

TRADE UNIONS.

It is capable of logical demonstration that all caste or class associations, however wisely designed, are not only opposed to the interests not thus represented, but also tend to the injury of those for whose welfare they are nominally created. It is impossible to separate the well-being of a class from the common good in such a manner as to array the single interest against all the rest, and thus to promote its aggrandizement at the expense of that which is excluded. A knowledge of human nature and the mutual relations of man to his fellows reveals the principle; and all experience and observation serve to confirm and establish it. The organizations of workmen as a class furnish abundant illustrations of its truth. At first they assumed only the importance of association for mutual improvement and helpfulness in their personal relations to each other. Then they broadened themselves into a more explicit body to resist the rapacity and injustice of employers, and to guard against the extortion and oppression of capital. Assuming that there is a natural antagonism between labor and capital, they set themselves ostensibly in array against it, but really became only an incubus upon the members of their own craft. Even if capital were the tyrant represented, the little sin, or of capital, the oppressor is thicker than the lions of the golden desert. Individual liberty was never so restrained by an employer as by this dictation of associated workmen. The success which the organization has reached is in this direction. It is able, to a great extent, to domineer over the laborer, to deprive him of work, to regulate his coming and going and his wages and seasons, and to make him feel his subjection to the new power. It operates directly against both the better and the poorer workmen when it seeks to bring both to the same level. If left to the natural law, both would be employed, the skilled and expert at wages above the average, and the inferior at something below it. The first effect of equalizing wages which comes from prohibiting any one from working except at an arbitrary fixed rate, is to give more than they are worth to one class, and less to another. The seeming advantage which this gives to the inferior workman is more than counterbalanced in his case by the fact that whenever any one is thrown out of employment he is sure to be the sufferer. At this point the interests of both classes are sacrificed. If he were allowed to offer his services not at the extreme maximum rate, but at such price as might be offered, the competition with the better workman still employed would be compensated for by the increased consumption of the product thereby promoted. It is not true, even as a question of competition, that the liberty given to a slow or inferior workman to seek employment at a price below that paid to rapid, skillful laborers, tends to reduce the compensation of the latter. The whole foundation principle of the union is wrong, even on the score of equal justice to all, for it is neither just nor beneficial to establish a uniform rate of wages which employers are to be compelled to pay, and workmen forced to exact, by the whole power of the organization.

Having established this tyranny over their fellow workmen, and bound their necks in this yoke of iron bondage, the selfish leaders of these unions are now turning their efforts into a new channel. Within a few days a concerted movement has been made to obtain political power through this class organization. Nothing could be more injurious to the workmen than success in such a combination. Those who have applauded these associations in their efforts to apply their arbitrary restrictions to the free movements of labor, will doubtless repeat the demonstration while the political trick plays into their hands; but they will find ultimately, if the game is successful, that they have aided a most intolerable tyranny. We had intended in this connection to say a word in regard to the co-operative system, so strongly urged upon the laborers, but we must reserve that for a separate article.

We took the ground many years ago that all these organizations of special classes in society, designed to exert an influence outside of themselves, must result in evil to the whole body. They are like sectional or geographical distinctions: for as they have any influence it is inimical to the common good. Some have recommended an association of taxpayers, by which they mean the holders of visible property who are heavily represented in the tax list. Nothing could be more ridiculous. The humblest laborer in New York pays his share of the tax as truly as the head of the Adairs. The interests of men living together in society are inseparable, and whatever tends to isolate a class and set them up on their own account in seeming antagonism to the others, injures the whole body, but does the greatest wrong to the single member thus placed in the attitude of hostility to all his fellows. The brawlers who talk so much about the dignity of labor and the necessity of its thorough organization to protect its rights, are the worst enemies of the class they profess to represent, and do more to oppress, rob and cheat the laborer of his natural rights than can be effected by all of those who are denounced as his foes. If the workmen can be saved from these professionalists, they will need no other protection.—*N. Y. Journal of Commerce.*

The New York Tribune says:—Baring Brothers & Co., foreseeing an opportunity for a neat "turn" in the late attempt to bull gold, borrowed from our Treasury, through Ambassador Molley, some ten millions in gold on a deposit of securities in London. When the rise was at its height, the order to sell this gold was given to a broker, who "planted" some nine millions of it on Albert Speyers at 160. So the transaction stands:—Albert Speyers has purchased nine millions of gold of the Barings at 160. They (the Barings) can cover at 150; profit on the transaction \$2,700,000, if Speyers pays for the gold. Up to this time, it is believed, he has not done so.

FUR CULTIVATION.

