

A SAMPLE OF MUNICIPAL EXTRAVAGANCE IN NEW YORK.

THE style of furnishing armories for our city militia, according to McAdams, once encamped at Montauk and there suffered for their country. The Citizens' Association can hardly be called negligent in protesting to the Board of Supervisors against the expenditure already made since last April of over \$200,000 for furniture and repairs alone, on less than a dozen armories. At this rate the year's bill will reach a pretty round sum independent of the rent allowance, etc., and it certainly justifies Mr. Peter Cooper and his associates in calling it, as it stands, a reckless and shameful expenditure of the public money. For fitting up one armory \$23,000 is paid; for another, \$10,000; for two others, \$17,000 each—making a total for the four of \$70,000. And these expenditures do not include work done by masons, carpenters and plumbers, which greatly swell the bill. Now considering the popular idea of the simplicity and rigors of a martial career, some of our military are pursuing the profession of arms rather luxuriously. Take for example, the Fifth Regiment. Their gun-racks are carved black walnut cases, with glass doors. Their officers' suites are upholstered with velvet carpet. Their turnouts are of richly carved black walnut; their lowest pined cane seat chairs are \$7; their highest (which are carved and gilt) are \$40 each, and the settees \$50 each. The gun-racks for this one regiment cost \$3,000 and the lockers \$3,000 more, being \$11,000 in all. But to sum up all by a single illustration, think of paying \$2,208 for forty-six chairs for a single militia regiment!—*New York Times*.

INCIDENTS OF THE FAMINE IN ORISSA.—The extreme severity of the distress in Orissa last year is shown by the following passages in the evidence taken by the commission of inquiry. The Rev. Mr. Mitler, a missionary of Balasore, said:—“Hundreds died in the fields and out of the way places where no one saw them. If one chanced to cross the country one saw the bodies lying about, and the jackals eating them. I should say [to be within bounds] that about a fourth of the population of Orissa has died. The misery and suffering has never been fully described; it would have been almost impossible to exaggerate it.” A native deputy magistrate of the same district, Moultro Mohamed Abdulla, says:—“Large establishments of men and cars were kept up in the town for collecting the dead bodies; at first they were cast into a pit, but subsequently they were thrown into the river, and floated out to sea. It was a remarkable fact, that jackals, vultures, and dogs did not eat the bodies of the paupers. This was a general subject of conversation, perhaps the reason was that the bodies were so thin.” Baboo Churn Dass states that “for months no one could drink the water of the river.” Several witnesses state that the people were like walking skeletons. Many died from eating rice uncooked; they were so ravenous that they would not wait to cook it, it was gone in two minutes. The greater proportion of those who came into Balasore for food in May and June had just strength to crawl and keep life together for a time, but did not survive. They were so reduced that nothing but the most anxious tending and medical treatment could have saved them, and this with such an enormous mass of people was impossible. Great numbers lay down and died without making any attempt to go to the centres of relief when they were established. The women held out best. Few high caste people would work except at the last extremity, and then they were too weak generally to be restored by food. It caused diarrhoea.” Judge Wadhope says:—“I left for Balasore in May. The men, women, and children seen on the road were literally starving skeletons. I saw so many dead bodies that I cannot say when I first began to see them. Every part of Balasore was covered with skeletons picking up bits of sticks to cook the rice given to them. Hundreds were lying on the side of every road. They reined as if black parchment were stretched over bones. When I returned to Calcutta the sight was ten times more horrible than when I had come, there were such numbers of people lying in the mud dead and dying. I was in Balasore again in August. Things were improved, but the whole air was saturated with horrible effluvia.” A gentleman from the Cuttack district mentions that on the whole the people bore their sufferings with astonishing patience, but an assistant magistrate at Balasore states that the strong would take the food from the weak, and that he was of often struck with the absence of help afforded to the weak by natives. (Crime increased greatly, owing to thefts of food and a desire to get into prison. Dr. Jackson, medical officer in charge of Balasore civil station, speaking of the month of June, says:—“People used to lie down under trees at night to sleep, and to be found dead there in the morning. Cases occurred in which people fell into the water from debility when they went to drink. I saw a woman lift up her arm and let it drop while a dog was pulling at her entrails and eating them. People died in the roads and fields all about. Many died without being seen. One man died in my compound with a crow on his head, trying to work; that is, he fainted and never spoke or swallowed afterwards, was kept in the verandah all night and died in the morning. Caste prejudices interfered, and many people would not eat the food most necessary in their condition, such as soup. When people are reduced in weight beyond a certain point they almost invariably die. There was terrible struggling at the place of sale of rice. I had the door of my own house broken in, and the coat torn off my back by women eager to purchase. Those who fared worst in the struggle to buy rice were those, the very poorest, who had to go to work, and could not spare time. Lastly, we discovered that a great part of the famine mortality was due to

