

The *Canadian Gazette* of London pays a high compliment to Mr. Laurier, saying that his Toronto speech places him in the front rank of British statesmen. It praises his eloquence, and adds that honesty, directness of purpose and pure-minded patriotism, mark him out as a leader. To this tribute the *Quebec Morning Chronicle*, an able moderate Conservative journal, adds:—"We have pleasure in re-printing the English tribute to the virtues of a political opponent. Mr. Laurier deserves these happy words of commendation. He is almost too good to lead his party. When the Liberals find it out, they will depose him, as they retired Mr. Mackenzie." We are disposed to agree with the *Chronicle* in its estimate of Mr. Laurier, and though we should scarcely have felt inclined to finish off any remarks we might have felt impelled to make with so sharp a sting in the tail of them, the sting is not perhaps altogether without justification or standpoint.

Immigration for the year may be said to be practically closed, and figures obtained in advance from the Dominion Immigration Office show a total number of arrivals of 24,082. The total last year was 33,414, a decrease for 1889 of 9,332. The reason assigned for the falling off is quite probably a correct one—i.e.—the withdrawal last year of "assisted immigration." That this has been at least a partial cause appears to be the case from the showing that in April, 1888, the arrivals were 3,104, while in the succeeding month of May they mounted suddenly up to 11,183, there being evidently a rush to seize the last chance of assisted immigration which that month afforded. The character of the assisted immigration is perhaps indicated by the fact that the number who passed through and settled in the United States in that month, 3,389, was more than double that for any similar period before or since, which would go to prove that this kind of immigration paid out of all proportion for persons who made their ultimate home in the States. Of the total number who passed the Immigration Office last year, assisted, 8,696 went to the States; this year, unassisted, the number was 5,965, a decrease of 2,731. That unassisted immigration, if it brings a less number, brings them of a better class, would appear from the amount of money brought by them which has come under the cognizance of the Department. Last year this amount was about \$175,000; this year with a decrease in number of, say 9,000, it was \$278,700. Ontario, owing to the removal of old settlers to the N. W., takes the lead as a place of settlement, the numbers going there being 9,767 against 12,378 last year. In Quebec 3,811 settled against 4,973 in 1888, and in Manitoba and the N. W. 6,539 against 7,367 last year.

We are in receipt of the "Suppressed Sawdust Report" of Mr. W. H. Rogers, late Inspector of Fisheries for Nova Scotia. Mr. Rogers is an eminently practical officer and a keen observer, and his report, which embodies many statistics, is altogether against the supposition that damage to the fish is entailed by depositing the sawdust in the rivers. It is fairly deduced from some of these statistics that while, from 1880 to 1887, there was an increase of nearly 300 per cent in Nova Scotia proper in the catch of salmon, there has been none whatever in the comparatively clean rivers of Cape Breton. It is admitted that where sawdust is, from any cause, deposited on the spawning places, and remains in such quantities as to cover up the gravel in which the ova are deposited, it would cause injury, but the experience (quoted) of several experienced fishing officers goes to show that there is almost always too much force of water running over the spots selected by fish for spawning to allow of its remaining. It is stated that there has been for many years past more sawdust thrown into the St. John River than into any other in the Lower Provinces, yet the shad and other fish in the St. John are increasing, while, for some other unexplained causes, they are decreasing in other rivers where there is little or no sawdust. Some rivers, Mr. Rogers avers, have been receiving sawdust at their very head waters for many years, "and one looks in vain for sawdust where there is any likelihood of salmon spawning." In the rivers in which other mill rubbish, slabs, edgings and bark, are deposited, Mr. Fitzgerald, an efficient and reliable officer of Queens County, of eighteen years' experience, believes that any decrease observed is caused by these obstructions, and not by the sawdust. Numerous instances are given by Mr. Rogers from his experience, and quoted by him from the observations of other fishery officers, which all tend in this direction, and it is impossible to undervalue the weight of the evidence. Mr. Rogers, at the end of his report, comes to the conclusion at which we have arrived, that there should be a careful examination and enquiry into the whole subject.

Mr. C. E. Godard, Overseer of Fisheries at Bridgewater, is quoted by Mr. Rogers in his "Suppressed Report" as follows, on a somewhat salient point:—"I have watched the actions of sawdust and found that when it accumulated a few feet, it appeared to generate gas, and as it were, boil up and pass away. This has been frequently seen in the eddies formed by the abutments of the bridge." In special reference to the LaHave River, Mr. Rogers goes on to observe:—"I would not pretend to say that sawdust may not, under some circumstances, injure a harbor or river for the purposes of navigation, though such circumstances are rare in this Province. Some years ago it was repeatedly and publicly asserted that the Davison mills at Bridgewater were filling up and ruining the harbor at the mouth of the LaHave River. Under instructions from the late Mr. Whitcher, then Commissioner of Fisheries, I made a careful personal examination of the river, and reported Oct. 1, 1876. The subject was again renewed by the report of Mr. Veith, and I was again directed to make an examination and report. This was done, and a report was forwarded to the Department May 14, 1881. The river was found just about the same as at the time of my first report, and I have no doubt that an examination at the present time would reveal about the same state of facts, and that the clamor as to the sawdust filling up the LaHave is misleading."

