

for employing children. To employ children to any extent would cause grown people to be thrown out of employment. This is another difference between a new and an old country, which deserves to be considered.

On requisition to the Mayor of Toronto, made by representatives of the workmen's unions, and others, a meeting was called for Monday night last, at St. Andrew's Hall. The number of those who attended was not half that of the signers of the requisition; and no action was taken. This looks as if the Factory Bill now before Parliament was considered satisfactory from the workmen's point of view. If otherwise, we should surely have heard of it from this meeting. What suggestions the Ontario Manufacturers' Association has to make have been laid before the Government.

THE VALUE OF THE CANALS.

As railway amalgamation progresses in Canada, the value of the canals to the country becomes more and more apparent. Some points in this connection are noted by the *Hamilton Tribune*, in its report of recent interviews with citizens of St. Catharines who are interested in navigation matters. Comparing present prospects with times gone by, Captain Larkin says that railway competition makes the outlook a bad one just now. Last year's opening, he says, was poor, and the business very poor; this one promises to be equally poor if not poorer. The traffic of the Welland canal last year was much less than it has been for twenty years. St. Catharines was built upon its shipping interests. It had a large American trade, and most of the money made was brought there for supplies, ships, and paid to men as wages. One vessel in thirty days could earn as high as \$4,000. This was in '71 and '72, the palmy days of canal prosperity. Still, he looks hopefully forward to the future, notwithstanding. He says that when the canal system of Canada is completed to Montreal, our head of ocean navigation, the carrying capacity of our vessels will be so much enlarged we will be able to successfully compete with all the railroads. There are 12 feet of water in the new canal and 10 feet in the old one; two feet additional water would permit the passage of much larger vessels and consequently larger cargoes. Vessels that will carry double the cargo will do so at an expense not exceeding one-fourth the present amount. The through traffic is very little affected by the tariff, not enough to make its removal a point of contention.

Mr. Henry A. King, who is associated with Mr. James Norris in his extensive milling, commission, and shipping business, says that the Canadian tariff on grain and flour has really very little effect on the carrying trade, for the reason that American produce goes through in bond. The spring has been a backward one, and there are large quantities of grain stored at Chicago, and waiting transportation east. For the firm establishment of the lake and canal trade further improvements are necessary. The Canadian waterway must be improved; we should have an uninterrupted chain of navigable water of sufficient depth to take a vessel through from Chicago to Montreal without breaking cargo. Transferring causes great delays, so that vessels cannot compete with railways in point of time in passing from one point to another. The locks

of the Welland Canal are 275 feet long and 45 feet wide, those of the St. Lawrence, excepting the Lachine Canal, are only 200 feet long. It is in locks like these latter that delays occur. We need that the locks of all canals be made uniform in size, and also that the canals be deepened. Mr. King claims that St. Catharines ranks first amongst inland Canadian ports. Boats built there are most successful in braving the terrors of sailing on the canal, as no disasters have befallen any of them so far. Last season the *Persia*, a passenger steamer, made twenty-one round trips between there and Montreal without accident of any description. The trip is made in one week, and is said to be one of the most delightful of summer jaunts.

Mr. E. A. Smyth, the manager of the St. Catharines Street Railway, is engaged in enlarging lock No. 2 on the old Welland Canal, in order to let boats from the new canal up to his warehouse on the old stream. Mr. Smyth is much interested in the quarries about St. Catharines, which, he declares, have the finest red sandstone, blue limestone and cement stone in the country.

To all which let us add, that by the policy of low rates in summer and high rates in winter, the railways may for a time continue to make the inland shipping business unprofitable. But they will probably tire of this at last, and lake and canal will beat them in the long run. Seeing the enormous difference in cost between transportation by rail and water respectively, this is the result that we must look for. With some enlargement of the St. Lawrence canals, and further improvements in the size and build of vessels, the day of victory for our magnificent water route would be sensibly hastened. Again, the growth of trade with the North-west, and the fast approaching time of large shipments from the head of Lake Superior, must ere long have a wonderful effect in developing the shipping trade. The next thing to look out for will be to take care that the railway companies don't do as they have done in England—get hold of the canals.

THE SEASON OF STRIKES.

The strike season in the United States is now on. A considerable reduction having been made in the tobacco and cigar duties, the cigar-makers demand that part of it be handed over to them in the shape of increased wages. In New York some of the largest cigar-making concerns have given an advance, but at Richmond all the factories closed on the 1st inst., and the operatives are now out on strike. Several strikes in the building trades are also reported. All these strikes will probably come to an end by some means or another before long, but a more serious event is the turn-out of the coal miners in the Pittsburgh district, in resistance of a reduction of wages. The proprietors say they will see the mines idle until fall rather than pay more than three cents per bushel. Circumstances are greatly in their favor, owing to the decreased demand for iron, which of course means a decreased demand for coal too. The strike is, in fact, a relief to the mine owners, because it stops production just at the time when the slackness in the coal and iron business might otherwise have proved a serious trouble to them.

Last year, says an American contemporary, the iron manu-