

It has fumed because the Canadian farmer cannot sell his barley in our markets on account of the tariff which Mr. McKinley has placed upon the fruits of his labor, and yet, when we venture to suggest that the tariff be removed from canned goods so that the Canadian canner may come in if he can compete with our own people in the same line of business, it will have none of it. The journal will pardon us if we say that we can not willingly believe that the project of catering to 5,000,000 extra consumers would tickle the American canners nearly as much as the hope of reaching some of our 60,000,000 would stimulate their Canadian brethren were the barriers removed. But our contemporary believes in trade manufactured by the process of taxation, hence it is consistent only when it opposes suggestions whose realization would tend to foster natural conditions.

"National conditions" eh? Will our anomalous free trade contemporary suggest about the additional number of consumers Canadian canners would be likely to find in the sixty million American market under unrestricted reciprocity, and the same as regards American canners in the Canadian market? Only a "suggestion" is asked for. And when doing this would it also kindly suggest the benefit Canadian canners would experience in surrendering free tin-plates which they now have, and submit to Mr. McKinley's duty of two and two-tenths cents per pound on that article, as Mr. Blaine says they would have to do to obtain access to the American market. The *Artisan* is chronically complaining about the American duty on tin-plates, and then affectionately invites Canadian canners to assume that burden. Go to, thou unwise free trader!

RECENTLY the proprietors of the *Cleveland Marine Review* wrote to the United States Government, enquiring regarding international wrecking privileges, and so-called discrimination against American vessels passing through Canadian canals, and in reply the Acting Secretary of State, Mr. William F. Wharton, wrote them as follows:

I have to acknowledge the receipt of your letter of the 12th inst., concerning reciprocity with Canada in wrecking matters and the settlement of the Welland and St. Lawrence river canal tolls. In reply, I desire to observe that these questions were the subject of consideration in the conference lately held in this department between the secretary of state, the British minister, and the Canadian commissioners. An understanding on both points was reached, which it is hoped will effectually remove the causes of complaint heretofore existing.

This seems to indicate that this matter of canal tolls has been adjusted.

Acting Secretary of the Treasury Nettleton, has informed the Commissioners of Immigration at the different American ports that the Treasury Department regards the bringing of aliens to that country under contract to perform labor as seamen on board American vessels sailing between ports of the United States and Canada as a violation of the alien contract labor law, but that this construction of the law does not apply to sailors who are domiciled in the United States at the time of beginning of such employment. He says that an American vessel deprived of its crew in a foreign port by desertion or otherwise may engage alien sailors to run the vessel, but that the importation of alien sailors under other circumstances is contrary to the purpose of the laws and would tend to cripple American commerce. This means that in case an American vessel bound for a Canadian port should be deserted by her American crew on arriving at that port, the master may ship a crew of Canadians to bring her back to her home port, without any violation of the law. The Canadians so employed,

would, of course, have to pay their passage back. At least they could not legally ship in an American vessel to work their way back, or go to any other port. This is international courtesy with a drawback attachment. The crippled American vessel in a Canadian port cannot return to McKinleyland without the help of Canadian seamen, but when these seamen arrive in that Land of the Free and Home of the Brave, they are debarred working their way back home in an American vessel. Verily the love which passeth all understanding abideth not in the hearts of these heathen.

THE *American Agriculturist* (New York) for April contains the second of a series of valuable and instructive articles on the beet-sugar industry, this time dealing with the subject as a business investment. The *Agriculturist* presents, as a striking illustration of the benefits of the bounty system, tables showing the increase in the number of factories in Germany, since the Government of that country began its bounty system in favor of sugar-beet raising, the increase in the quantity of the beets worked, also of the sugar and molasses produced. Referring to the erection of factories in Western States, the *Agriculturist* says: "Capital naturally looks to the direction that returns the largest per cent. of interest for a safe investment, and it is the purport of the present article to show that there is no industry, either agricultural, commercial, or manufacturing, that is more attractive to the capitalist than the opportunity now afforded by the cultivation and manufacture of sugar from the sugar beet in this country." Published by the Orange Judd Co., 52 Lafayette Place, New York, 15c. per copy, \$1.50 per year.

FRESH, attractive and pure as a spring blossom; healthful in tone as the pastimes ashore and afloat, which it so zealously advocates, is the April number of *Outing*. Prosperous on the face of it, and this month especially rich in artistic and literary matter, *Outing* is a cheering token of a growing national inclination toward those manly sports and pastimes which will eventually build up for us a race of stalwarts fitted to grasp and guard the magnificent possibilities of our great country. The contents are as follows: "From the German Ocean to the Black Sea," by Thomas Stevens, illustrated by Hy. S. Watson; "A Cigarette from Carcinto," by Edward French; "Goose Shooting on the Platte," by Oscar K. Davis, illustrated; "Saddle and Sentiment" (continued), by Wenona Gilman, illustrated by Hy. S. Watson; "Horseback Sketches," by Jessie E. O'Donnell; "Canoeing on the Upper Delaware," by H. W. Wray; "The Status of the American Turf," by Francis Trevelyan, illustrated by H. Stull; "Pole Vaulting," by Malcolm W. Ford, illustrated from instantaneous photos; "Cycling in Rip Van Winkledom," by J. H. Sharpe, illustrated; "Fishing on Cherrystone Creek," by F. B. Jess, illustrated; "The Evolution of the Forty-six-footer," by Geo. A. Stewart, illustrated by Cozzens; "The Connecticut National Guard (concluded)," by Lieut. W. H. C. Bowen, U.S.A., profusely illustrated; "Harry's Career at Yale," by Jno. Seymour Wood, illustrated; "An Irish Otter Hunt," by Capt. Thos. S. Blackwell; "Mutual Aid Among Animals," by Geo. E. Walsh, illustrated; and the usual editorials, records, poems, etc.

THE *Popular Science Monthly* maintains its usual standard of excellence in the April issue. Prof. David Starr Jordan makes the inspiring influence of a great teacher of science strongly felt in his pen-portrait of "Agassiz at Penikese," with which the number is opened. Dr. Andrew D. White, in his article on Astronomy, gives an authentic account of the treatment which Galileo and his writings received from the Catholic and Protestant Churches. An account of researches upon the "Involuntary Movements" which guide the "mind-reader," is contributed by Prof. Joseph Jastrow. Figures are given of tracings made by an instrument resembling the planchette, which was used in the experiments. The relations of Science and Fine Art are pointed out by Emil Du Bois-Reymond. A subject of concern to nearly everybody—"Bacteria in our Dairy Products"—is treated by Prof. H. W. Conn. "The Great Earthquake of Port Royal, Jamaica," is described by Col. A. B. Ellis, with plans of the town, which show that a repetition of the catastrophe has been invited in rebuilding. Hon. Carroll D. Wright gives some important facts and figures in relation to Rapid Transit, bearing on the growth of mileage, relative economy of motive powers, etc. Orchestral Musical Instruments, as made in America, are described in a fully illustrated article by Daniel Spillane. Mr. W. H. Larrabee gives evidences, and names certain cases in which there is lack of evidence, of "Variations in Climate." The subject of "Bad Air and Bad Health" receives