

Irish. . . . The English Government (of the Tudors). . . . passed Acts from time to time, disabling Irish chiefs, forbidding Irish labor, denouncing the least approach to Irish manners and customs, and levelling the whole force of indignation and disgrace against the very name of Irish. The protection of the English law reached not beyond the narrow limits of the 'Pale.' . . . On the lower orders of the English retainers the consequence was perilous. They learned to regard the Irish as fit subjects for plunder, to commit all sorts of atrocities under the degraded name of patriotism, to fill the whole country with discontent, immorality, and disorder, that no government, however wise, considerate, or judicious, could hope to overcome; whilst, on the part of the native Irish, the feeling that they were beyond the pale and protection of English law tended to increase their lawlessness and violence. Hunted down like wild beasts, they turned like wild beasts upon their pursuers. As the Englishman learned to associate with the name of Irish all that was vile, savage, and degrading, the Irish man was naturally taught to connect all forms of oppression, cruelty, and wrong with the name of Englishman, to hate what his conqueror loved, and to love what he hated. . . . The English Deputies and their Council, mainly interested in the narrow and immediate safety or prosperity of the 'Pale,' could not be expected to raise their eyes beyond their own exclusive province, or entertain broad and comprehensive views for the amelioration and improvement of Irish outcasts. . . . These English Governors had but one security, but one precaution, the power of the sword."

PARLIAMENTARY REVIEW.

DOMINION.—The company which has been organized for the construction of the Inverness and Richmond Railway, not having given the Government satisfactory proof of its ability to carry out the work successfully, no Dominion subsidy has been secured; and unless the company satisfy the Government of its financial strength without delay, the Richmond-Inverness Railway project will be hung up for the next year at least. In a discussion which took place in Parliament with respect to the branding of all cases containing American cheese, the fact was brought out that Canadian cheese, being of a better quality, is in demand in British markets, and that American cheese imported via Canadian ports, being an inferior article, injures the good name which our own cheese product bears. It was suggested that American packages passing through Canada should be branded, so that buyers on the other side might not be misled. The suggestion, it appears, is impracticable, but the fact that our cheese is better than that manufactured by Uncle Sam is well worth knowing. The Government has obtained leave from Parliament to borrow \$25,000,000, provided the money can be obtained at 3½ per cent. About \$5,000,000 of this new loan will be required to liquidate the floating debt, but it is not quite plain to what purposes the balance of the money is to be applied. A portion of it will be required to pay railway subsidies, and part of it can be expended without the sanction of Parliament. In this connection it is gratifying to note that the Government has announced its intention not to allow of any further increase in our public debt, and if this policy be vigorously adhered to, the credit of the country will be more than maintained in coming years. Mr. Davies, of P. E. Island, brought up the matter of the imprisonment for contempt of court of editor Hawke, of the *Moncton Transcript*, but the House was not in a mood to spend much time in discussing a question which had already been settled by the courts. The Minister of Justice was evidently impressed with the conviction that Hawke's punishment was richly deserved. We have already expressed our views upon the action taken by the Judges, but while condemning the method of trial and conviction, we cannot in any way endorse the utterances of Mr. Hawke, who endeavored to blacken the character and injure the reputation of one of the ablest Judges that ever sat on the New Brunswick bench. Perhaps the incident will have a wholesome tendency, and teach journalists to draw a broad line of distinction between law and those who administer it. Manitobans should now be happy, for they are now at liberty to build railways north, south, east or west, without respect to the C. P. Railway. The monopoly clause of the latter company's charter has been annulled, and the Parliament has agreed to guarantee the interest upon \$15,000,000 of its bonds, taking as collateral a first mortgage upon the company's land grants. Sir Charles Tupper, in presenting this proposition to the House, pointed out that the three parties interested in this transaction, were Manitoba and the N. W. Territories, the Canadian Parliament, and the Railway Company. Through this guarantee of the bonds, the hobgoblin of monopoly had vanished into thin air, and the West is now free to build a net-work of railways if required. The Canadian Parliament, in securing this release from a monopoly had assumed a liability for which they held ample security, and Parliament might well feel satisfied with the result. The C. P. Railway Company, in obtaining a guarantee for its bonds, has secured available funds for increasing its rolling stock, building branch railways, etc. Extreme partisans may cavil at the terms of this compromise, but most sensible men will regard it as equitable and satisfactory to all parties concerned therewith.

INDUSTRIAL NOTES.

Under the heading of "Canada Exporting Textile Fabrics," the *Cotton Factory Times*, *Manchester Guardian*, and other leading English papers, quote in extenso the able article on that subject which appeared in this column, and which was written for THE CRITIC by a gentleman who thoroughly understands the subject.

The following figures, taken from the last census returns of Manitoba, show the strides that industrial progress is making in that Province. The trades enumerated range from the making of aerated waters to sheet-iron

working, and altogether, while in 1881 there were but 344 factories, of all kinds, in 1886 there were 545. The capital invested in 1881 amounted to \$1,383,330; in 1886 to \$3,411,133. The value of the raw material in 1881 was \$1,924,820, in 1886 it was \$2,814,837. The value of the articles produced in 1881 amounted to \$3,413,026, and in 1886 to \$5,399,466.

