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The Free Press,
 LONDON, ONT.

Friday, January 1, 1897.

THE BIRTH OF A NEW YEAR.

A minor poet sings:—
 "Another year has rolled its course sub-
 lime,
 Into the wide, capacious lap of Time,"
 and so we hail 1897. All welcome the
 advent of a new year; the aged with
 satisfaction that the span of life has
 been extended, the middle-aged and
 youthful look forward with anticipa-
 tion to what the new year
 may have in store for them; so all are
 actuated by hopes for the future. The
 old year, with all its shortcomings,
 griefs and failures, is paid a farewell
 to; the new comes in hailed with joy
 and gladness. Time is one of those
 things which cannot be defined; we
 only become sensible of it through
 certain processes of Nature. We only
 appreciate it as a fact in the universal
 order of things. The year is a period
 very interesting to us all in a natural
 point of view, because within it are
 included all seasonal changes. Stand-
 ing in this relation to us, the year has
 very reasonably become the unit of
 our ordinary reckonings of time;
 above all, in the statement of the pro-
 gress and completion of human life.
 Turning to the length of the year is
 learned that the length of the space of
 time required for the revolution of the
 earth round the sun, namely, 365
 days, 5 hours and 48½ minutes. With
 the ancient Egyptians—the first scien-
 tists of history—the month consisted
 of 30 days invariably; and in order to
 complete the year, five days were
 added at the end, called supplement-
 ary days. The civil calendar of all
 European countries has been borrow-
 ed from that of the Roman. About
 forty-five years before Christ, Julius
 Caesar, having by the help of Sosti-
 genes, an Alexandrian philosopher,
 come to a tolerably clear understand-
 ing of the length of the year, decreed
 that every fourth year should be held
 to consist of 366 days, for the purpose
 of absorbing the odd hours and frac-
 tions.

Coming down to the Christian era,
 the fact is familiar in history that the
 duration of the year was fixed at the
 Council of Nice, A. D. 325, when the
 vernal equinox fell correctly on the
 21st of March. In the year 1582, how-
 ever, Pope Gregory, with the assist-
 ance of noted astronomers, discovered
 that "there had been an over-reckon-
 ing of the extent of ten days, and now
 the equinox fell on March 11th," and
 that this past error the Pope
 decreed that the 5th of October that
 would be reckoned as the 15th,
 keep the year right in future,
 plus, 18 hours, 37 minutes and
 seconds in a century, he ordered
 every centennial year that could
 be divided by 4 should not be
 "leap year," or leap year, as it other-
 wise would be; thus dropping the ex-
 tra three times every four hun-
 dred years. This astronomical decree
 was readily accepted in Catholic but
 not in Protestant countries, and was
 not adopted in Great Britain till the
 year 1752, by which time the discrep-
 ancy between the Julian and Grego-
 rian period amounted to eleven days;
 the phrase the "old style" and
 "new style." But the prejudices of
 Protestant England ultimately fell
 and the change was made as
 in Russia, however, alone of
 Christian countries, is the old
 still retained. In this connection,
 it may be interesting to note that
 the Jewish calendar the Jewish
 new year commenced last year (1896)
 on 8th September, being the year 5657.
 m. ("anno mundi," the year of the
 world), according to the Hebrew
 reckoning. The foregoing facts, col-
 lected from authoritative sources, are
 interesting in connection with the
 birth of the present year, 1897, "anno
 mundi."

What proper uses we shall make of
 the new year which we have all ben-
 efitured to hail, is a question more for
 the Pulpit than the Press to pronounce
 upon. Whether the lessons of the
 past are to be profitably applied to the
 future is for ourselves to determine.
 Doubtless, most of us will continue
 to repeat the blunders and mistakes
 which have hitherto marked our
 career, with few exceptions! Such has
 been the experience of the human
 race, as history informs us; and it
 doubt much if, with all the ad-
 vancement in education and science,
 we are very much wiser, individually
 than were our forefathers. At
 the rate, though we cannot piece
 the future, we can indulge
 in the hope, and to this end
 we sincerely wish for our sub-
 scribers and supporters and friends—
 "A NEW YEAR IN 1897."

