as an expert to manage the railways of the colony on business principles. Were he to write a full and true account of the condition in which he found the management of the New South Wales railways after their administration as part of the political machine, of the difficulties he encountered in his gigantic task of reducing the staff to reasonable dimensions and of introducing order and economy in the management, he would supply perhaps the most interesting lesson which could be furnished to the advocates of State Socialism or of the consequences of their system, all the more instructive because it would not be necessary for him to point to the charges of personal misconduct against any individual. The system alone was sufficient to produce the results actually produced. The responsible Minister was bombarded with applications for posts on the railway from every part of the country. Each applicant was convinced—at each applicant in such cases always is convinced—that, whoever else was refused, his application must be granted, and the inevitable result followed, until at length the small staff was swelled to a complete reform was forced on the Government, and Mr. Eddy was appointed to inaugurate the system of non-political management. It is easy to see that Mr. Eddy's task was no light one, and that, if he did his duty, he must inevitably incur the hostility of many of those whose interests were bound up with the former system."

Those who are acquainted with the way in which the Intercolonial Railway has been managed in the Dominion by political class of both parties will be able to discern a very strong family resemblance between the political railroads of Australia and the Government roads of Canada.

SOME FACTS.

It is complained that the Prohibition Commissioners get a great deal of opinion from those who appear before them to give testimony, but very few facts. It is, indeed, singular to observe the different conclusions that different people arrive at from the same facts. But it is, we should say, the facts themselves that the Commissioners have to deal with, and not the views taken of them by Tom, Dick and Harry. When the Commissioners were in Charlottetown, Prince Edward Island, they evidently found the same abundance of opinion and the same scarcity of facts that they met with in other parts of the Dominion. They must have felt an unusual interest in the condition of Charlottetown as to the liquor traffic, for the experience of that city has been unique. It had nine years or so of the Scott Act, then a period of absolute free trade in strong drink, and now the traffic is again under regulation. Among others, the Stipendiary Magistrate of the city, Mr. Rowan Fitzgerald, appeared before the Commission. Mr. Fitzgerald is a gentleman of very high character, who, if he is not a total abstainer, is the next thing to it. His testimony bristles with facts. Here is part of it as it is reported in the Charlottetown Examiner:

"Stipendiary Magistrate Fitzgerald said he was appointed in 1875. The Scott Act came into force in 1881. During the nine and a half years that it had been in operation the average number of convictions for drunkenness per month was a fraction over twenty-two; the average convictions each month during the period of free trade was about the same, and during the month of July the convictions under the present regulation numbered seventeen. As things look at present there will be less than that number of convictions this month. In his opinion neither a license nor Scott Act had any material effect on drunkenness, except in the way of the law. The policy of drunkenness in this city is largely dependent upon some twenty or thirty ruffians. The new liquor law has lessened drunkenness at late hours and unseasonably seasons, and there is a marked improvement in the matter of selling on Sundays. The total amount of fines collected under the Scott Act was \$12,043. There were 384 convictions—243 first, 65 second, and 51 third. Of the whole 122 were actually imprisoned, 46 for one month, 77 for two months. The number of convictions depended largely upon the vigor with which the Act was enforced."

People have often wondered what the condition of a town or other community would be if there were no restrictions whatever on the liquor traffic. As far as the returns of the Police Court can give an idea of that condition, we have it above in the Stipendiary Magistrate Fitzgerald's testimony.

mony. The population of Charlottetown, we may add, is 11,374.

WAGES IN CANADA.

Census Bulletin No. 13, issued by the Department of Agriculture, deals with manufactures and wages. Mr. Johnston, Statistician, seems to have a good deal of trouble in arriving at conclusions satisfactory to himself, as to the rate of wages paid by many manufacturers. The returns in some instances sent in by the Commissioners were so defective as to be absurd; and even after having been sent back to be corrected, the schedules had to be still further amended by the compilers of the census. This is what Mr. Johnston says:

"Sometimes whole schedules had to be copied out and sent to the enumerator, because he had neglected to fill in the most important column. Where, after exhausting all means, we were unable to procure the actual figures, we either filled in, in the few instances, the average figures for similar establishments in the district, or let those pass, even if obviously inaccurate. This we did so as to avoid doing anything which would seem like raising industries to a paying basis, that according to the figures given to the enumerator, were rapidly rushing into bankruptcy."

No doubt the compilers of the census have had their trials, and they seem to be greater in dealing with this matter of wages than usual. We, however, venture to think that the returns have not been very greatly vitiated by the stupidity of enumerators or the cunning and ignorance of those who proposed to give them information.

We find by the bulletin that there are in the Dominion 75,768 industrial establishments, 48,748 of which had been running full time during the year ended April, 1891, 12,981 half time, and 14,039 quarter time. From this we learn that 64.3 per cent. of the industrial establishments of the country in that year worked full time, 16.2 per cent. half time, and 18.5 per cent. worked quarter time. It is necessary to bear these facts in mind when the rate of wages paid comes to be considered.

The number of hands employed in the 75,768 establishments was 367,496, and the total sum paid as wages was \$99,762,441, making the sum received by each employee, old and young, male and female, whether he or she worked whole time or half time, or quarter time, \$272. The average rate of wages was, in 1891, \$233, and the total sum paid as wages in that year was \$98,429,000. These figures show quite a satisfactory increase, both as to the gross sum paid in wages and the amount paid to each employee. The increase of the number of employees in ten years is 112,561, in the sum paid in wages \$40,333,441, and in the rate of wages 16 per cent. The Dominion Statistician makes the increase in the rate of wages fully one-fifth all round.

Some of the details given in the bulletin are quite interesting. We are told that there are 3,373 hands employed in manufacturing agricultural implements, that they received, last year, \$1,649,521 as wages, and that each hand earned \$489. It is satisfactory to know that by far the greater number of the machine factories worked full time. The average rate of wages paid to the hands who worked all the year round was \$495.

