

are now, and the people would not anticipate with alarm a depreciated currency. Then the silver would take care of itself. It would pass for what it is worth. It would not need to be redeemed in gold as at present. There would be no necessity for gold reserves except to protect the greenback currency of the government. Then the fear that the government would be swamped with silver which it could not maintain at an artificial purity would vanish. Then prosperity would return to the East, and as a consequence to the West and the Rocky Mountain states. By delaying the repeal of the silver purchase clauses of the Sherman law the mining states are protracting their own agony.

GOLD AND GREATNESS.

AN American contemporary which advocates the free and unlimited coinage of silver dollars declares that the world, out of much wisdom and experience, adopted gold and silver as primary money; and that the experience the countries are now having that have demonetized silver ought to be enough to convince them that they have made a mistake.

Among the countries which have demonetized silver or ceased to coin it are Great Britain, France, Germany and Austria-Hungary; and we fail to observe wherein they have encountered any experiences which ought to convince them that they had made a mistake. Of course these nations have their financial depressions and exhortations; but they do not experience any such ups and downs and financial and industrial distress as now weighs like an incubus upon the United States. Austria has recently ceased to regard silver as legal tender, having adopted a monometallic standard, but Austrian banks are not failing nor are Austrian workshops being closed. If Austria has really made a mistake in abandoning silver and is unconscious of the fact, by what process do the American silverites expect to convince that country of it? We know that an unsuccessful effort was made at the recent Brussels conference to do so. Mexico has free silver coinage, but gold is not in circulation there; and the country does not appear to be in the enjoyment of any remarkable degree of financial prosperity. China has free silver coinage, but we do not consider that country to be as progressive as France or Germany or Great Britain; and certainly the United States does not hold up China to be emulated by Europe. The advancement of a country in the arts, sciences, industrial progress and social refinement may be measured by its monetary and financial system; and we can but observe that these countries where bi-metallic standards prevail—China, Mexico, the Central and South American States—are the poorest and most backward in the world; while those countries where gold only is the standard of value, are the richest and most progressive, and stand at the head of the procession in the great march to national greatness.

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A CANADIAN ELECTRICAL ENTERPRISE.

ALLUSION has heretofore been made in these pages to the Niagara Falls Park and River Railway, which extends from Queenston, on the Niagara river, a few miles from lake Ontario, and at the head of navigation at that end of the river, to Chippewa, on the Chippewa river near where it empties into the Niagara river near its connection with lake Erie. Mr. T. C. Martin has written a description of this road and its surroundings, and we are sure our readers will thank us for reproducing the article almost in its entirety. Mr. Martin's description is as follows:

Canada has been quicker than any other part of the British Empire, not excepting the mother country, to appreciate and adopt the electric railway. As far back as 1884, the encouragement given him in the Dominion induced the late Charles J. Van Depoele, a pioneer if ever there was one, to construct a road at Toronto, running out to the Exposition, with conduit contacts; while his road with overhead conductors, in the same city, in 1885, over practically the same route, carried as many as 10,000 passengers a day. Then came the Van Depoele roads at Windsor, Ont., and St. Catharines, Ont., both successful, and the latter to this day using its old platform motors with sprocket wheel connections to the axle, and metallic circuits with overrunning trolleys. When we turn to the roads now in operation and especially to the magnificent road lately equipped and started by Canadian capital and enterprise at Niagara Falls, we realize how crude and faulty the early work was. But without it the art would not have attained its present perfection, nor should we with such hopeful examples as the Niagara road before us be looking forward to the immediate employment of electricity for tractive purposes on long roads to whose operation steam alone has hitherto been considered adequate.

It is true that in her noble water powers, Canada possesses a strong inducement to the transmission and utilization of their energy by means of electricity, but the fact that they had all the resistless Niagara River to draw upon did not save the projectors of the Niagara Falls Park & River Railway Company from a good deal of ridicule and sarcastic comment when their scheme was first brought forward. This scheme was to build a first-class electric trolley road from Queenston, the head of navigation on Lake Ontario, around the Falls and the Rapids, to Chippewa, the foot of navigation on Lake Erie, a distance of about 13 miles. These termini are at this hour, and have been these 50 years, ruined and deserted communities, left aside by the stream of travel flowing in newer channels; and to many people it seemed a well-nigh crazy project to build a road over the ancient "portage" between the two hamlets, and to trust for an income to the chance fares of visitors to the intervening Falls. Despite opposition and criticism, however, the plan was carried out, and its success is a standing monument to farsighted enterprise and engineering skill. Every Canadian who travels over the road is proud to know that it has been built by Dominion capital and operated by his countrymen; that the equipment is practically Canadian throughout, and that the road is not excelled in any respect in either the United States or Europe. So marked is the success of the road, and so obvious now are its possibilities, that ridicule has changed into all kinds of hints as to the ulterior motives of its incorporators, and as to its value as a link between the large railway systems converging at Suspension Bridge. It is an old story. Nothing is more foolish than failure; nothing more astute than success.

The road may be said to begin at Queenston, where it connects with the dock of the Niagara Navigation Company, whose fine line of steamers ply across Lake Ontario to Toronto, about forty miles beyond. The road has no less than thirty-seven per cent. of curve, but the grades are not much