an extraordinary tendency to frightful worms, which produced false appearances of cholera and other diseases. At the hospital the mere occupation of throwing the dead bodies into a pit and covering them with earth was more than enough to employ every mother who could get, the mothers being the only caste in the district who would touch dead bodies. Our Calcutta correspondent mentions three instances in which human flesh was eaten. Another case is mentioned by Mr. Smalley, assistant superintendent of police at Balasore, a case of extreme hunger. A witness stated that the mortality fell very heavily on the labouring classes. When the supply of rice was limited, a man who had a little money on him would be recruited, although he was starving, he would be told to go to work. Employers of labour say that it is now very scarce, so many of the ordinary labourers are dead.

INTERCOLONIAL TRADE.—The Halifax *Advertiser* says—

A glance at the manifest of the cargo shipped at this port last week on board the steamer *Her Majesty*, for Quebec, will show the extent of the trade, and at the same time answer some of the interrogatories of the Anti Press as to the benefits which Nova Scotia is to derive from her geographical position in the Dominion. We annex a statement of a portion of the cargo shipped to, with the name of the shippers. Of course, others besides those whose names appear, are indirectly participants in the trade, as in the case of the molasses, which, we are informed, to a large extent came from the warehouses of a leading Anti firm at the North-end of the city.

Part of Outward cargo per Str. *Her Majesty* for Quebec:—

Thompson Abbot & Co	100 puns molasses
G. F. Mitchell	70 " "
Starr & Co	13 hhls sugar
W. Hare	355 lbs "
John Stearns	23 kegs nails
"	2,210 sheets iron
Young & Hart	46 casks oil
Lawson, Harrington & Co	70 "
R. I. & W. Hart	60 bbls D codfish
"	67 casks oil
"	50 "
E. D. Tucker & Co	94 boxes herring
J. F. Phelan	200 bbls oil
"	500 boxes herring
W. Hare	21 casks oil
"	600 boxes herring

The Unionists have always held that the Upper Provinces would get their sugar and molasses to a large extent through Halifax. Here is the proof of it. The Unionists hold that the Upper Provinces will afford a market for our fish and oil. The shipments of Messrs. Hart and others substantiate that assertion.

DIVISION OF LABOUR IN ENGLAND.—Professor Levi, in his book on *The Working Classes* estimates that there are 800,000 persons employed in England in the general and local government and defence of the country. At this number all but 8,000 are men. About 10,000 are dock and labourers, 11,000 postmen, 37,000 policemen. Nearly all the others are soldiers or sailors, and the annual income of the whole class amounts to \$50,000. In the second class are 1,000,000 domestic servants, nearly all of them women, whose yearly wages amount to \$235,000,000. An average sum of \$2.50 a head per week being included in that amount for remuneration in the way of maintenance. There are 700,000 persons engaged in commercial ways, that is, in the conveyance of men, animals, goods, and messages. Of these 200,000 are railway servants, 125,000 are coachmen, cabmen, and carmen, 37,000 are barge-men and watermen, 100,000 are women. 35,000 are dock labourers, and 1,500 are warehousemen, messengers and porters. Their entire earnings in a year are estimated at \$185,000,000.

All these classes of workpeople taken together are just as numerous as the agricultural labourers, of whom there are said to be about 2,000,000 men and 700,000 women and children, earning in all \$245,000,000 a year. These and all the others are not so numerous as the labourers in manufacturing and mining pursuits, numbering about 3,000,000 men and 2,500,000 women and children, and receiving \$1,130,000,000 a year in wages. The entire working classes, according to Mr. Levi, comprise 11,000,000 persons, of whom nearly half are women and children, and receive each year \$2,000,000,000 in payment for their work. The average weekly receipts of boys and men under twenty is 7s 3d sterling, of girls and women under twenty, 7s 10d sterling, of grown up men, 11s sterling, and of grown up women, 11s sterling. Skilled workpeople of course receive a great deal more than that, and common labourers proportionately less.

HOW LONDON CAN USE ITS SURPLUS CAPITAL.—The London *Spectator* says that city is “choking in its own fat.” The banks of England and France, which are in intimate relations with each other, have specie to the amount of sixty millions sterling in their vaults, brokers lend money at one and a half per cent, and joint stock companies look at depositors as if it were a favor to take their cash.

The *Spectator* proposes to divert a portion of this accumulated wealth to the purpose of buying in the large Irish estates, which could afterwards be divided into small farms and resold to the present tenants. This would go a long way towards the solution of the perplexing “Irish question.” All statesmen are agreed that while the present tenant system lasts, there can be nothing done for Ireland. The *Spectator* thinks public opinion is “slowly gravitating” towards the adoption of this or a similar plan.

BANGOR AND PISCATAQUIS RAILROAD COMPANY.