An establishment for breeding Minks is now being cultivated in Cornwallis, Nova Scotia, some two miles from Berwick Station, on the Windsor and Annapolis Railroad. Our correspondent who passed over the road not long since has gathered the following facts respecting it, which we think will be of interest to many of our readers. Mr. G. W. Barreux is the proprietor of the place and will be pleased to show the establishment to any who may wish to take a look at it. It contains two acres and upwards of lowland and high land, with a brook running through it, a very fitted feet wide and three to seven feet deep. Twelve as long on the brook as it is wide, is a structure with walls above ground, say ten feet high, and thirty by fifteen feet on the ground, composed of wood and iron. There is a projection on top of about two feet with a wall extending below the surface three feet. There is an iron grating at each end of sufficient height and width to allow all the water to pass through at time of a freshet. A number of houses built on each side in the high ground are fitted up with superior furniture, in accordance with the refined taste of the occupants, their food consists of fresh fish, frogs, meat, and occasionally a goose, duck or fat chicken. In the way of vegetables, parsnips are the favorite dish. As the establishment is not quite completed, and the stock quite limited, we cannot give full information as to the habits of the animals. The proprietor says if he can obtain sufficient stock, his intention is to enlarge the establishment in five acres, although it will require a large outlay. His neighbors have all sorts of ideas about the enterprise. Some say the animals will not live, others the fur will not be of the same quality as if they were at large or wild. He says he hopes they will interest themselves enough to put out box traps, and put on fresh bait every two days, to catch as many as he will give a large price for. He intends to give the enterprise a fair trial, and it is to be hoped the novel idea will be a paying one.—*St. John's Telegraph.*

THE GREAT OCEAN RACE FROM CHINA.

The Glasgow Herald, in announcing the arrival of the "Titanic," says that notwithstanding the withdrawal of money premiums to owners of China clipper ships for the fastest homeward voyage with the first season's tea from China, considerable interest is still manifested in nautical circles regarding the voyage of the magnificent fleet of vessels now engaged in that trade. Already two Clyde-built steamers have been reported from China within the past few days—the "Achilles," Capt. Russell, having completed the voyage in 61 days 3 hours from Foo-Chow-Foo, including 63 hours' detention in the ports of Hong-Kong, Mauritius, and Madeira. This is the fastest voyage on record. The voyages of the sailing ships, however, have hitherto had the greatest interest centered around them; and while it may be a matter of serious consideration to the owners of sailing ships whether or not they may yet be compelled to have auxiliary screws fitted up in their respective ships, should the Suez Canal prove a success, the general public are satisfied with having recorded the arrivals of vessels with which they have become familiar. The first arrival of a sailing ship this year is one which was built to perform great sailing feats; but through an unfortunate calamity which befel her on her maiden outward voyage, she has ever since been entirely overlooked. From intelligence received in Greenock on Tuesday, this ship, named the "Titanic," Capt. Bess, is reported as having arrived in the Downs from Shanghai, in 62 days, and from Amoy in 63 days. The "Titanic" was always recognized as being one of the finest clipper ships which was ever built on the Clyde. In 1877 the clipper ship "Sir Lancelot," Capt. Robinson, was the first arrival of that year from Shanghai, in exactly the same number of days as the "Titanic's" passage this year. The "Sir Lancelot" was also built by Messrs. Robert Steel & Co., Greenock, and is owned by Messrs. Macdonald of that town. As Shanghai is considerably farther away than Foo-Chow-Foo, the respective passages of the "Titanic" and "Sir Lancelot" are even more remarkable than the passage of these ships coming from the latter port.

THE WALL STREET PANIC.

The N. Y. Post, in a leading article, shows how widespread and how deeply felt must be the existing financial panic. It says:—
"The reason of it is that the trade of the country is inextricably involved with Wall Street speculations. Excepting a very few great houses, which have a history and a character of their own, there is no merchant, no trader, to whom his neighbors, creditors and customers can point with entire confidence that his business is so conducted that no Wall Street panic will affect him. Many importers of foreign goods make it a practice to borrow gold at the Gold Room to pay for their invoices and duties. Merchants with unemployed funds on hand regularly lend them to Wall Street dealers, often at an exorbitant interest, to foster speculation. Those whose own trade is dull are apt directly to risk 'a little' in stocks in hopes of easy gains. The Banks have used immense sums in loans to speculators, and, however strong they are, can only command their strength in a crisis by sacrificing these, their most profitable customers. Worst of all, thousands of clerks, bookkeepers and small tradesmen in all parts of the country have tried to eke out inadequate incomes by taking risks in gold and stocks, and how many of them may have yielded to the terrible temptation to employ funds not their own in this way, will perhaps never be known."
Upon the shorelighted, or shipping Secretary of

the Treasury, the editor brings such if not all the

"Had Mr. Boutwell let the gold market alone, (the editor tells us,) the speculation, which had already culminated, would have subsided rapidly. The furious stimulus which his announcement gave to the 'bear's' would have been wanting; and the throng of little 'bulls' who were trying to follow up the 'bear's' and did not know that the latter had quietly ceased to lead, would have found out their position quickly, and retired with such losses as they might expect; and after a few open failures and many private settlements business might have gone on as usual, for a time."

