

it is said, sit with closed doors. It was to this conference that Sir John A. Macdonald, was invited, but which invitation he quite emphatically declined. Advocates of the move say that it will probably prove to be the first authoritative if not official step towards the formal assertion of "Provincial Rights;" and that progress in that direction is necessary and inevitable. It is not a rope of sand that binds these provinces into the great and glorious Dominion of Canada, and whatever "rights" the provinces may possess that certain dissatisfied and disgruntled ones may happen to imagine they are not enjoying, may be obtained under the Dominion Government, but never by outside pressure or extra judicial provincial acts. But a few years ago the Southern States of the American Union imagined that they had grievances which were not being redressed within the Union, and attempted to go out and set up an independent Confederacy. It would be well for Canadians who might be tempted into disloyal acts to bear in mind the result of the late war of the rebellion in the United States.

THE Hawaiian Government has concluded that Chinese immigration into the kingdom should be further restricted, and will, it is said, adopt stringent measures with this object in view.

A NUMBER of moneyed gentlemen of Halifax, N.S., recently held a meeting in that city for the purpose of forming a company with a capital of \$50,000, to build a yacht to compete for the America cup in 1888. It is proposed that the new yacht, if built, will be designed, constructed and owned in Nova Scotia.

THE Canadian Pacific Railway Company are making arrangements on their eastern division for the transportation of grain from the Canadian North-West and Manitoba as well as from Chicago to Halifax and New York. The company expect to be able to handle about nine million bushels of western grain this season.

THE schooner *Gaillard*, the first of the line of vessels for the West Indies, under the auspices of the St. John (N.B.) Forwarding and Trade Promoting Company, is announced to sail from that port about the first of November. It is understood that quite a number of shippers and manufacturers are arranging to send goods by this vessel.

MR. ROWEN, C.E., has discovered what is thought to be a forest of petrified trees on the Storrington side of the Rideau Canal. The columns are among sandstone, and while the latter splits horizontally the former split perpendicularly, thus proving the contention that a forest has been discovered. The discovery will create a sensation among the geologists.

THE new Niagara Central Railroad from Suspension Bridge to Thorold, Ont., has been opened, and the first passenger train run over the road. A construction train was run over the road first for the purpose of testing it, and everything was found satisfactory. The start was made from the new Central station, across the Cantilever Bridge, at Suspension Bridge. The Michigan Central Road furnished the cars.

GOLDWIN SMITH alleges that the Commercial Union agitation is sweeping the country. A female domestic might run a broom across a room and claim that it had been swept; but her claim might not prove satisfactory to her mistress. Mr. Smith, who seems to imagine that he has received a mission to reorganize not only Canada but half the civilized world, is in the habit of indulging in what the rhetoricians call hyperbole. *Ottawa Citizen*.

HAPPENING to want a place to strike a parlor match to light a gas stove, says a writer in the *Chicago Journal of Commerce*, I struck the match upon the top of the stove over the gas. The gas ignited but the match did not. I laid the match aside, and as the gas-burner was wanted I used the same match until I had lighted it twenty-three times, and the match is apparently as good as ever. Cannot some one invent an improved lighter from this suggestion?

AN inventive Yankee genius has shown what may be done in an emergency. He grinds together cornstalks and coarse prairie grass, and moistens them with water. When this compound has been reduced to a pulp he presses it into blocks twelve inches long and four inches thick. When these are thoroughly dried they burn readily,

give out greater heat, and last twice as long as the same amount of soft coal. He claims that this fuel can be prepared at a cost of \$2 a ton.

It is stated elsewhere in this paper that it was in contemplation to remove the works of the Ontario Rolling Mills Company from Hamilton to Toronto. Since the item was put in print, Mr. C. S. Wilcox, treasurer of the company, is reported as saying that the works will not be removed to Toronto. The plant of the London Steel Mills was bought by the company and inducements have been offered to have a branch established in Toronto rather than in London. It is not probable that anything will be done till next spring.

AS things now stand in the United States the labor element has developed into the following named political parties: (1) the United Labor party; (2) the Union Labor party; (3) the Progressive Labor party; and (4) the Labor Political Reform party. Mr. George and Father McGlynn are supposed to be incorporated into some one of these parties, but we cannot tell which. The socialists, and the anarchists, and the nihilists are all there somewhere. Possibly the list may be enlarged before next election day.

SOME time ago the Southern Pacific Railroad decided to make a trial on its ferry steamers of petroleum as a fuel. It changed the furnaces of the freight transfer "Thoroughfare" and of the "Piedmont" to admit of its use. After trying for about three months, the cost being carefully computed, it was decided to make another trial of coal, with a view to deciding finally which to use permanently. The oil has won the day, and will be the future fuel. When time allows, the furnaces of all the other steamers will also be changed.

MR. E. H. WALKER, for many years statistician of the New York Produce Exchange, has joined the editorial staff of *Brooklyn's*, the well-known commercial and financial newspaper published in New York, to which he will give his exclusive services. Mr. Walker is one of the best informed men in the country on the statistics of grain, flour, provisions, live stock and kindred lines. He is the author of the only complete records of this kind in the country, and the inventor of the "visible" grain supply statement. With his aid, in addition to the original work in that direction which *Brooklyn's* has done and has projected, that journal must become indispensable to all interested in those subjects.

WHEN the last voyage of the Beaver Line SS. Lake Huron to Montreal was nearing an end, the passengers held a meeting and drew up an address to the captain, which expressed their thanks and satisfaction at the pleasant voyage from Liverpool. The address then continued: "Everything has been done for our comfort, and the courtesy and good feeling displayed by everyone on board has been most marked, the captain, doctor and stewards having done all in their power to make the voyage a pleasant one. Wishing success to the Beaver Line, and all on board a pleasant and safe passage home, we subscribe our signatures." Then followed the signature of every passenger on board, sixty-eight in all.

THE Nautical Society of Hamburg, Germany, have offered a prize of 500 marks for the best essay on the subject of calming the sea by the use of oil. An exhaustive description of experiments of the effect of oil made up to the present time is required, also a criticism of the arrangements used so far, and especially complete directions for its use by large steamers and sailing vessels, as well as small vessels, pilot, fishing and life saving boats, besides directions for the use of oil at sea and near the coast. The essays are to be written in English or German, and sent to the president of the Nautical Society, director of the Navigation School, Capt. F. E. Mathisen, Hamburg. Competition is not limited by nationality.

SOME stir has been created in England by the address of Mr. Adamson, the new President of the British Iron and Steel Institute, at the annual meeting of that body held recently at Manchester. Mr. Adamson took occasion, in the course of his address, to advocate the imposition of taxation on imports of foreign manufactures. He said that under existing conditions the local or home manufacturer was oppressed, but that if imported iron and steel were made to pay their share toward carrying on the Government the British and foreign manufacturer would be more nearly on a par. This expression of opinion is of no little interest, coming as it does, from a British manufacturer, and a man of the prominence attaching to the presidency of the British Iron and Steel Institute.

SIR GEORGE STEPHEN, President of the Canadian Pacific Railway Company, will, it is stated, leave for England early in November to arrange for the building of three powerful steamers to run on the Pacific Ocean between Vancouver, China and Japan. The steamers will be about four thousand tons burden, capable of steaming eighteen miles an hour, the usual speed being fifteen. They will be of the highest of Lloyd's classification, and will be constructed