

markedly large and valuable market for a great many of just such manufactured goods as are or may be produced in Canada and it will certainly repay Canadian manufacturers to carefully study the situation. In another page of this JOURNAL we publish a letter received from our correspondent at Adelaide, in which he mentions the names of several of our more enterprising manufacturers who made exhibits at the recent Exhibition there. These exhibits were most favorably received, many of them having been awarded high honors, and carried off first prizes even as against similar goods sent there from Great Britain, Germany and the United States. The Melbourne Exhibition will be a much larger and more comprehensive affair, and will partake more of the character of a World's Exposition, and we sincerely hope that Canadian manufacturers will make a vigorous and concerted strike in the direction of making a display there that will equal or eclipse that which they made at the London exhibition last year.

GRAND CHIEF ENGINEER ARTHUR.

If Grand Chief Engineer Arthur of the Brotherhood of Locomotive Engineers only knew it, he has been badly squelched by the jawsmiths of some of the labor organizations, the cause of his disgrace being his recent address delivered before the recent Chicago convention of the Brotherhood. This Brotherhood has eminently distinguished itself through the ability, wisdom and temperance with which it has dealt with such labor disputes as it may have been interested in, and in keeping aloof from other labor organizations that have been controlled by vain, self-seeking men. As the head of his order Mr. Arthur has practised as he preaches—that generally there are two sides to a question, and that disputes can be settled more quickly and satisfactorily by conservative actions and sensible arguments than by strikes and violence.

The Knights of Labor have never forgiven Mr. Arthur for the refusal of the locomotive engineers on the railroads affected by the great South-Western strike last year, when the infamous Martin Irons, a prominent Knight of Labor, and a number of other conspirators, resorted to many deeds of violence, some of them resulting in bloodshed. It is true that these Knights succeeded in paralyzing business for a long time, and caused a world of trouble to thousands of people who had no connection whatever with the railroads, but, thanks to Mr. Arthur's good sense and management, whenever the railroad people had a train ready to go out it was never delayed for want of an engineer to go in the cab. The engineers had no quarrel with the railroad people, and they never felt themselves under any obligation to go on a strike, or quit their work, merely because the Knights of Labor, under the leadership of Martin Irons and others of his ilk, were sidetracking and ditching trains, destroying property, interfering with the usual routine of business, and causing financial and business distress in all directions. The refusal of the locomotive engineers to participate in these violent and unlawful acts did more, probably, than anything else, to bring that great strike to an end, and, as we have said, Mr. Arthur has been the object of contumely and abuse at the hands of the jawsmiths of the Knights of Labor ever since.

But Mr. Arthur added new fuel to the fire in his Chicago address, in that he warned his brethren against being carried

away by the spirit of discontent "which walks unchallenged from ocean to ocean," and deprecated strikes, the abuse of property and of persons, that, he says, "has brought the word 'strike' into disrepute, and the massing into one indiscriminate body labor of all kinds, skilled and unskilled." One sentence that rankles and galls the Knights most annoyingly, because they but too keenly feel the truth of it, is that in which Mr. Arthur says: "The methods used to bring about a successful termination to strikes, the abuse of property and even of persons, has brought the very name into disrepute, while the troubles of the laboring man are rapidly becoming mere cant, and sympathy for him is dying out." The eloquent and elegant reply to these indictments is "fool, or something worse," "Judas-like conduct," "stool pigeon," "toad-eater," and other similar epithets ad-nauseam.

Mr. Arthur, however, is a gentleman and the associate of gentlemen, and is not in the least disturbed by the eruptions of venomous but impotent hatred of the Knights of Labor jawsmiths.

MARINE SUBSIDIES.

THE St. John, N.B. *Globe*, speaking of the recent convention in Boston of persons interested in shipping, at which, it says, the fact was revealed that by legislation of some kind it was hoped that American shipping could be restored to its former prestige, says:

Apparently, the coastwise and interior shipping is in good condition, but the sea-going part of the business is in a bad way. A great many persons in St. John will be interested to know what measures can be devised for the purpose indicated, for Canadian ocean going shipping appears, under a protective tariff, to be suffering quite as badly as that of the United States.

The "interior shipping" of the United States, by which is meant all traffic on inland waters and between all domestic ports, is and has always been under a protective policy which excludes any participation in by vessels of any other nationality whatever. No foreign vessel is permitted to take a pound of freight or a passenger from any port in the United States to any other port in that country. This law gives absolute protection to American vessels, and such traffic as is here alluded to is prohibited to vessels of any other nationality. Under this law the United States fosters fleets of "interior shipping," which aggregate a much larger tonnage than even that of Great Britain. If this prohibitory law was modified so as to admit foreign vessels to participate in the interior and coastwise trade, no doubt but that in a very few years American vessels would be almost entirely driven out of business by foreign vessels, even as they have been almost entirely driven from the ocean by competition of the same sort.

One of the chief objects of the Boston convention was to bring influences to bear upon the American Congress to induce it to do what about every other maritime nation does—grant subsidies to its vessels employed in foreign trade. Great Britain pays hundreds of thousands of pounds every year to British ships, and that system has resulted in almost every ocean going steamer that is now built in the kingdom being specially arranged for immediate conversion into gun boats or transports for war purposes, while they are also school ships from which able and thoroughly skilled seamen could be drawn whenever necessity might require. Circumstances with which we are all fa-