

ests of the city, it is of course out of the question. Paying rates must be insisted on, though they should not be excessive. In this way, and in this way only, can the street railway be made a source of revenue to the city, a revenue of which the need may be felt in future.

International copyright seems at last to have found favor in the United States, an international copyright bill having passed the House by a vote of 139 to 95, and as the Senate was before in favor of the principle, the bill is likely to become law. Of late years American publishers began to see that international copyright was likely to pay better than piracy, and accordingly they favored the change. The pressure which they formerly exercised against the principle of the measure has recently been exerted in its favor. The bill does not indicate any death-bed repentance, or show the quickening of the international conscience. The question is treated mainly as one in which publishers are concerned, authors being of course in favor of the measure, and the old opposition comes from Kansas and even Illinois, which do not expect to benefit so much as the Eastern States. When this measure goes into operation it will change the relations of Canada to the question. If the United States ceases to produce appropriated editions, Canada will perforce cease to buy them. But Leipzig editions of British books, the novels that are in demand, are found here; and unless we have an international copyright law, they will replace the American. On the whole, they are, everything considered, probably preferable. But we, too, expect to have a copyright law that will cover the ground.

A question has arisen about the advisability of the English financial and trust companies paying dividends, if the securities they have underwritten have undergone a decline, which may or may not prove temporary. The *Economist* holds with reason that when the directors know of such decline they should not act, in declaring dividends, as if the par rate had been maintained. Even the defenders of these institutions admit that there is too many of them. The question is whether any of these companies have assumed obligations beyond their means; if they have, trouble is bound to follow.

THE OCEAN CATTLE TRADE.

Something like a crisis in the cattle trade of Canada to England has come. The British Board of Trade has prohibited the carrying of cattle from this country in certain vessels, on the ground that they lack the necessary accommodation. If there is no dispute about the facts, all interested should work together to remedy the defect of the means of transport. The cattle shippers themselves do not aver that the present arrangements are perfect. At a meeting held at Montreal, on Monday night, Mr. Bickerdike admitted that one vessel used in this trade, the "Linda," was unfit for this purpose, and others might

be; while the president, Mr. Price, thought it might be just as well to cease shipping cattle on the upper deck, after a given date. Mr. Plimsoll, who has a strong hand in the movement in England indicated by the present action of the Board of Trade, is anxious to prevent deck-loading altogether, and this suggestion would go far to meet his views. Mr. John Crowe said he had lost thirty-four cattle, washed from the open deck, which he added was the best place if provided with strong fittings. There is danger below as well as above; and he had, at the same time, lost a larger number, forty-eight, from being battened down between decks during a storm. Would it not be possible by some means of ventilation from above, to prevent smothering when the hatches must be battened down?

Fortunately the interest of shippers and receivers alike is that the cattle shall arrive safe and sound; and it is desirable that both should work together to secure conditions that would best contribute to this end. We know that there is a suspicion that there is an interest in England which desires to put a stop to this trade altogether, and which is on the outlook for reasons or pretexts for doing so. It may be taken for granted that British graziers do not relish the Canadian competition and would be glad to be rid of it. There may be others in sympathy with them; but the danger from false alarms about pleuro-pneumonia in the absence of the disease, can scarcely be serious. The detention of the "Norse King," in September, and one within a few days past proved to have no justifiable cause; but it may nevertheless have been resorted to by the officials in good faith. So long as the disease is liable to occur, precaution may be expected now and then to go beyond the line of necessity. Where there is doubt, whether well or ill-founded, an investigation may be expected. This is part of the price at which we enjoy the trade, and we do not see how it can be got rid of in future. These detentions are in fact not frequent, though when causeless they are always annoying. It is admitted by the shippers themselves, as well as others who have had occasion to look into the facts, that there are defects in means of shipment which require a remedy. Among the vessels the chief offenders are those that go under the name of "tramps," which pick up cargoes wherever they can, and which, as might be expected, are not specially adapted for any one service, and least of all perhaps for the carrying of cattle. In these vessels the fittings for cattle are, it seems, so poor that avoidable mortality is sure to result. If this be true, the risk of slaughter is greater than either shippers or insurance companies ought to incur. If a state of things such as this exists, it is the interest of every one concerned, except perhaps the "tramps," to put an end to the danger, which is little if at all short of a scandal.

In the application of a remedy, it is of course desirable that nothing be done unnecessarily to hamper the trade. But it would not be out of place for the British Board of Trade, after consulting all who have a right to be heard, to do for cattle ships what has long since been done for

emigrant vessels. It ought not to be impossible to frame a system of regulations for the shipment of cattle which would command the approbation of all concerned. If it is not the interest of British buyers to receive bruised and damaged cattle, still less is it the interest of shippers and insurers that the shipments should be attended with heavy mortality. If the cattle which survive be damaged, their value will be proportionably reduced, and in case of death the loss must fall on the shipper or insurer, or both. The cattle shippers at Montreal asked that the British Department of Agriculture should not promulgate any new regulations until they have had an opportunity to be heard through a representative. If they are wise, they will not oppose any regulations that may be necessary for the safety of the trade.

The Montreal meeting favored the sending of Dr. McEachren, the chief veterinary inspector in Canada, to England to assist Sir Charles Tupper with his knowledge of the sanitary condition of Canadian cattle. He would have gone to England on this errand some time ago if Sir Charles had not signified that it would be useless and unnecessary; and even now we see no evidence that the British public requires to be convinced that pleuro-pneumonia does not exist in Canada. At present it is not so much a question of disease, or freedom from disease, as of carrying in such a way as not to increase largely the avoidable mortality. Perhaps his services might be useful in connection with the provisions for safety. At present it looks as if the use of "tramp" vessels in the carrying of cattle might be prohibited, but is this necessary? It is necessary to rule that any vessel so used should be properly provided, in every respect, and if this condition be exacted from "tramps," provided they are not otherwise unsuitable, the reason for their exclusion would seem difficult to justify. In all regulations of this kind there is a tendency to go too far in the laying down of sweeping rules, and against this tendency constant watchfulness is necessary. General rules there must be, relating to accommodation and sanitary conditions; but if they decreed absolute exclusions, the grounds on which they proceeded would require to be very firm.

OUR COPPER AND NICKEL INDUSTRY.

The copper and nickel deposits at Sudbury, on the line of the Canadian Pacific Railway, and it must be added, the iron deposits around Haliburton on the Grand Trunk, assume an added importance in the presence of such discoveries in the treatment of ores and separation of metals as are heard of in these days. In addition to the tests which are said to have established the immense improvement in the tensile strength of iron, and afterward the resisting power of steel plates, a cheap method has been discovered of separating nickel and copper which are found in the same ore and reduced to a matte. But further, a man in the States is said this week to have demonstrated a way to make nickel steel direct. All this improves the pros-