Mr. Weston, the famous
 pedestrian, walked over
 miles in twenty-four
 hours, a remarkable feat, considering
 his age. Though Weston
 is of his own record, he has
 again that temperance
 endurance, for it may be said
 that he has never indulged in
 intoxicating liquors, and it
 is due to that fact he thought
 to accomplish the feat he under-
 took. There is no doubt that his tem-
 perance habits have had much to do
 in enabling him to maintain his
 vigor, and his splendid per-
 formance is in marked contrast with
 the lack-down and failure of many
 professional athletes who are
 drinking men, after a few
 successes.

THE TARIFF COMMISSION.

Carriage Makers Declare Strongly in Favor of the Protective Tariff.

The carriage making and accessory
 trades were represented before the
 Tariff Commission at Montreal by
 Messrs. E. N. Heney, B. J. Coghlin, B.
 Leduc, P. Bacon, of Montreal, and Dr.
 Bowen and Mr. W. G. Matthews, of
 Gananoque. Mr. Heney stated his
 case as follows:—Gentlemen, the car-
 riage business is one of the most im-
 portant industries in Canada, and
 gives employment to a great number
 of workmen. The census of 1881 gives
 the number of them directly employ-
 ed as 906, the wages paid \$3,000,000
 per annum, and the value of the pro-
 ducts \$9,744,416. If blacksmithing were
 added these figures would be doubled.
 Owing to the nature of the business,
 it is necessary to employ almost ex-
 clusively skilled labor. This labor on
 the whole earns fair wages—from \$7
 to \$30 per week, and supports a large
 number of families.

The present duties, while protecting
 the trade, also protect liberally the
 accessory trades, and have not result-
 ed in the prices being advanced to the
 consumer; on the contrary, on ac-
 count of the introduction of modern
 methods of manufacturing, vehicles
 are sold at much less than formerly.
 The bulk of the business is represent-
 ed by class vehicles, of which
 about 65 per cent. of the value con-
 sists of materials supplied by the ac-
 cessory trades.

Previous to the adoption of the pro-
 tective tariff, few of these materi-
 als could be obtained in Canada.
 At the present time nearly all of them
 are manufactured here. The accessory
 trades are as follows:—Manufacturers
 of wheels and shafts, manufacturers
 of drop forgings, manufacturers of
 springs and axles, manufacturers of
 carriage leathers, manufacturers of
 carriage paints, manufacturers of
 carriage varnishes, manufacturers of
 bolts and nuts, manufacturers of wood
 screws, manufacturers of the steel
 and bar iron, manufacturers of rub-
 ber cloth, manufacturers of enameled
 and oil cloth, manufacturers of plated
 mountings, manufacturers of malleable
 iron. In all about 40 or 50 factories
 are employed in manufacturing these
 materials.

All these industries are dependent on
 the carriage trade for a market for
 their goods, and anything affecting the
 carriage manufacturers would seriously
 interfere with these industries.
 The manufacturers of carriages had
 no reason to complain of the duties on
 these materials, which are from 20 to
 50 per cent., as the duties on finished
 carriages protect their own trade from
 American competition. The present
 duties on carriages are, on carriages
 costing more than \$50, 35 per cent.; on
 carriages costing not more than \$50,
 25 per cent. If any of these duties
 in the duty on carriages were made at
 this time, the whole trade would be
 very seriously affected, as the business
 in the United States is in a very de-
 moralized condition.

A large number of very extensive
 factories are in the hands of receivers,
 and without the specific duty, or
 some other similar plan, the country
 would be flooded with low priced
 vehicles from the United States. We
 would therefore strongly urge that no
 change be made in the present tariff,
 as it has been found to work satisfac-
 torily for all those connected with the
 business. I might say, gentlemen, that
 this business is carried on in every
 part of the country, even in
 small towns. As an instance, in the
 county of Beauce, they make over
 1,000 carriages a year. With refer-
 ence to the condition of business in the
 United States, I may say that during
 the past few months over fifty of the
 largest factories have failed, and they
 are only waiting for an opportunity
 to be unloaded in Canada. This has been
 brought about by the introduction of
 bicycles so extensively and trolleys.

