

of beauty. The artistic and inexpensive bedroom sets—especially dressing cases and bureaus—which are to be seen in even the most humble homes in the United States, are never met with here. Instead, there is a very plain black-walnut bedstead, a small chest of drawers with a wall mirror and an old-fashioned, marble-topped wastand. These articles, with two or three ordinary chairs, furnish the bedroom equipment in the houses of the well-to-do. In the parlor or drawing-room the furniture in the houses of the rich is of the art variety, and answers its purpose very well. In this direction there is probably not much of an opening. In the dining-room the furniture is somewhat better, the sideboards or buffets having rather an air of substantial elegance; but the tables are not only severely plain but are exceedingly unreliable.

"Should the trade be established, it could be handled through commission houses in Hamburg. As to the best way of developing it, and upon what lines, the best plan would be for the American Furniture Makers' Association to send over here one or more experts to make a thorough study of the question. It is certain that the money spent in this direction would not be wasted."

The customs duties per 100 pounds are as follows: rough furniture, unpainted, 36 cents; with ornamental work or painted, \$1.20; upholstered but uncovered, \$3.60; upholstered and covered \$4.80. Freight from New York to Hamburg is \$1.20 per 100 pounds.

#### EDITORIAL NOTES.

Mrs. Clementine Fessenden, of the National Council of Women, has written a letter to the Empire which explains itself as follows:

"Faith Fenton" well asks what the National Council of Women have to say in this matter of obscene advertisements. We are too young to have accomplished much, but it may be a comfort to know that in the Hamilton local council we have a press federation, one of its avowed objects being "To endeavor by every legitimate means to restrain the publication of police and divorce court proceedings, as well as the vile patent medicine advertisements in the newspapers of the day, and to look forward to a more complete suppression of obscene and immoral literature." We trust that when other local councils meet this fall they will help on this work so faintly outlined, and that strong federations may be formed to meet this insidious foe, who, on every hand, is sapping the purity of our childhood, and laying his vile hand on our unprotected womanhood. We read of "epidemics of crime." Did it ever occur to the public that by giving them all the horrible minutiae, the papers of the day are in some measure responsible for the fanning into flame of the spark of wild disorder leading on to crime, which had otherwise slumbered or died out.

The Empire's answer to this most vital question is that it would be well if the suppression of this objectionable literature could be brought about, "but this is a sensational age, and the papers are forced to keep up with the procession until circumstances bring about a desirable halt." Mrs. Fessenden nor Faith Fenton either catch on to the true inwardness of the situation. The daily newspapers of Toronto, without exception, and of other cities also, are not published in the interests of domestic and social purity, but to make money, and they can make more money by publishing obscene and immoral literature, and disgustingly suggestive advertisements, to meet the debased

tastes of the debauched classes of the community, than by excluding such stuff in the interest of purity and virtue. The good women of the National Council of Women, and of the Women's Christian Temperance Union, before they can hope for the larger success for which they strive, should lay the axe of their endeavors to the root of the evil which is seen so disgustingly prominent in the daily papers about six times each week.

The tendency of the merchant marine of the United States is toward the construction of bigger ships, made of iron or steel. That is shown in the annual report of the Bureau of Navigation. Although, since 1884, the number of American vessels has decreased 504, the gross tonnage has increased 413,000 tons. The average size of vessels has increased from 177 tons in 1884 to 198 tons in 1894. In 1884 the steam tonnage 5,401 vessels of 1,465,909 gross tons was one-third of the merchant marine, while in 1894 it comprises 6,326 vessels of 2,189,430 tons or nearly one half of the total. In 1884 the steel tonnage was only 5,000 tons; in 1894 it is 350,000 tons. Steel marine construction in 1884 was carried on at only four ports in the United States, while last year 16 ports return such construction. The great feature of this maritime development, outside of this transformation of material, is the growth of the merchant marine of the Great Lakes. The total tonnage of American lake ports has increased 500,000 tons during the decade, or nearly doubled; and the iron and steel steam tonnage on the lakes has increased from 27,000 tons in 1885 to 250,000 tons in 1894. The lake ports stand high in the scale of steam tonnage. Of such a tonnage of 2,189,430 gross tons of all descriptions, 482,294 tons are documented at New York, 183,224 at Cleveland, 128,839 at Buffalo, 128,386 at San Francisco, and 120,817 at Detroit.

Messrs. R. Macgregor, R. Scott and C. J. Shurly, of Galt, Ont., and Mr. Petrie, of Guelph, are contemplating a trip to Australia. The trip is nominally for pleasure, but they will look into the prospects of doing business with the colonies. These gentlemen are all shrewd business men and their opinion, on returning, on the chances of business with our Australian cousins, will be worth something.

Pending the recent elections in the United States, Mr. Singerly, a Democratic free trade candidate for Congress in Philadelphia, declared that "No country that has ever existed except the United States has attempted in time of profound and prolonged peace to raise the tariff—to raise the taxes of the people—as was done by the McKinley law of 1890." Regarding this wild statement The Manufacturer of that city says:

Mr. Singerly has been misinformed. There has been profound peace in Europe since 1870. Within the past five years France has largely advanced the protective duties in its tariff. Spain has done the same thing. So has Russia. Oat in Australia the last one of the States to cling to free trade has abandoned it and gone over to protection. India has endeavored to adopt a protective policy but has been forbidden by England to do so; and in England itself the sentiment against free trade has of late acquired force which, twenty years ago, would have been thought impos-