

A BRIGHT FINANCIAL HORIZON.

BUT two bright spots remain on our financial horizon. This deficit practically includes all the heavy expenditure incurred in the North-west, except the increased annual cost of the mounted police, and, consequently, removes that abnormal item finally from the list of expenditure; and, in addition, we have the cheering intelligence that the surplus of revenue for the first four months of the present fiscal year is already nearly three millions, and should the present favourable circumstances continue, the existing deficit will be entirely wiped out, large as it is, by the surplus accruing on the 30th June next.

Should this prove to be the case, and every indication as yet points out that it will, now that the expenditure of our first war has been paid off, we may look forward to the return of the revenue and expenditure to their normal channels. For the last few years the revenue has usually exceeded the expenditure, and, in the face of better business prospects, increased railroad facilities, and the steady influx of foreign capital to assist in developing our natural resources, it seems perfectly rational to predict that such will be the natural order of things in the future. The financial period through which the country has gone has been a trying one, but it has emerged satisfactorily, and probably at no time has Canadian credit stood so high in the financial markets of the world as at the present. —*Montreal Journal of Commerce.*

FOOD FOR THOUGHT.

BY JOHN MORLEY.

I THINK one of the most satisfactory tests as regards the driving qualities of a belt over a wood or iron pulley, was made at the J. A. McKinnon Machinery Company's store, 22 Warren Street, New York, recently.

An upright engine was used, on which was placed for a driver an iron pulley, 42" diameter, 10" face, driving on to a Dodge Wood Split Pulley 20" diameter, of the same face as the iron pulley.

On this driven shaft was placed a Dodge Wood Split Pulley, 54" diameter, which became a driver for an electric light dynamo.

The test consisted in blocking the engine driving pulley with a bar, and taking hold of the driving belt on the dynamo, keeping the same in motion, together with the engine drive belt (which was strained up taut); but the belt slipped round the large iron pulley, while it hugged the small wood pulley, without a perceptible slip at this point.

There was at least 70 per cent. more belt surface in contact with the iron pulley than with the wood, which makes a practical demonstration of the fact that a wood pulley will drive from 40 to 60 per cent. more machinery, with the same tension of belt, than iron with like tension.

I will add that the iron pulley was in prime condition as to face for belt drive.

This remarkable test is attracting a great deal of attention, and it is well worth an investigation. Mr. McKinnon will at all times be happy to demonstrate this experiment to those interested.

Such experiments effectually settle the fact that the use of iron pulleys must soon become a thing of the past, and that wood pulleys are as certain to take their place in all first-class manufactories.

The Dodge Manufacturing Co., of Mishawaka, Indiana, have been awarded the contract for equipping, throughout, the new carriage factory of the Studebaker Bros. Manufacturing Co., located on Michigan Avenue, Chicago, Ill., with their patent independent wood split pulleys. They will also put in one of the Dodge rope transmission systems, to carry power from the basement to the eighth floor. It will require over one hundred pulleys for the new factory. As this will be the model carriage

repository and factory of the world, it speaks well for the merits of the Dodge wood split pulleys and their rope transmission system. The Studebaker Brothers have also had large numbers of these pulleys in use at their South Bend (Indiana) works for a number of years.

A COMPARISON OF WAGES.

(From *The Chicago Inter-Ocean.*)

AMONG the public documents which congressmen are scattering with a frank hand is *Consular Reports of Labor in Foreign Countries*. It is to be regretted that every Knight of Labor could not have a copy. Many a long winter evening could be spent profitably in the perusal of this exceedingly valuable publication. Each of its three volumes contains a storehouse of industrial information, showing with especial fullness the wages paid different workmen in different localities. Each "section" or guild should certainly have a copy. We give below a table gleaned from an elaborate series of tables, the wages given being weekly:

	England and Wales.	Ger- many.	Aus- tria.	New York.	Chi- cago.
Bricklayers	\$7.56	\$4.21	\$3.55	\$20.00	\$24.00
Hodcarriers	4.94	2.29	2.08	11.00	10.50
Masons	7.68	4.07	3.73	18.00	24.00
Carpenters	7.66	4.11	5.10	14.00	16.50
Brickmakers	7.00	7.00	6.20	10.00	17.40
Butchers	5.50	3.32	3.50	8.00	16.50
Cigarmakers	6.97	3.63	3.00	11.15	18.00
Coopers	7.50	3.97	3.64	12.00	12.00
Street railways . .	6.09	3.44	3.68	11.00	13.50
Printers	7.17	4.85	13.00	18.00
Laborers	4.70	3.11	3.00	9.00	10.50

It will be seen that English rates are much higher than German, but beggarly as compared with New York, which is not up to the Chicago average. The Chicago bricklayers are paid more than three times as much as the London bricklayers, masons three times as much, butchers three times, and, in fine, all along the line the advancement is prodigious. The difference in mode of living is as great as that in wages, the humblest Chicago laborer being able to indulge daily in luxuries which the European workman enjoys only on holidays. The American wage-worker has only to couple sobriety with common sense to find life richly laden with the legitimate fruits of industry.

SOME one says, "A crammed brain is seldom a fresh one." Never were truer words spoken. People who do nothing but store their minds with facts and the ideas of others are apt to have very few ideas of their own, and those that they do evolve are generally flat and stale. "Reading makes a full man," it is true, but there is such a thing as being too full. There is no room left for the imagination, no time left for thinking, that process of digestion which prepares the mind's food for assimilation. The idea that reading is the one thing needful to improve the mind has obtained much too strong a hold, and a habit of individual and independent thinking is too much neglected. People who do their own thinking, and freely say what they think, whether with tongue or pen, are the really valuable members of society, after all.

WITH salt at 66 cents a barrel and a large stock in the hands of the Michigan Salt Association, there is as much eagerness as ever displayed in searching for new fields and sinking new wells. The solid salt rock has been struck at a convenient depth at Port Huron. Cheboygan people are about to invest some money in the search for brine, and at Manistee and other towns on the western side of Michigan additional wells are being sunk. Thirty-four salt wells have also been put down in Wyoming county, New York, this year. Cheap salt is to be the rule in this country hereafter, if our statesmen will permit the development of our native resources. —*Lumberman's Gazette.*