

bolts, as well as iron bridges are made by this growing concern. The work already turned out is of a quality and appearance that gives promises of continued prosperity.

CHARCOAL AND IRON.

We have previously referred to the charcoal iron manufacturing enterprise engaged in by citizens of Kingston on the Kingston & Pembroke Railway near Sharbot Lake. A charter has been obtained for the company, and \$10,570 out of a subscribed capital of \$44,300 has been paid in. Directors were appointed at a recent meeting as follows: C. F. Gildersleeve, H. Cunningham, J. A. Muckleston, J. B. Carruthers and Boyd Caldwell. A motion was carried, of which the following are the terms: "That a meeting of the shareholders be called as soon as the directors are in a position to recommend the description of iron works to be adopted, and before the iron works are proceeded with."

Under the agreement made by Mr. C. F. Gildersleeve with Mr. J. Matthieu, work is proceeding with the construction of the works with eight retorts, having a capacity of charring sixteen cords of wood per day. A patent retort and cooler were ordered from Syracuse, from the model of which seven others are being made in Kingston. The necessary grading for the erection of the buildings is nearly completed. The buildings will consist of a wood shed, retort house, chemical works buildings and a charcoal shed.

TRADES AND THE APPRENTICE SYSTEM.

The practice of giving a boy a trade, whereby he can earn a livelihood and become an industrious and useful citizen, is quite out of date. This is partly because of the arbitrary action of trades unions restricting the number of apprentices in order to prevent a possible surplus of skilled workmen, and partly because of social changes which have led to the conclusion on the part of parents that their children are mentally qualified for "something better." Boys still learn trades, to be sure, but not to the same extent that they once did, nor in the thorough manner in which trades were once learned, because on neither side is there the same feeling of obligation there was in the olden times. In many departments of mechanism, mechanics and machinery are now employed to do the work that apprentices were once employed to do, and most of the boys who are taken to learn trades now-a-days, acquire just enough practical skill to make them inferior workmen.

In view of this decline in the apprentice system the need of technical education is beginning to be keenly felt. In England there are various institutes for scientific and practical education in different branches of mechanical industry, where study and labor supplement each other and the pupil learns not only how a thing should be done, but how to do it. In such schools the largest knowledge and the greatest practical skill are required in teachers, and not only a spirit of emulation is excited in the students, but their inventive faculties are stimulated. In this

country a few such schools have been founded by private munificence, but they are altogether insufficient to meet the public requirement, and there is a strong sentiment in favor of State aid in providing for the largest and freest industrial education. The public schools were organized for the purpose of promoting practical knowledge and general culture, and there is no good reason why some form of industrial training should not be introduced in connection with them.

Business prosperity has returned, and there will certainly come increased demand for journeymen of every craft, and good wages will be paid for skilled labor. It will then be found that the supply is totally inadequate. As a consequence of the decline of the apprenticeship system the field of clerkship has become overcrowded, as has also that of the professions. And even if they were not, poor boys must be content to spend many years in toil and poverty before they can hope to become self-supporting. There is nothing, on the whole, that is better for the rising generation of boys than a good trade, and how to provide them with the means of acquiring one is a subject well worth the consideration of statesmen and others. Give our mechanics and workmen the scientific and artistic teaching they need, and we shall have the double advantage over all competing nations of producing unlimited supplies of raw material and the skill to manufacture them at rates which will command the markets of the world.—N. Y. Shipping List.

STOCKS IN MONTREAL.

MONTREAL, October 5, 1881.

STOCKS.	Lowest Point in Week.	Highest Point in Week.	Total Transacted in Week.	Buyers.	Sellers.	Average Price, like Date 1880.
Montreal x.d.	199½	202	2719	199½	200	154
Ontario	71½	74½	10493	71½	72	86½
Consolidated			15	91	92	
People's	115	115½	104	114	116	99
Molson's	159½		125	159½	165	
Toronto				107	110	91½
Jac. Cartier	124½	125½	328	124	125	105½
Merchants	144	146½	2948	144	144½	129
Commerce			4	118	121	
Eastern Tps		97	25	95	97	
Union						
Hamilton		140½	37	140	140	
Exchange	128½	13	1679	128½	128½	132½
Mon. Tel. x.d.		99	29	95	98	
Dom. Tel. x.d.	53	55½	1530	58	53½	58½
Rich. & O. Nav.	128	132½	295	132	133	120
City Pass	142½	143½	1466	142½	143	145½
Gas x.d.						
R. C. Ins. Co						
Commerce x.d.						
MI. Tel. Co. x.d.						

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