

be dangerous to all American countries to allow the United States to become absolute arbiter, with the right to examine questions and give decisions which nobody wants.'

Application has been made by the Hamilton Street Railway Company to reduce the rate of mileage which it has agreed to pay to the city. The ground of the claim is virtually that it made the bargain with the city in the dark, and was unable to see its way into the future which has become the present; that many facts connected with the working of trolley railways could then only be guessed at. The company, it is alleged, then made estimates of "working expenses, cost of maintenance, revenue," etc., which have not been realized. This means that the cost of maintenance and working expenses have proved to be more than was expected. Now, practically, the city is asked to pay for the company's mistakes. Relative amounts paid to different cities by trolley companies do not go for much, because the conditions are not the same in each case. And the taxes on these roads vary greatly. In Brooklyn, N.Y., a twenty-mile road is taxed about \$88,000 a year. The company appealed against the assessment, but Judge Gaynor decides that it must pay. The bonds and stock of the company figure for \$26,000,000. That the company has overbonded and overstocked its road causes Judge Gaynor to suggest his unfavorable opinion upon this method of capturing "unearned fortunes." Among the greatest offenders in this particular in the United States at the present time are trolley roads. Without concluding, unwarrantably, that all trolley roads everywhere are among the culprits, close scrutiny of the class just now is seldom out of place.

A CANADIAN WOOD INDUSTRY.

Time was, and within easy memory, when operators in Canadian forests sought only oak and pine, with the addition perhaps of walnut, which was then in fashion, and of which western Ontario had not then been denuded. Great "sticks" of square timber of these sorts for ship-building purposes were the luxuries of the lumberman's axe, which passed by in disdain such plain food as the hardwoods of to-day, as fit only for cordwood of steamers. More recently, however, while producing great quantities of pine and spruce, and small quantities of oak, we have awakened to the utility and value of other woods which Canadian forests supply in profusion. Not only "the energetic oak and slender pine," as a Canadian poet classifies them under appropriate adjectives, but "the red-leaved maple and the graceful elm," the ash, the chestnut, and the whitewood, cherry and butternut, hickory and tamarac, balm-of-Gilead, even "the stately hemlock, rising o'er the glade"—all have found market. Even the once-despised basswood is discovered to be a valuable timber for ornamental purposes. Elms, birches and ash-trees are found in many varieties, which prices current show; and even our fruit trees are cut down in order to add to the list of merchantable ornamental woods, which American and transatlantic architects and builders admire and specify.

All which is preliminary to saying that a suggestion has been thrown out by an English journal which seems to apply with great force to a country possessing such a variety of choice woods as Canada certainly does. In a recent issue of the *Timber Trades Journal* appears an article headed "Canadian Veneers," in which it is stated that British capital and enterprise may find profitable employment in different parts of Canada in producing veneer and cut stock, which is likely to become a large and important trade. It is pointed out that there are in Ontario considerable

areas of suitable timber for both 'slicing' and 'rotary-cut' veneering—such as maple (four varieties), birch (three varieties), oak (three varieties), elm (three varieties), beech, sycamore, basswood, ash, balm, and whitewood—adjacent to a line of railway, so as to be convenient for shipping. "The most improved machinery for this class of work can be obtained in Canada; and the veneering or cut-stock, properly dried, cut to size and carefully bundled, can be shipped to Great Britain and made into furniture, house decoration, packing-boxes, nail kegs, barrels, butter-tubs, and many other lines of goods." The development and extension of the veneer industry from one line of manufactured goods to another—such as pianos, organs, sewing machines, etc.—have been such that large lines that were formerly made of solid material are now 'built-up,' so as to be cheaper, more durable and substantial, and much lighter; and many other lines of industry are moving into the using of veneer for constructive material. The *Canadian Gazette* believes that a trade could in this direction be built up reaching into millions per annum; and as the industries provided for are increasing daily necessities, so the business would increase from year to year. The capital for the industry on a large scale, however, that paper thinks, would have to come from England. The few large lumbering and timber firms that are in Canada are all concerned with pine.

Enquiries have been recently made, to our knowledge, on behalf of capitalists abroad—who are desirous of putting skill and capital into manufactures—with the view of ascertaining what industries are susceptible of profitable development in Canada. Various suggestions have been made in reply to these applicants, and we trust something worth while may come of them. But we have not heard of anything of late which seems to us to offer a more natural opening than this industry we have been describing. Possessing the forests she does, Canada should produce not only as great a variety of beautiful veneers, but as fine furniture as any in the world. What we may do is cultivate graceful and distinctive styles of furniture, suited to our woods, and sell them abroad. If we have not the requisite skill to enable us to do this to advantage, let us import the skill and the taste.

"PERSONALLY CONDUCTED" IMMIGRATION.

Among the various points brought out in the discussion of immigration by the Western Canada Association the other day, was one to which too little attention has heretofore been given. After all the effort of our not very effective machinery employed to get immigrants into Canada, but little care has been taken to *keep them* here, by getting them comfortably settled at trades or other occupations, or on land. Nor should we stop with this; it seems to us that some effort might well be directed towards maintaining an interest in them until such time as they grew accustomed to new conditions. With some this will not be necessary, but others, less practical, will long need to be advised and heartened and helped, besides being defended from the wiles of those who would coax them away to the United States. We learn with interest from the *Liverpool Journal of Commerce* that the Canadian Pacific Railway has "perceived the advantage of personally conducting a party of immigrants whose chief care is not to enjoy a holiday trip, but to establish themselves and their families for life work in a new country." The first of such parties for 1896 is coming by the steamer "Lake Superior," sailing from Liverpool on April 4th for St. John, under the charge of Mr. J. J. Haslett, emigration agent for the railway named, and who will personally conduct all emigrants who may elect to proceed by that vessel