

men at no fewer than 200 railway stations. The result has been a saving of £30,000 per year in salaries. The average wage paid to a station mistress is £50 per year, whereas "the objectional male" used to receive £130. But, as the Sydney Telegraph asks, "How is the Victorian woman going to support a husband and family on £20 a year?"—London Globe.

An American official report states the entire horse power used in the States as 3,500,000, which he informs us is equal to the muscular force of 21 millions of men. From these data he proceeds to show the effect on population of having all the power of the country supplied by men. The calculations are absurd. Fancy railway trains drawn by men, or men used to give the power necessary for running the machinery of a factory. Such official statistics are worse than useless, they are childish.—Canadian Trade Review.

Not at all useless or childish. They serve to convey ideas of the developments that have been and are being made in mechanics, and to illustrate the progress of the world in these directions. Of course railway trains cannot be successfully moved by the power of human muscles, but even in this day the only available method of travel in some parts of the world is by chairs slung to poles carried upon the shoulders of human beings.

The London Times publishes a letter which is signed A Capitalist in which are related some truths that should command the attention of those who desire Canada to adopt Britain's free trade system. Two paragraphs of this letter are here reproduced:—

I am a capitalist and have been engaged in one of our largest staple industries for over 30 years. During the first 20 years the returns were sufficient to provide for renewals of plant and also for its gradual extension. During the last ten years each year has produced diminished results, until there is now not only no profit at all, but a gradual diminution of capital. At the same time I know that my trade is extending in all parts of the world, and is yielding, in all countries except England, from 10 to 30 per cent. of profit. As to the prospects, I can see only a settled determination (which is openly expressed) on the part of the work-people to exact every penny of profit from me; and on the part of the Government to make me pay every year a larger proportion towards the taxation of the country. It is quite clear to me that capital has to have no place in England, and that it is going to be an offence punishable by fine to be frugal and industrious; therefore the sooner capitalists accept the situation and act upon it the better for themselves. With this view I am quietly working out my plant, and I know many others who are doing likewise.

When the working classes have got rid of "the bloated capitalists," and the Government finds the unemployed on its hands without the income-tax and other taxes in its hands, it will realise, like the Israelites of old, how difficult it is to make bricks without straw. It is a fact that for the last four years many of our largest machine works have made over three times more machinery for exportation than for home use; and some of these machinists are now removing their works to foreign countries. Capital must have its remuneration, and, if I am correct in my views that it does not now receive any return, whether employed in agriculture or in manufacturing industries, the time is not far distant when the army of our unemployed will be counted by its millions, and our industries will be lost never to return. Government and trade unions seem to be conspiring together which can first drive capital out of the country. With the capital will depart those who have

contributed more than any others to build up the prosperity of England—I mean the thrifty and industrious out of all classes. Money is very cheap at present, where the security is undoubted; but this arises from the general disinclination to employ it where labour comes in. It will be gradually drafted into other countries as our active capitalists clear out from here, and we shall, with present conditions, before long be overtaken by a period of dear and scarce money and of dire distress.

The electric railway is one of the best friends of the man of moderate means, the man who belongs to that class which forms the majority of the 44 per cent. of this country's population which makes its home in cities.

This man of moderate means is usually called upon to spend a third of his income for rent. He must live in the city in order to be near his business. He is forced to raise his children in the city, often under very undesirable circumstances. He cannot give his family the many benefits of country or suburban life, because he must earn money so that they may all live; to earn money he must work; to work satisfactorily he must have his home convenient to his business—therefore, as the majority of occupations are carried on in cities, he must, perforce, live in a city. But with the constantly increasing number of suburban and interurban electric railways, this state of affairs is being more pleasantly adjusted. By using the electric railway this man can live miles out of the city and be within the same number of minutes of his business as he is now in the city. When he is miles from his business he is in the country or suburbs, where he has the advantage of cheaper rent, pure air, good environments for his family, and much else his heart craves. If he moves miles from the city he leaves vacant his former home. If his neighbors do the same, there are many vacant houses, and the landlord must reduce his rents in order to collect any. Thus, substantial benefits accrue to those who must live in cities. These are simple and logical facts, and their truth is being demonstrated daily. Electrical Review.

One of the singular and remarkable anomalies of the Ontario elections now fortunately brought to a determination was the defense of a Canadian Manufacturer and the National Policy by the London Advertiser, an avowed free trade paper, against what it calls the attacks of the Free Press of that city, a staunch protectionist paper except during the campaign. Hear what the Advertiser says:—

The London Free Press indorsed the civic by-law which has for years been on the books of the City Council. It offers exemption from taxation for a term of years to any one who will start a new industry. The Messrs. Hobbs found the large factory idle. It had been so for years. Its buildings were going to wreck. There seemed to be no prospect of having it set going. Though they had up till then confined their attention to their large wholesale business, the Messrs. Hobbs accepted the offer of the city. They agreed to employ the necessary number of men to receive the advantages offered, with the consent of us all, to any one who would start a new industry. From the day of starting till now the factory has been humming, with many more hands at work than stipulated in the contract with the city. The Free Press, on behalf of Mr. Meredith, now argues that the bargain should be broken—that the terms offered to this company shall be withdrawn, and that—such is its reasoning—the workmen will be dismissed and the factory brought to a standstill!

Such scandalous election tactics will no doubt be rebuk-

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