

## DISMISSED FOR SMILING.

The maintenance of proper discipline in the shop is a matter of importance. At the same time it is quite possible to go too far. Messrs. Sawyer Bros., of Peckham, must have realized this when Miss Rose Arthur, an ex-employee, successfully sued them for damages in lieu of notice, she having been summarily dismissed by the firm for smiling in business hours. It appears that one of her companions observed, "Poor old Kruger is dead; he died last night;" not a remarkable witticism, but still sufficient to justify a smile in the dull region of Peckham. But the omnipresent eye of the firm saw the smile, and punished it by the instant dismissal of the smiler. It is true that when in Court they endeavored to show that the smile at the supposed death of old Kruger was only one of numerous examples of hilarity in the wrong place. Miss Arthur was charged with "larking about," and getting into corners," but the judge justly enquired: "What amusement would it be to get into corners?" But in any case it is perfectly clear that Miss Arthur's trifling breach of what will strike most people as an absurd rule, did not justify instant dismissal.

The case is valuable as throwing a light upon what is undoubtedly a serious abuse. At one of the early meetings of the Draper's Chamber of Trade, Mr. Evan Griffiths made an earnest and eloquent appeal to the trade to abolish the practice of instant dismissal. We have grave doubts whether the practice is not illegal in a majority of instances, unless warranted by express agreement. A domestic servant may be discharged for "gross misbehavior," but we take it that even a hearty guffaw, within earshot of the mistress, much less a smile in her presence, would not justify such treatment. We trust that the moral of the present case will not be lost on the trade. Apart from having to pay for a mistake, it is not pleasant to cut a ridiculous figure in the eyes of the world. "Let us hope," said the "Daily Telegraph," in reference to the incident, "that this young lady will soon get fresh employment in some shop where it is held that cheerful selling encourages liberal buying."—Draper's Record.

## THE THINGS THAT REALLY HAPPEN.

Many of the great fighters and men of action, after perils on land and sea, and heroic deeds that live in history, found commonplace ends. It seems curious that a general should go through dozens of battles unscathed and then choke to death on a peach stone. It seems wrong that a man should endure the dangers of an adventurous life, and then become the victim of a folding-bed. But all these things happen, and it was hardly necessary for the papers of the country to poke so much goodnatured fun at Captain Sigsbee, who, after being blown up in the Maine, and having a conspicuous part in a war with a foreign country, met his first mishap with a Brooklyn trolley car. Of course, we understand that the Brooklyn trolley car is a peculiarly aggressive and murderous specimen of its kind, but there is no reason why it should not have had more respect for such a hero as Captain Sigsbee. After all, the things that really happen are the things we never expect. The pert, freckled, snub-nosed girl, who never knew her lessons, in after years marries a millionaire, while the lovely, modest belle of the village, who stood well in her classes and sang in the choir, is drudging away, wondering at Fate. The good boy, who everybody in the neighborhood knew would be either a preacher or President of the

United States, is still clerking in the dry goods store, while the mischievous kid, who everybody expected would land in jail, has turned out a decent member of society, and a very rich one.

The foregoing is from the Saturday Evening Post, and one of our Detroit contemporaries considers, as we do, that there is much good thought in it for those persons who are hesitating about taking out an accident assurance policy. We cannot know what is going to happen, and in this present month of railway accidents, in deep snow cuttings, icicles falling from house-roofs upon pedestrians, it is wise to be protected by some accident assurance.

## BONUSES TO INDUSTRIES.

In answer to a circular sent to the various municipalities by the select committee of the Quebec Legislature, relative to Mr. Chicoine's resolution on bonuses, Mayor L. C. Belanger, of Sherbrooke, prepared a statement and forwarded it to the chairman of the committee. The result is very interesting, as setting forth the success which has been attained in the building up of the city by granting bonuses. The opinion of Sherbrooke appears to be in favor of bonusing. Following are the replies:

What is the amount of the total debt of your municipality?

Answer, \$552,000.

Has your municipality granted any bonus to manufacturing undertakings?

Answer, Yes.

What are the names of such undertakings, the date of each bonus approximately, and the amount granted in each case?