Hon. Mr. Fielding—But you have bi-
 cycling and trolleys in Canada?
 Mr. Heney—Yes, but not nearly to
 as large an extent. I have also a let-
 ter from the President of the Canadian
 Carriage Company, which is probably
 the largest factory in Canada, in
 which he says that he knows more
 than one manufacturer who is com-
 pelled to have the duties removed in order
 that they might get the trade of the
 United States, and at the same time
 hold the almost if not all of our Cana-
 dian trade as well, simply by moving
 the factory across the river; but a
 more important statement is this, that
 the matter is brought before the
 Commission it should be mentioned
 that the slightest reduction of duties
 on vehicles would let in such a flood
 of cheap goods manufactured by in-
 responsible firms in the United States
 as to absolutely close every factory in
 Canada, without in the least benefit-
 ing the purchaser.

Hon. Mr. Fielding—Then he is evi-
 dently afraid that the people are go-
 ing to get cheap carriages?
 Mr. Heney—Low priced carriages,
 but very inferior.

Mr. Fielding—But surely the man
 who buys a carriage is the best judge
 of that?

Mr. Heney—No, sir; he is not. It is
 a peculiar fact that in the carriage
 business, when a carriage is painted
 and finished, even a practical man
 cannot tell whether it is good or bad
 until it is used.

Hon. Mr. Fielding—You say that the
 Americans flood the country with low
 priced goods, which is a disadvantage
 to you; then it ought to be the busi-
 ness of legislation to keep up the price
 of goods?

Mr. Heney—And at the same time
 give good value for the money. It is the
 business of legislation to give employment to
 our people. The carriage builders are cer-
 tainly a large and industrious class.

Hon. Mr. Fielding—Did not the busi-
 ness of a fairly prosperous carriage industry
 under the low tariff?

Mr. Heney—No, sir, we did not, un-
 der the low tariff, and, furthermore,
 we could not get the materials here—
 we could not buy a foot of carriage
 leather.

Mr. Fielding—Would you be surpris-
 ed to learn that in the smaller towns
 of the Province, the smaller carriage-
 makers use the very same complaint
 against your large concern in Ontario
 that you use against the firms in the
 United States?

Mr. Heney—Well, we are all Cana-
 dians, we cannot prevent competition
 among ourselves. We have been doing
 business for twenty-five years in Nova
 Scotia.

Hon. Mr. Fielding—If there is a Nova
 Scotia—carriage builder who finds
 that he is being crowded out by your
 competition, he is supposed to take
 comfort in the fact that it has been
 done by a brother Canadian?

Mr. Heney—No, but he can start up
 for himself in building carriages.
 There are plenty of small builders
 who are making quite a number of
 carriages.

Hon. Mr. Fielding—Is it not a fact
 that they are making fewer carriages
 to-day than they used to make?
 Mr. Heney—In some cases.

Hon. Mr. Fielding—Is it not a fact
 that the large producer up here—I am
 not saying it is wrong; it is the law
 of trade—that the large producer up

here is sending his goods down there
 at a cheaper rate and consequently
 pressing him to the wall?

Mr. Heney—Well not if he is an en-
 terprising man, because he can sell a
 better class of vehicles.

Hon. Mr. Fielding—So that instead
 of becoming manufacturers in Halifax
 and St. John, they are becoming deal-
 ers in your goods?

Mr. Heney—To some extent.
 Mr. E. N. Heney stated that 65 per
 cent. of the value of an ordinary class
 carriage in Canada was caused by the
 material, such as bolts, nuts, leather,
 etc.

Hon. Mr. Fielding—They are dearer
 in Canada?
 Answer—Yes. Such articles as cloth,
 tire steel, etc.

Hon. Mr. Fielding—You do not use
 the American steel?

Answer—Yes.
 Hon. Mr. Fielding—They charge you
 the American price plus the duty?

Answer—Yes, that is the state of
 affairs.
 Hon. Mr. Fielding—What other materi-
 als do you find dear in Canada?

Answer—All, sir. The Americans
 claim to give a better quality of the
 same brand.

Hon. Mr. Fielding—What percentage
 of labor is there in the carriage busi-
 ness as compared with raw material?
 Answer—There is very little lumber,
 etc. The percentage would be 30 or
 35 per cent. in staple vehicles. In the
 larger kind of carriages for high class
 trade, etc., it is higher. I mean the
 cost of labor. We do not want the
 Americans in here to destroy every-
 thing.