In the cotton mills of the Dominion, there were 2,405 operatives, 1,045 men and 1,450 women and children. This makes 42 per cent. men and 58 per cent. women and children. In 1881, the proportion of women and children in the cotton factories was much greater than it is now. It is a pity that the statistician does not inform us as to the age of the children employed in the cotton factories. The average rate of wages paid in those factories was \$280. In 1881, it was \$227. An increase of 23 per cent. in the rate of wages speaks well for this industry.

Very few would suppose that more hands are employed in the flour and grist mills of the Dominion than in its cotton factories. But such is the fact. The difference in favor of the flour mills is nearly one thousand, the figures being, respectively, 3,442 and 2,405. The average wages of a flour mill hand is \$390. But in mills working full time the average is \$430, the aggregate sum paid in them being \$1,271,854.

There are in the foundries and machine shops of the Dominion 6,161 employees, receiving as wages \$2,590,660, equal to \$400 per employee. In 1881 the average wages was \$372. Full time employees received an average of \$411 last year.

The boot and shoe industry gives employment to 4,400 hands, of whom 3,878 worked full time. The average wages of full timers was \$333, and the average for all employed was \$304. In 1881 the average was \$263. Here we have an increase of over 15 per cent. We find in the bulletin the following list of industries, in which the remuneration of the employees has been increased since 1881:

	per cent.
Brewing	31
Cotton mill operatives	23
Agricultural implement makers	23
Foundry and machine men	12
Boat and shoe makers	15
Cabinet and furniture	15
Flour and grist mill	12
Blacksmithing	13

In only one of the ten industries of which particulars have been given has the rate of wages been stationary, and in only one has it become lower. Confectioners and bakers receive no more pay than they did ten years ago, and the remuneration received by brick and tile makers has lowered in that period four per cent.

The showing made by the census is encouraging. If the figures are correct the wages in the ten instances have increased over 17 per cent. We see that higher wages are paid in the west than in the east. In Ontario, as might be expected, there is the greatest variety of industries, there being in that province 357 different kinds of industries. In 1881 there were only 139. In British Columbia there were 75 in 1881, against 51 in 1881.

NEWS OF THE PROVINCE.

Mineral Developments in the Interior—Preparing for an Indian Convocation at Kamloops.

Extensive Orders for White Salmon—The Columbian Hotel's Quarantine Claim.

(Special to the Colonist.)

VANCOUVER, Sept. 5.—A Council meeting was held, to-night. The Columbian Hotel claims \$163 for quarantine.

A portion of the site of the lately destroyed B. C. Foundry is to be expropriated for the extension of Westminster avenue to the lake.

The B. C. Foundry company ask \$30,000 for the rebuilding of the foundry.

The market gardeners have interviewed the Council, asking that all peddling be stopped. A by-law will, no doubt, be passed to the effect; at all events, there is a disposition to legislate in favor of the white men in their relations with Chinamen.

Steamer Bushmills, now loading at New Westminster, has been seized at the instance of a number of Victoria traders for damaged freight consigned to them.

The World professes to have located a very notorious confidence scamp named Hammond, at a town close to Vancouver. He came here from Yokohama.

Dr. J. G. Macdonald, of Kelowna, B.C., has sold out his drug business there, and will locate in Vancouver, following the same line here. Mr. Seymour is owner of a comfortable fortune, and already owns property in this city.

The house of Moses Nichols was burned to the ground at one o'clock this morning by a lamp going wrong that was left burning in the hall. The family escaped in their night shirts with their lives, leaving their worldly possessions to the flames.

The gross loss was \$1,400; insured for \$1,000 in the National Insurance Company of Ireland. Eighty dollars gone were burned. A policy of \$300 on the furniture was thought to be secure in the fire.

Mr. Durrant, accountant of the Bank of British Columbia, who is to join the benefits very shortly, was banquetted this evening at the Wilson hotel by his many friends.

Arrived, steamer Empress.

REVELSTOCK.

(From the Kootenay Star.)

S. Mason, of San Francisco, has bought a one-third interest in the Consolidation Gold mine at Big Bend for \$500, the other partners being Messrs. A. Hunter and Geo. Laforme. James MacFarlane, who has visited nearly every gold field in the world, is working on the Consolidation, and says he has the least doubt of the Big Bend country being very rich in gold, and worth being worked in a systematic manner.

Recently Mr. Poole received returns from the gold carbonate samples from the North Fork of the Kootenay, made by Price & Son, San Francisco, which were as follows: No. 1, 49.81 gold, 51.2 oz. oz. silver, total \$100.81. This same sample went No. 2, 7.10 per cent. lead—very heavy. No. 3, 2.6 per cent. lead—very heavy. No. 4, 2.6 per cent. lead—very heavy. No. 5, 2.6 per cent. lead—very heavy. No. 6, 2.6 per cent. lead—very heavy. No. 7, 2.6 per cent. lead—very heavy. No. 8, 2.6 per cent. lead—very heavy. No. 9, 2.6 per cent. lead—very heavy. No. 10, 2.6 per cent. lead—very heavy. No. 11, 2.6 per cent. lead—very heavy. No. 12, 2.6 per cent. lead—very heavy. No. 13, 2.6 per cent. lead—very heavy. No. 14, 2.6 per cent. lead—very heavy. No. 15, 2.6 per cent. lead—very heavy. No. 16, 2.6 per cent. lead—very heavy. No. 17, 2.6 per cent. lead—very heavy. No. 18, 2.6 per cent. lead—very heavy. No. 19, 2.6 per cent. lead—very heavy. No. 20, 2.6 per cent. lead—very heavy. 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