A GREAT INVENTION.—Christie, Brown & Co., the well known biscuit manufacturers, have purchased a five tons automatic coal scale from C. Wilson & Son, 86 Esplanade street, Toronto. The scale dispenses with the use of loose weights, and subtracts the weight of the wagon from the load without the use of any figures. They are also making improved grain and farm scales on the same principle. A free catalogue is sent to any person requiring first class scales at a moderate price.

The firm of Baker & Greener, North Sydney, carries on the most extensive lobster business in Cape Breton, having four factories on that Island, the annual output of which is over one quarter of a million of 1 lb. canned lobsters, the market value of which is about \$30,000. To fill this quantity of cans over one million lobsters are used, and six hundred hands are employed. Some 7,000 cages are fished, the rope of which, if stretched in a straight line, would cover a distance of 90 miles. Their factory at Gabarus is the largest in the Maritime Provinces, and in it all their cans are made during the winter, and shipped to their other factories in the spring. Owing to the drift ice remaining on the Cape Breton coast until late in May, the fishing season seldom opens before June 1st; and as the present law compels factories on that coast to close July 15th, the time for prosecuting this valuable industry is limited to about 35 active working days out of the year. Messrs. Baker & Greener recently went to Ottawa with a petition of some 4,000 names, praying for an extension of the season for Cape Breton, but the result of their visit is not yet known.

The celebrated Foyle Brewery of Messrs. P. & J. O'Mullin is situated on Artz Lane, in this city, and continues to maintain its well earned reputation for superior ales and stout. Their India pale ale in especial has been the subject of many eulogiums by connoisseurs, and its flavor, free from any harshness and acidity, has been marked by competent judges, so much so, indeed, that at the Colonial Exhibition, where the Messrs. O'Mullin had a greatly admired trophy, English beer drinkers did not scruple to compare it favorably with the world famous brewings of Bass and Allsops. Of the strengthening qualities of brown stout, little requires to be said, as its beneficial effects are well known to many a worn out invalid, and the article brewed at the Foyle Brewery has few, if any, equals in this respect. A marked feature in the brewing business of late has been the introduction of mild and non alcoholic beers to meet a popular demand, and this, Messrs. O'Mullin have met in the most complete manner. In addition to the ordinary table and hop beers, they manufacture and are the sole proprietors of Kraizer and White Spruce beer, and their latest is the now popular Viennese beer, one of the pleasantest drinks one could imbibe on a hot summer's day, being absolutely non-alcoholic. This firm has shown great vim and enterprise in thus meeting the views and demands of all classes of society, a difficult thing to do at the best, where people differ so widely on points like the above. The head of the firm reports business to be very good, the season having opened well. A large business is done all over the Lower Provinces, and extensive shipments made to the Province of Quebec.

The extensive paint works of Wm. Johnson & Co. are located on the Lachine Canal, close to the St. Gabriel Locks, Montreal. The main buildings extend from William street to the Canal bank, a distance of 300 feet long by 150 feet wide. On entering from William street, a broad roadway leads straight through the works to the Canal, where boats, barges, and in fact, craft of every description, both steam and sail, are found unloading their cargoes of raw materials, or taking in their freight of the manufactured article. These raw materials are carried into their respective departments by means of immense power hoists, and thence distributed through the various buildings. The founder of these works, Mr. William Johnson, in 1880 became the general manager of the Canadian branch, for Messrs. Lewis Berger & Sons, (Limited,) of London, England, who, about that time, began in Montreal the manufacture of white lead, paints and colors; and in 1882, Messrs. Lewis Berger & Sons selling out to him their entire manufacturing interest in Canada, he became possessed of the nucleus of his present enterprise, and has succeeded in building up this business to the splendid proportions it has now attained. Entering the factory from the Canal bank the visitor will find himself in the white lead and zinc department, where ponderous granite rollers, like the mills of the gods, are grinding "slowly but surely," and where the daily output is over ten tons. This department has grown year by year, and to-day "Johnson's Decorators" and "Genuine" white leads are familiar names to consumers in Canada. Leaving this floor the coach color grinding department is gained, where a long row of patent mills are busily grinding every shade of color, both for coach and decorative work. Previous to the year 1885, the Canadian paint trade had been supplied with coach colors of various American brands; and although several ineffectual attempts had been made, it remained with Wm. Johnson & Co., of Montreal, to make a perfect success of manufacturing superfine coach colors in Canada. The firm manufactures its own dry colors, and has established a complete laboratory and color works under the management of practical chemists and color-makers, and in order to make a complete success of the coach color business, they also make their Japan. To meet the wants of the house painter, these manufacturers are manipulating and grinding their pure colors in oil with the same care as their coach colors, so that the house painter has at his command a variety of brilliant shades with a guarantee that he can make the combinations he requires. Our space is too