Doctor Bowen, of Gananoque, re-
 marked that the same statement would
 apply to the carriage business as to
 furniture factories, which formerly
 were established on a small scale in
 most towns, but which business, now
 was centralized in very large con-
 cerns. The present condition of af-
 fairs had been brought about by means
 which we have no control. The con-
 sumer in Canada to-day is using a
 better article in the carriage line than
 he was using a few years ago.

Hon. Mr. Tarle—For the same price?

Answer—No, but at a lower price
 in proportion, because our trade demands
 a better class of goods. The price of
 the large manufacturers of carriages
 to-day is so small that the matter of
 freight determines which factory
 shall supply a certain section of coun-
 try. A factory in the west of Ontario
 cannot compete with Mr. Heney in
 Montreal in supplying the trade of
 Nova Scotia, and vice versa. I have
 formerly been very much opposed to
 protection, but no matter how things
 have been in the past we must accept
 the situation as it is to-day.

The Hon. Mr. Foster re-
 duced the tariff on carriages 5 per cent.
 on the specific duty and 5 per cent. ad val-
 orem; to-day the trade is on a dan-
 gerous border compared with the
 carriage trade in the United States.
 In the United States in 1895 \$3,000,000
 worth of vehicles were manufactured
 by prison labor. This affects us by
 displacement of their surplus stock in-
 to Canada. I referred to the reduction
 made in the tariff three years ago.
 I have to say that in my opinion
 that tariff was still further re-
 duced, though I am not asking for
 any higher tariff, it will take the car-
 riage trade all its time to compete.
 Even as things are now, if it is all that
 the Canadian trade can do to com-
 pete.

CANADA'S TRADE WITH BUFFALO.

Receipts and Value of Canadian Lambs—Shipping
 Statistics.

East Buffalo, N. Y., Dec. 31.—Re-
 cepts of Canada lambs at Buffalo for
 1896 were 220,200 head, and the value
 as entered at the custom house (which
 is about three-fifths of the sale value)
 was \$715,650. So that in round numbers
 the value of Canadian lambs marketed
 here this year was \$1,000,000. Last year
 (1895) 215,901 head were received, and
 the customs value was \$516,422. Values
 were much better this year, averaging
 in October, 1896, \$4.40 to \$4.70, as com-
 pared with \$4.50 to \$4.70 the previous
 year. In November, 1896, averages by
 weeks were \$4.25 to \$5.05, while the
 previous year \$4.10 to \$4.55 was the
 rule. In December this year quotations
 averaged \$5 to \$5.35, and last year \$4.35
 to \$4.70, except during the last week,
 when a sudden rise to \$5.50 was made.
 775,000 head of sheep and lambs, 1,422
 head of hogs and 80,089 head of cattle
 were slaughtered in Buffalo
 yards during 1896.

Trade of Buffalo port with Canada
 for 1896 shows that the arrivals of
 Canadian vessels numbered 318, with a
 tonnage of 41,761; of American ves-
 sels from Canadian ports 813, with a
 tonnage of 22,235. The departures of
 American vessels for Canadian ports
 were 818, with a tonnage of 248,228, and
 of Canadian vessels 306, with a ton-
 nage of 27,705. The total number of
 vessels arriving here in 1896 were
 5,581, against 5,019 last year. Tonnage
 of 1896, 5,634,494 tons—an increase
 over last year of \$4,155 tons. Total
 tonnage this year, 11,394,742 tons,
 the greatest on record. Ten years ago it
 was 4,753,467 tons; twenty years ago,
 2,727,896.

Foreign Competition in Britain.

London Times.
 Mr. A. J. Mundella, M. P., speaking
 on Friday at the Birmingham Munic-
 ipal Technical School, said that he had
 suffered from neglect, particularly in regard to the development
 of the new sciences and new dis-
 coveries, which Germany had adopted
 and developed in a marvellous manner.
 He instanced the growth of the color
 trade in Germany. That trade was an
 English discovery. Four German
 chemists in Manchester made impor-
 tance, and English manufac-
 turers, from want of knowledge, had
 allowed this industry to be exploited
 by Germany, and the trade had al-
 most entirely left this country. Though
 it amounted to many millions a year.

