

THE TRIP HAMMER.

Vol. I.

TORONTO, MAY, 1885.

No. 4.

The Trip Hammer.

THE TRIP HAMMER is published monthly by a Board of Editors from the employes of The Massey Manufacturing Co.

The subscription price is Twenty cents per annum, in advance, By mail, Thirty cents. Single copies, Five cents.

Remittances should be made by means of good clean postage stamps or registered letter.

All matter intended for publication must be in before the first of the month. Every correspondent, in order to insure attention, should give his full name and address.

Inform the publishers of any irregularity in the arrival of your paper.

Advertising rates will be furnished upon application.

Address all communications to

"THE TRIP HAMMER,"

Care The Massey M'f'g. Co.,
Toronto, Ont.

EDITOR-IN-CHIEF JOHN B. HARRIS.

ASSOCIATE EDITORS :

J. H. STANTON,

R. HARMER,

W. GRIFFITHS,

GORAM POWERS,

"PROF. SCRUB."

BUSINESS MANAGER W. E. H. MASSEY.

ASSISTANTS :

W. W. ATKINSON,

D. A. CAREY.

CONTENTS.

EDITORIAL	35
CONTRIBUTED.....	39
JOTTINGS.....	43
WORKMAN'S LIBRARY ASSOCIATION.....	44
MUTUAL BENEFIT SOCIETY.....	45
MUSICAL	45
HISTORICAL DIARY.....	45
SELECTED.....	46
LETTERS AND QUESTIONS.....	48
PERSONAL MENTION.....	50
LIBRARY ANNOUNCEMENTS.....	51
NOTICES	52
BUSINESS CORNER.....	52

REBELLION.

Since our last issue the rebellion in the North-West has assumed more formidable proportions than was anticipated. The Government of course expected, from advices received during March, that Riel intended to be ugly, and the

encounter between the police and the rebels, at Duck Lake, left the authorities no choice but to call out the volunteers, which was immediately done. The impression, however, in Winnipeg and Manitoba, seemed to be that on the approach of the loyal forces the rebels would melt away and disappear. This impression we are sorry to say has not turned out correct, the half breeds at Fish Lake having proved that they are not only determined to fight, but that they are foes not to be despised. Immediately on the Eastern troops being called out, the question of their transportation to the seat of war arose. On the one hand was the route through United States territory, which would land the troops in Winnipeg in about four days, from Toronto. On the other hand, the C. P. R. route which might involve delays of a dangerous nature, and would certainly test the endurance of the volunteers to an extent extremely undesirable, if it could be avoided. The Government have been severely censured in some quarters, because they chose the latter route, and graphic pictures have been drawn of the sufferings of the "boys" in passing the unfinished intervals between the Eastern terminus and Port Arthur. We may well assume that the Government were anxious to adopt the best way, and all assertions to the contrary may be set down as the veriest clap-trap. If Canadian troops could without delay, and without the danger of involving either ourselves or our neighbors to the South in complications present or future, we are quite certain that the Government of this country would have been only too glad to use the American roads to rush the forces to the front with the least possible loss of time.

But it must be remembered that there was first the permission of the authorities at Washington to be obtained, waiting for which might have consumed more than the extra time; second, the risk of a refusal and consequent humiliation; third, the danger involved in the