At the stockholders meeting the following Directors were elected—Hannibal Hamlin, A. G. Wakefield, Samuel H. Thurston, Josiah W. Palmer, Charles Hay ward, John V. Foster, George W. Ladd, Isaiah Stetson, Bangor, A. M. H. Lincoln, C. K. Huntall, Dover, Elias J. Hale, A. G. Lebrooke, Foxcroft.

At a subsequent meeting of the Directors, Hannibal Hamlin was re-elected President, Isaiah Stetson, Treasurer, Thomas Mason, Clerk. The stockholders, before adjourning, passed the following resolutions.

Resolved, That when three hundred and fifty thousand dollars is subscribed to the capital stock of the Bangor and Piscataquis Railroad Company, and the city of Bangor vote to loan the credit of the city for five hundred thousand dollars, the directors be instructed to contract for the immediate construction of said road.

Resolved, That the Directors be instructed to cause a survey to be made immediately of the route from Dover or Foxcroft to the line of the European and North American Railroad.

A Committee was chosen to examine and superintend an immediate survey and location of the route. The road is to be built Yesterday's proceedings inaugurate a new era in the affairs of our city, and we greet the day—*Bangor Whig*.

STRIKES ON THE CONTINENT.—The *Economist* gives the following resume of strikes on the continent:—

“Since the change of the law in France,” it says, “strikes have been of constant occurrence, but many of them have been amicably arranged by the state authorities. It is much to the credit of the French authorities that an application on the part of either the employers or employees for permission to hold a meeting has often led to friendly mediation. In Prussia, the provisions of the Industrial Code were enforced twenty-nine times between 1845 and 1855, but in many other cases proceedings were commenced, and either failed or were abandoned. The strikes which were the cause of them seem to have seldom been of any magnitude; there were only five great strikes in the 20 years, and the longest time any of them lasted was ten days. But in one of these cases, 1,000 factory hands struck work, in another nearly 800. The chief strikes in Italy have occurred in Piedmont, though there was one of 1,000 workmen in the iron foundries of Naples. This however, was terminated in a month, and none of the Piedmontese strikes lasted any longer. The carpenters and joiners of Turin struck for higher wages in 1860 and 1863, but both times unsuccessfully, the masons and bricklayers of Turin struck in 1861, and the woollen weavers of Biella struck for eighteen days in 1862. It is accepted an arrangement. In Genoa the members of the free port struck to keep up their monopoly, and were allowed to carry their point through the weakness and want of decision of the municipality. In Denmark there was a strike of the carpenters and brick masons of Copenhagen for an increase of 4d a day in their wages. The masters refused to grant the increase, and after the strike had lasted six weeks, the men, finding their private resources exhausted, returned gradually to their work. On this, the masters spontaneously conceded half the demand, and any restlessness that might have existed in the industrial state of Denmark was happily removed. It must, of course, be remembered that in all these countries perfect freedom of combination, if it exists at all, is quite of modern growth. What will be the result of relaxing the laws against strikes may not appear from any statement of the result of the former severity. But it is significant of an altered tone of public feeling that these relaxations should have occurred at a time when the abuse of strikes is so much felt, and that it has been thought right to take a step towards liberty even when there was such a tendency to licence.”

FRESH BY RAILWAY VS. EXISTING RAILWAYS.—It is asserted by the friends of a system of freight railroads that by

their use, railway freights can be reduced to one-third of the present charges, and the carrying capacity of railroads can be increased fifteen fold over roads as now managed. While they can be made to do this amount of service as compared with other roads, they can be made to exceed the freight capacity of the Erie Canal more than four fold. Will any competent engineer demonstrate the claims to be absurd or false? The document from which we take the above extract has the following table of capacities.—

“Erie Canal, one and a half mile per hour; tonnage, 4,000,000 tons each way; total tonnage capacity, 8,000,000.

“Railway, eight miles per hour, and two miles space between the trains; 7,000,000 tons each way; total tonnage capacity, 14,000,000.

“Railway, ten miles per hour space, two miles between the trains; 8,750,000 tons each way; total tonnage capacity, 17,500,000.

“Railway, ten miles per hour space, one mile between trains; 17,500,000 tons each way, total tonnage capacity, 35,000,000.

“Railway, eight miles per hour space, one mile between trains; 11,015,000 tons each way; total tonnage capacity, 22,030,000.

“Railway, eight miles per hour space half mile between trains; 22,030,000 tons each way, total tonnage capacity, 55,064,000.

“Railway, ten miles per hour space, half mile between trains; 30,040,000 tons each way, total tonnage capacity, 70,080,000.

“It is not difficult to perceive that on a rate of eight miles per hour, the speed at which lateral friction nearly ceases, a freight capacity four times that of the Erie Canal can be achieved with entire success.”