

Correspondence.

ABOUT GREEN MERCHANTS.

Editor MONETARY TIMES:

SIR,—I have been reading about what you say in the last date of your paper about such a lot of foolish people going into the store-keeping in Canada without any capital or without much capital. And may be you are right about it that they take too much risk in it and get more credit than is good for them. Anyhow there are too many of them.

But I would think you are too dark in your views when you say there are thousands of them. I do not know how it is with the Province of Quebec, where your correspondent writes from; there are, may be, more foolish farmers given credit down there than here in Ontario. But you did not say anything in your article about the "thousands" of cash buyers that there must be buying goods in Canada since these last ten or a dozen years, or may be more. There are hundreds of them anyway, and may be thousands, for I am sure there are now three or four cash buyers where there used to be only one in parts of the country that my business takes me to very often.

And I think, Mr. Editor, you ought to write about the advantage that it is to everybody to deal for cash. See how independent it makes a man not to have to go down on his knees to beg for time when his bills come due, but to buy wherever he likes and when he likes, and plank down the money.

Yours,
Woodstock, May 4th, 1896.

CASH MAN.

CYCLERS AND THE LAW.

SOME OF THE LEGAL DECISIONS IN CONNECTION WITH THE STATUS OF THE BICYCLE.

Grocers, whose delivery teams are upon every thoroughfare in New England, should be well informed concerning the rights and liabilities of travelers using the bicycle—should know what is the trend of judicial authority. The legal status of the bicycle is now recognized by the courts. The *Detroit Free Press* says the English courts now recognize the bicycle as a "carriage" or "vehicle," entitled to the rights of carriages and vehicles in general. One Taylor, an Englishman, was the first to take the bicycle into court, and the case of Taylor against Goodwin is a leading one. Mr. Goodwin sprinted on a certain road in violation of a statute making the furious driving of a carriage upon the highway an offence. Upon the trial he did not deny the allegation of immoderate speed, but contended that the bicycle was not a "carriage," and that the word "driven" as ordinarily understood was not applicable to the bicycle, and that the mere fact that it had wheels did not make it a carriage any more than a wheelbarrow or roller skates. But the court was of the opinion that it was a carriage in the full sense of the word, and that persons riding it may be said to "drive" it in the sense that an engineer drives an engine, although he guides as well as propels it.

Investigation discloses American authorities. In applying the established law of the road to the wheel, probably it is not entitled to the dignity of a carriage, and while there is no authority for the statement, it seems that the wheelmen in riding on the road should be governed by the immemorial usage and custom applicable to horsemen. It has been held that there is no law requiring a man on horseback to turn either to the right or to the left hand. He should be governed by his notions of prudence. A horseman should yield the traveled track to a vehicle where he can do so without peril.

A bicyclist and a horse can pass along a track much narrower than that required for carriages; they also occupy much linear space. In both cases the control of the traveler is more absolute than in the case of horses attached to carriages, but the bicyclist cannot be forced to ride his machine on dangerous ground. The cardinal rule, however, is to "keep to the right."

Summing up the law pertaining to bicycles in a general way, it may be said:

1. Municipal corporations or cities are liable to a bicyclist for injuries incurred by reason of defective roads (*i.e.*, unguarded embankment, a deep rut, a large stone), provided he is not guilty of contributory negligence. A city is under no special obligation to wheelmen, and the defect must be such as to cause injury to vehicles in general. A bicyclist injured while

riding on Sunday for pleasure or business cannot recover in States where "Sunday laws" are in force.

2. A wheelman has a right of action against the driver or owner of a vehicle who wilfully or negligently causes a collision or damages his wheel while left standing by the street curb or roadside. It is the duty of a wheelman, however, to avert collision, if possible, and he cannot recover damages if his own negligence is the proximate cause of the injury complained of.

3. A traveler riding on the left-hand side of the road probably assumes all risks, and is *prima facie* guilty of negligence.

4. Vehicles going in the same direction, the hindmost may pass on either side.

5. Sidewalks are exclusively for foot passengers, but a foot passenger has a right to walk in the highway, and is entitled to cross the street where he may elect, but is guilty of negligence if he attempts to cross ahead of a vehicle. And the fact that a vehicle is on the wrong side of the road is no evidence of negligence in an action for injury to a pedestrian.

6. A bicyclist employing an immoderate rate of speed on a highway or street may be liable civilly or criminally in case of accident. If he recklessly runs his wheel against a pedestrian he is liable for assault and battery. Recklessness will sometimes supply the place of criminal intent, and if a bicyclist kills a human being while going at a dangerous speed he may be convicted of manslaughter.

The term "immoderate rate of speed" cannot be accurately defined. It depends upon time, place and circumstances.

THE NEW COUPLE.

She was new and was constructed

On the latest modern plan,
But she lost her heart like others,
And, of course, 'twas lost to man;
So at last, the two were married,
And they started married life,
As they thought, equipped and ready,
Well prepared for any strife.

