

the Toronto Street Railway Company has been agreed upon, and all that now remains is to put the question to a vote of the citizens. The voters' lists are being prepared, and the whole matter should be decided before the end of October. What the decision may be no one, we think, can safely predict. The mass of the 15,000 who voted against the cars on the last occasion will doubtless again vote in the same way, and it is questionable whether there is such a strong feeling in favor of the cars as to carry the election; the parsons as a body are talking vigorously, using the same old arguments as to "Sabbath" and Lord's day observance, and the certainty of working-men being forced, as a result of Sunday cars being run, to work seven days for six days' pay, and so on, and, unfortunately, the masses don't seem to have sufficient sense or knowledge to discern the fallacies involved, or manly independence enough to strike a blow for freedom. We can only hope the vote will carry; for, the car service once established, its evident utility will be the best argument in its favor.

Convict Labor in the United States.

Carroll D. Wright, U.S. Commissioner of Labor, recently issued a bulletin regarding convict labor in the United States. His figures show:

| | Total Pri-soners. | Females. | No. engaged in produc-tive labor. | Per cent. | Engaged in prison. duties. | Per cent. | Idle and sick. | Per cent. |
|-----------|-------------------|------------|-----------------------------------|-----------|----------------------------|-----------|----------------|-----------|
| 1885..... | 41,887.. | 1,967..... | 30,853 .. | 73.7..... | 8,391.. | 20.0..... | 2,633.. | 6.3 |
| 1895..... | 54,244.. | 1,688..... | 38,415 .. | 70.8..... | 8,804.. | 16.2..... | 7,025.. | 13.0 |

In 1885, the contractors paid for convict labor \$3,512,970, which gave them a product valued at \$28,753,999, or \$8.19 for every dollar expended in wages. In 1895, the product was \$19,042,472, the wages paid probably under \$2,500,000.

The Canadian Pacific Railway.

The following statement of Canadian Pacific Railway receipts and expenses shows a steady progress in its financial position. It may be noted that the company resumed payment of interest on its ordinary stock with a dividend of 1½ per cent. for 1895:

| Year. | Gross Earnings. | Expenses. | Net Earnings. |
|------------|-------------------|-------------------|---------------|
| 1887 | \$11,606,412..... | \$ 8,102,294..... | \$3,504,118 |
| 1890 | 16,552,528..... | 10,252,828..... | 6,269,700 |
| 1894 | 18,752,167..... | 12,328,858..... | 6,423,309 |
| 1895 | 18,941,036..... | 11,640,085..... | 4,300,951 |

The company has an enormous monopoly, and, properly handled, should rapidly reach a substantial dividend-paying position. To do so, however, it must cease its practice of "killing the goose that lays the golden eggs," by starving out the farmers, on whom it ultimately depends, by excessively high freight rates.

Canadian Trade Returns for August.

The Ottawa *Gazette* shows the following figures for August, 1896, with the corresponding figures for the same month last year:

| | Exports, Canadian Produce. | Total Exp. | Imports. | Duty. |
|-------------------|----------------------------|------------------|------------------|-------------|
| August, 1895..... | \$11,779,326.... | \$12,448,823.... | \$11,028,065.... | \$1,799,483 |
| August, 1896..... | 11,130,013.... | 13,173,562.... | 11,082,875.... | 1,813,789 |

Decr., 649,314 Incr., 724,739 Incr., 54,810 Incr., 14,306

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