Sir Arthur Arnold, addressing the
 students of the technical classes of the
 Bow and Bromley Institute last week,
 referred to German competition, and
 said he hoped that in the future every
 boy and girl in East London would,
 after leaving school, attend a technical
 and technical classes, to fit them
 for their occupations in life. Educa-
 tion was only half finished when a boy
 left school. To succeed in life a man
 must love his occupation most of all,
 and sport would have to take a very
 secondary place. He believed that
 these islands would be able to beat all
 foreign rivals. But to do so they must
 not be laggards in the strife, and they
 must see that their youth were fully
 equipped.

The commercial agent of the United
 States at Weimar, in a recent report,
 attributes to the commercial treaties
 concluded by Germany during the last
 few years the commercial and indus-
 trial activity of Germany since 1894.

WARSHIPS FOR JAPAN.

Washington, D. C., Dec. 31.—Con-
 tracts were signed at the Japanese
 legation in this city to-day by Henry
 Scott, of the Union Iron Works, of San
 Francisco, and Chas. Cramp, of Cramp
 & Sons, Philadelphia, for the construc-
 tion of two armored cruisers, sister
 ships of the 4,500 tons displacement
 class, to be built by each contractor
 for the Japanese Government. They
 are to be 220 feet long and a half each,
 to have a speed of 22½ knots an hour
 and a displacement of 4,500 tons, and to be com-
 pleted

THE STATE OF TRADE.

Weekly Reviews of the Business Sit- uation in the United States.

R. G. DUN & CO.'S REVIEW.

New York Dec. 31.—There have been
 more commercial failures in 1896 than
 in any previous year, except 1883—
 about 14,890, against 12,137 last year,
 with liabilities of about \$225,000,000,
 against \$173,196,000 last year—an in-
 crease in number of about 12 per cent.
 and in liabilities of 29 per cent. The
 holiday makes it impossible to give
 exact figures until next week, but the
 monthly returns show that \$35,000,000
 of the excess over last year was in
 two months, August and September,
 in which manufacturing liabilities
 were \$5,600,000 larger than last year,
 trading \$10,100,000, and brokers and
 other commercial \$10,300,000 larger. Of
 the latter class \$10,041,416 out of about
 \$13,600,000 were in those two months;
 of the manufacturing class, \$24,910,316
 out of about \$38,250,000 in the whole
 year were in those two months, and
 of the trading class, \$21,831,880 out of
 about \$108,500,000 in the whole year.
 The year closes with an epidemic of
 failures, mainly at the west and in
 banks, loan and trust companies, or
 concerns dependent upon them. The
 action of clearing houses in various
 places indicates no want of confidence,
 and several banks which have failed
 will be enabled to pay in full, but dis-
 closures of unsoundness in a few wide-
 ly-known institutions, in the abnor-
 mal state of popular feeling after an
 excited contest of monetary issues, has
 caused distrust and suspicion where it
 is frequently undeserved. There has
 been no monetary pressure to cause
 trouble, nor have important Western
 products declined in value. There has
 evidently been too liberal assistance
 given by some of the fiduciary concerns
 to speculative operations. No decline
 on eastern funds has resulted since the
 first alarm at two large failures, and the
 money then sent has all turned in
 often more frequent as annual settlements approach.

In none of the industries has there
 been activity the past week. The hol-
 iday dullness has been intensified by
 the failures and the efforts of great
 combinations to make new arrange-
 ments, with iron, coke, wool, cotton
 and hides, all somewhat lower. There
 is an almost universal confidence that
 business will soon become large and
 safer than before for a long time, and
 several large establishments—among
 them the Yonkers carpet works, which
 employs 7,000 hands when full, and the
 Maryland Steel Co.—will now start
 operations. Cotton mills have enor-
 mous stocks of unsold goods in some
 lines, the surplus of print cloths being
 the largest ever known, and about a
 quarter of a year's consumption. Ship-
 ments of boots and shoes by months
 for five years show a degree of steady-
 ness which scarcely any other indus-
 try has attained in recent years. De-
 cember and the year the movement was
 smaller than last year. Wool sales
 decreased 24 per cent. in the first four
 months, and were smaller than in the
 five years, decreased 55 per cent. In
 the second four months, when new
 wool was coming forward, and were
 much the smallest ever known except
 in the panic of 1873, but enormous
 sales, mainly speculative, made the
 aggregate during the last four months
 nearly equal to that of last year.
 Wheat has risen to the highest point
 since June, 1892, because western re-
 cepts in five weeks have been but
 13,280,000 bushels, against 22,038,367
 bushels last year. Atlantic exports,
 flour included, have been in five weeks
 9,900,000 bushels, against 10,413,249 last
 year. The exports from New York in
 December were five per cent. larger,
 and imports 12 per cent. smaller than
 last year.