Very few consumers of wheat products are aware of the fact that crackers are the oldest form of bread. Fragments of unfermented cakes were discovered in the Swiss lake dwellings, which belong to the neolithic age.

An alarming increase in the spread of leprosy is reported as a result of the British occupation of Burmah. It is said that a distinguished General (officer of the Anglo-Indian Army) has fallen a victim to it. It is also rumored that lepers are arriving with increasing frequency at European and American ports. Reports of this nature have of late been so persistent that it would seem there must be some good foundation for them. If such be the case no precautions can be too minute, too searching, or too promptly devised and set on foot to insure the isolation of persons suffering from a disease which, when once it obtains foothold, is perhaps of all others the most difficult of eradication.

There are indications that the numerous railway accidents of late years in which the car stoves have played so horrible a part are at last producing their effect. The deadly car stove is going. In such matters it only requires a bold initiative on the part of one or two prominent lines, and others must speedily follow suit. The Pennsylvania, Philadelphia and Reading and Baltimore and Ohio Railways are discharging the stoves as fast as steam apparatus can be introduced into their cars. The New York Central used steam last winter under the compulsion law of that state, and every other road in the state is expected to be rid of the stoves by Nov. 1. The Boston and Albany Company of Massachusetts heats by steam all the cars over which it has control. The trains of the old Colony road, the Western division of the Boston and Maine Road, the Fitchburg and the New England Roads will be heated by steam during the coming winter. The New York, New Haven and Hartford is the only New England road of any importance that has refused to discard the stove, and suit has been brought against the company by the Attorney General of New York to compel it to obey the state law on this subject. New York State appears to have made the change a matter of Legislation, and Canada should do the same if Canadian companies hesitate long to adopt a system which it is an imperative duty to the public to inaugurate.

The *Maritime Agriculturist* very sensibly remarks that "while every effort has been made to increase the speed of the trotter, the draught horsemen have been working for weight with little regard for either muscle or walking speed." The *Maritime Agriculturist* goes on to observe that it is a mistake to suppose that the draught horse cannot be trained to walk rapidly. In ordinary travelling a fast walk is invaluable, but it is yet more important in farm work. The saving on a farm in ploughing and harrowing, if horses could walk four miles, or even three and a half miles an hour, would be immense. Gait and pace are essentially matters of training and cultivation, and the dull, sluggish walk so frequently to be noticed in the horses of our small farmers arises almost entirely from neglect to keep a horse up to his paces from the beginning of his breaking in. In Australia horses were valued largely according to their capacity for getting over ground in long days' marches without taking too much out of them. Consequently, the paces cultivated were a fast walk and an easy canter. These, in the course of generations, became hereditary, and it used to be nothing at all out of the common for a horse to do his forty or fifty miles a day in the bush, and keep it up for a week together with but little sign of fatigue at the end of such a journey. Nothing is required to produce good paces but persistent attention, and if our farmers will only take the little necessary pains they would soon have fast-walking horses, and get themselves out of the habit of sitting slouchily in their conveyances, "jagging" every now and then at the mouths of their unfortunate beasts, to the utter destruction of all drivable qualification.

"If," says the *New York Herald*, continuing to discuss the Canadian Militia, "the term of enlistment could be limited to three or four years, and the ranks kept constantly full, the country would in time have a large reserve of partly disciplined men, but this is not done." In this remark, as in others which do not call for comment, the writer shows the want of acquaintance with the subject which may naturally be expected from a foreigner. As a matter of fact such a reserve of men who have passed out of their corps does exist, and their presence and readiness to serve again are always manifested on emergencies. Some remark is also made on the small proportion of French (one Battalion) in the Montreal Force, and the absence of any Irish corps. In fact, although the *Herald* correspondent has hit upon enough truth to render his articles worth attention, he is evidently but little acquainted with the working of the Force outside of Montreal. Still, it should, as we urged at the beginning, prompt the Militia Department and all members of Parliament to give a more serious, as well as a more liberal attention to the Militia when the Estimates come up, to the expediency of attending to the recommendations of Staff-officers, to the absolute necessity of annual drill, and of diminishing the force if Parliament will not vote a sufficient sum to drill the present quota. We should like to see Troops and Companies made stronger, and superfluous companies absorbed or disbanded. For instance we would have no odd numbers, and if a district could not maintain eight companies, we should like to see its quota reduced to four, under a Major. A six company Battalion might be allowable, but we think corps of five, seven, or nine companies should be disallowed. But above all, persistent effort is required to thoroughly equip the existing force for taking the field efficiently at the shortest notice, or at all events to place in district stores a full equipment of every necessary for field service for a proportion—say two thirds—of the force of the district. Courage and tenacity are required in a Minister of Militia to confront Parliament in the proper interests of his department.