LIVERPOOL MARKETS.

Liverpool, Wednesday, Sept. 23.

THE weather still continues broken and unsettled, and the new English wheat coming forward is not so dry as it was, this in some measure accounts for the lower average price in our country markets. We believe most of our farmers are unwilling sellers at present prices, but they are obliged to do something to pay their rent and to meet current expenses.

At the London corn market on Monday last the supply of wheat was moderate, the trade however was very dull at 1s. per quarter decline on both English and Foreign wheat; and 6d. per brl. and 1s. per sack on flour.

At our corn market, on Friday, there was a very fair attendance of country buyers, but very little business resulted, and that at a decline of fully 1d to 2d on the prices of the previous market.

At our corn market yesterday, there was about the usual attendance of country millers and dealers, but wheat was in better demand, and a good business was done at the prices of the previous Friday. Flour was also in better demand without change in value. Beans and Peas were also without change, but Oats was lower. Indian corn rather easier.

Deliveries of British wheat for week ending 23rd inst.—3874 qrs, against 77,453 qrs in 1873, and 19,233 qrs in 1877.

Imports into this port for week ending 27th Sept.—Wheat, 79,401 qrs; oats, 2,453 qrs; peas, 1,527 qrs; Indian corn, 44,146 qrs; oatmeal, 2,823 loads; flour, 12,330 sacks, 57,945 brls.

Exports in the same time were:—Wheat, 1,044 qrs; oats, none; peas, 23; Indian corn, 553 qrs; oatmeal, 12 loads; flour, 839 eks, 1,679 brls.

Provisions.—Butter is in fair demand, some heated lots sold at 9s. Lard very dull and little doing. Bacon and Hams are neglected, and lower, a large business done in Cheese at full rates.

Arable sales very trifling of Potatoes at decline. No Paris sale.

Copper Ore.—A fair business, some Canadian of over 50 per cent. sold at 13s 6d. ex yard, and some lower produce at 13s 1d. ex yard.

KENNETH DOWIE & CO.

ST. JOHN, N.B., SHIPPING INTELLIGENCE.

(From Cudlip & Snider's Circular.)

St. John, N.B., Oct. 5, 1873.

Freights.—Freights continue in the same dull state as advised in our two last circulars, and shippers for Liverpool but little inclined to offer; as from the continued dry weather there is no accumulation of stocks. Rates to Liverpool remain much the same, but better figures are obtained for small sized vessels to Ireland and out-ports; the offerings of tonnage having been scanty, a good business being open to them from the United States, and shipments to Cuba from this port also going forward freely considering the early season.

The engagements have been—Ship, 1,527 tons, for Liverpool, reported 6th 3d; ship 63 tons, for Liverpool, birch timber and palings £1,010, ship 818 tons, for Woolwich, £1,550 lamp sum, ship 703 tons, for Belfast, ship 655 tons, 72s 6d for Cork Quay; ship 59 tons, £25 6d, Queenstown, for orders, and discharge at safe port in Ireland.

We quote—Liverpool, 63s 3d to 67s 6d; London 65s, nominal; Clyde, 62s 6d to 65s, nominal; Ireland, East Coast, 70s to 80s, according to port and size of vessel.

SPICES AND RICE.—The continued dry weather leaves but little to report in the way of sales—prices about the same, but nominal. Our circular of to-day shows a falling off of about 7,000 standard in our shipments to Liverpool as compared with 1872; and this deficiency is not likely to be made up before the close of the year but rather to be increased.

SALT AND COALS.—At this late season sales are very limited and flat, and doubtful if even 60s to 65s per sack could be obtained. Coal, in consequence of the dullness of the American market, and the diversion of a large quantity of Sydney coals to this market, have broken down in value, and sales of Sydney coal to best Liverpool have been made at 15s per chaldron; Scotch, £3 8d; and a cargo of Wallsend House from Hartlepool, at \$4 25.

ABSTRACT.

	Vessels.	Tons.	Birch.	Plngs.	Sq ft.
					Dolls.
London					
Liverpool					
Clyde					
Bristol Chan					
Ireland		1,614			1,632,000
Other Ports		1,023	260	524	423,000
		7	2,223	220	555
					2,322,000

There is 13 ships, 8,401 tons, in port, against 24 ships, 19,917 tons, same date, 1872; of which 2.4 are loading for Liverpool, against 9 in 1872.