Answer. a. The Paton Manufacturing Company, in 1871; site for buildings and cash bonus, \$5,000; b. The Meat Factory Company, in 1875, bonus, \$20,000; c. The Worsted Company, in 1891, bonus, \$25,000; d. The Royal Corset Company, in 1894, bonus of 5 per cent. on wages; e. The Hovey Bros., Packing Company, in 1895, 5 per cent. on investment of \$5,000; f. The Jenckes Machine Company, in 1896, \$30,000; g. The Gardner Tool Company, in 1897, \$17,500; h. Walter Blue & Co., in 1897, exemption from taxation for ten years on factory valued at \$10,000; i. The Brussels Carpet Company, in 1899, in lieu of The Gardner Tool Company, discontinued, \$17,500; j. The Quebec Central Railway Shops, in 1899, \$15,000; k. The Rand Drill Company, in 1900, \$15,000.

Are the manufactories so subsidized by your municipality still in operation?

Answer. The meat factory was discontinued after four or five years, but it has been replaced by the Quebec Central Railway Company; and the Gardner Tool Company, which was a failure owing to the manager's private affairs, has been replaced by the Brussels Carpet Company. The Royal Corset Company discontinued business after a short time.

Which have been successful, and which unsuccessful?

Answer. All have been successful, in so far as the city's interests are concerned. Three were short-lived, but two of them have been replaced by new and thriving industries.

What has been the practical result of each bonus as regards the real progress of your locality; has there been any increase in the value of real estate, and in the number of the population, and if so, please give an approximate idea of each such increase?

Answer. The practical result of each bonus, as regards the real progress of our locality, has been to increase the population and enhance the value of real estate, as shown by the following figures; In 1869, there were sixteen industrial establishments in Sherbrooke, giving employment to four hundred and thirty-eight

persons (438), forming part of five hundred and twenty-one (521) families, and supporting 959 persons. The total amount of wages then paid annually by all those establishments was only \$103,600. The total population of the town was then 4,432 souls. The total valuation was then \$855,830. To-day the number of such establishments is more than doubled, and the size and importance of the new industries, promoted by means of bonuses, cannot be compared with those of old. Why, the Jenckes Machine Company, alone, employ about 300 skilled workmen, and pay nearly \$100,000 in wages annually. The Paton Mills Company employ an average of 570 hands, and pay an average of \$156,000 a year! The valuation roll shows the following strides: 1861, \$723,775; 1871, \$885,175; 1881, \$2,025,655; 1891, \$3,552,333; 1898, \$3,975,220.

The population of Sherbrooke to-day is over 11,000 souls! Business is good. New buildings are going up all around, and we are passing through a period of prosperity really remarkable and unknown for years.

A few enterprising citizens have bought of the British America Land Co., a tract of land, which was kept as pasture in the very heart of the city, at the price of \$35,000, and are now selling it as building lots. Quite a village of nice houses has already been erected where two years ago there was absolutely nothing; streets have been opened, and all the modern improvements are going on there as well as in all other parts of the city.

Upon the whole, we are here generally of the opinion that the bonus system has very materially contributed to render the Sherbrooke what it is to-day, one of the most prosperous and active towns in the Dominion. Nature had endowed it with the finest water-power in the land, but it was distant from the great centres. It was by means of bonuses to railways that it secured three important roads, viz.: The Canadian Pacific, the Boston and Maine, and the Quebec Central. Under this head alone, it has paid in bonuses about \$150,000. And to-day, if a new industry of importance and offering guarantees of success should present itself, Sherbrooke would be ready to go as far as its means would allow in order to secure it. It is owing to this policy that our city has become one of the best markets in this province, and a source of prosperity for the surrounding country.

Do you consider, that in the general interest of the province, it would be desirable to forbid municipal bonuses to manufactories by adopting in future the legislation of Ontario, where such prohibition is in force?

Answer. I say decidedly, No.

Is it to your knowledge that industrial establishments have been induced, by municipal bonuses, to remove from one place to another in this province, and can you communicate to the committee any remarks you may have made on the subject?

Answer. Here we know of only one which is said to have removed to St. Hyacinthe, through being induced by a municipal bonus. We were prepared to go almost any length to retain it here, but its owners would not entertain our offer.

—A circular was sent out to station-masters on an Irish railway protesting against the plastering up of advertisements on outside and inside of stations until even the signs bearing the names of the stations were hidden. Among the replies to this circular was the following: from an unmistakable Irishman: "There are no advertisements hiding the names of stations upon this part of the line, and any person can see them without obstruction. The only thing we lack in the shape of advertisements is the need of more!"