BRADSTREET'S REPORT.

General trade has been rather more
 quiet, and this week proves one of
 the duller of the dull season which
 has followed the fortnight of revived
 demand early in November. The un-
 business last week caused by North-
 western bank failures is confined by
 similar embarrassments at Chicago
 and Minneapolis. These bank failures
 tend to be the outcome of conditions
 originating in the banks, and not due
 to the situation of general trade. Un-
 seasonable weather, the making of
 inventories, and the customary an-
 nual sale in demand in wholesale lines,
 have combined to produce more than
 the usual holiday dullness. More fa-
 vorable reports include heavy exports
 of flour and general merchandise from
 Tacoma to China and Japan, the re-
 cepts at Chicago of a satisfactory
 amount of orders for dry goods for
 spring delivery, and an increased
 total volume of business in 1896 among
 St. Louis shoe manufacturers and
 jobbers and jobbers of dry goods, as
 compared with 1895. Quotations for
 corn, exports of which continue re-
 latively heavy; for wheat, of which
 the same may be said, and for coffee
 and hides and leather are higher. Ex-
 ports of wheat (flour included as
 wheat) from both coasts of the United
 States this week amount to 2,707,
 733 bushels, as compared with 2,111,000
 bushels last week, 3,457,000 bushels in
 the week a year ago, 1,814,000 bushels
 two years ago, and with 2,036,000 bush-
 els in the corresponding week of 1892.
 Exports of Indian corn this week
 amount to 2,656,994 bushels, against
 2,468,000 bushels last week, 1,839,000
 bushels in the week a year ago, 649,
 000 bushels two years ago, 315,000 bush-
 els three years ago, and as compared
 with 244,000 bushels in the like week
 of 1892.

MRS. STERNMAN APPEALS.

Buffalo, N. Y., Dec. 31. Mrs. Stern-
 man, accused of poisoning her hus-
 band, and remanded for extradition,
 has appealed from the decision of the
 United States commissioner and of
 United States Judge Cox, sustaining
 the commissioner's decision. The ap-
 peal is to the United States Circuit
 Court of Appeals, and is returnable in
 New York on January 19th. Judge
 Lacombe, Wallace and Shipman will
 hear the case. It will involve a com-
 plete review of all the evidence and
 proceedings, and will be the most in-
 teresting proceeding in the protracted
 legal fight. Mr. Mackay, the U. S. dis-
 trict attorney who so far has succeeded
 in defeating Mrs. Sternman's lawyer
 at every turn, says:—"I have not
 seen the papers yet, and only know
 that the appeal was allowed, and will
 be heard on January 19th. It won't
 relieve the situation for Mrs. Sterna-
 man. She will have to go to Canada
 and stand trial."

LANDLORD AND TENANT LAW.

The Carswell Company has issued
 a new legal work entitled, "Manual of
 Law of Landlord and Tenant," by
 R. E. Kingsford, LL. B., Toronto. It
 is a book of 250 pages, in which Mr.
 Kingsford has set forth in popular
 form the law of landlord and tenant.
 There is perhaps no branch of law of
 such general interest or one of which
 accurate information may be acquired
 with more advantage. Mr. Kingsford's
 arrangements of the law under its
 various headings is excellent, and the
 index is full, yet concise. The set of
 forms which complete the work will
 be found useful. There are many
 larger and more pretentious works, but
 few so well adapted for general use.
 A knowledge of its contents may save
 a landlord the luxury of an expen-
 sive lawsuit. Although prepared for
 general use, this work will no doubt
 have a wide circulation amongst the
 members of the legal profession.

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