She was posted on his business

Quite as thoroughly as he;
She had studied all the details,
And, as any one could see,
She could run his shop or office;
And it also seemed quite clear
She could act as his bookkeeper
Or could serve as his cashier.

She could sell goods on commission,
Or could buy on thirty days;
She was sharper than most merchants
In all proper business ways;
She could "take" from his dictation,
And dictate to others, too;
There was nothing 'round the office
That she really couldn't do.

So they thought they were well armored

For a life of great success;
But the outcome of their trial
Was a failure more or less,
They are doomed to boarding houses,
And regretfully they roam,
For, while both can run the office,
Neither one can make a home.

—*St. Louis Dry Goods Reporter.*

THE JAPANESE STEAMSHIP LINE.

Referring to the report published yesterday that a new steamship company was being organized in Japan which would establish lines to European and American ports, Mr. Mujagawa, the Japanese consul here, stated that while he had received no official information of such a movement, he had read an account of the enterprise in the Japanese papers which reached him yesterday. He stated that a Mr. Asano, a well-known capitalist of Tokio, was at the head of the enterprise, which was also supported by many influential parties there.

The company has not yet been incorporated and is entirely distinct from the Japan Mail Steamship Company, which has just arranged for a new line of service from Yokohama to London and Antwerp. If the new company carries out its plans, its boats will also probably run from Yokohama, he said, as the anchorage and harbor facilities there are much better than at Tokio.

If an American line is established to Atlantic ports, the consul said that the route would probably be *via* the Suez Canal. The leading exports of Japan, he thought, would be coarse goods, such as matings. The chief imports from this country would be kerosene oil and raw cotton. The cotton trade, he said, was increasing rapidly at the present time. The staple is manufactured chiefly into yarns, which are largely used in domestic trade, but some of which are sent to China. Japan as yet is obliged to import the finer grades of yarns, as the manufacturers there cannot produce the best class of these goods.—*N.Y. Com. Bulletin, May 4.*

ASSISTING THE MINING INDUSTRY

It was in 1894, if we do not mistake, that an act was passed by the Ontario Legislature providing for a bounty on iron ores mined in the Province. Since the blast furnace started work in Hamilton several owners of iron mines have expressed the intention of shipping ore to Hamilton; an order in Council has been passed bringing the act into operation. On the delivery of the ore at the furnaces it will be examined by a Government analyst and the percentage of iron it contains ascertained. A bonus of \$1 will be paid on the ore on its value as a producer of iron. The miners and smelters are to keep an account of all the ores received and hand in an annual report to the Bureau of Mines.

The Ontario Government assumes 45 per cent. of the cost of operating the Government diamond drills, leaving the owners of the property employing the drills to pay the remainder. Hitherto the owners of mining property have had to bear the whole cost, and it is expected that this will enable not a few properties hitherto lying idle to be actively worked before long as a consequence of the measures now taken by the Government of the Province.

TORONTO STOCK TRANSACTIONS.

Bank shares have been firmer as a rule, doubtless because of the declaration of generally satisfactory dividends for the half year. On Wednesday morning a break occurred, which induced some buying, followed in the afternoon by a rally. Montreal Street Railway sold at 210½, but at the close 211 was bid and 213 asked. Toronto Railway sold as low as 70, but rallied to 72½. Insurance company shares were steady to firm. Postal and Cable both sold somewhat freely. We append our usual list of the week's transactions:—Ontario Bank, 7 at 55½-56; Bank of Commerce, 409 at 133-133½; Imperial Bank, 10 at 184; Brit. Amer. Ass., 18 at 117½-117½; Consumers' Gas, 1 at 197; Dominion Telegraph, 4 at 124; C.P.R. Stock, 250 at 60-60½; Commercial Cable, 325 at 158½-158½; Montreal, Pass. Railway, 50 at 210½; Toronto Railway, 215 at 70 72½; Postal, 165 at 85½-87½; Central Can. Loan, 25 at 118; Ont. Loan and Deb., 24 at 124½.

—The manufacture and sale of patent medicines is connected with considerable difficulties in Germany. Many such articles whose sale is unrestricted in other countries are prohibited as dangerous by order of the Public Health Office. If an advertisement claims virtues for a patent medicine which it does not possess, both advertiser and editor are liable to punishment by imprisonment, as the editor of the *Wiesbaden Tagblatt* found to his cost a short time ago. Many papers reject patent medicine advertisements as beneath their dignity; others furnish a description of their composition in answer to questions from subscribers.

—Wednesday's *Star* states, upon the authority of the shipping men of the steamship lines making Montreal a port of entry, that the transatlantic freight rates show a slight increase over last year. The rate for grain is quoted at 1 shilling and 9 pence to 2 shillings for Glasgow and London, and 1 shilling and 6 pence to 1 shilling and 9 pence to Liverpool. The rate for sack flour is 10s. to Glasgow and London, and 7s. to 7s. 6d. to Liverpool. For cheese the companies are getting 17s. and 6d. to Liverpool, and 20s. to Glasgow and London. Deals are quoted at 37s. and 6d. to 42s. and 6d. to the three ports.