

berths are amidships on the upper passenger decks. The sanitary arrangements of the ship are perfect. The *Sardinian* is steered by a double-actuated screw apparatus, the operation of the steersmen being directed by Chadburn's electric telegraph.

Herapath's Railway Journal has the following returns of traffic on Canadian railways:—

GRAND TRUNK—The traffic receipts on this line for the week ending Sept. 11, 1875, as per cable, amounted to £36,000, against £45,600 for the corresponding week in 1874, showing a decrease of £9,600.

GREAT WESTERN—Week ending Sept. 10, £16,313, against £19,181 for corresponding week of last year; decrease, £2,868.

Herapath makes this observation:—"We have again to lament a frightful decrease in the traffic of both the Great Western of Canada and Grand Trunk. On the latter, the cablegram of yesterday announced a decrease in the week of £9,600! It is true the cablegram adds that the weather in the west is unfavourable, and the new crops are not yet moving—but £9,600 decrease in a week! The weather in Canada appears to be as bad for traffic as a strike in England, and happens oftener."

Relative to prospects "Shareholder" thus writes to the same journal, over date of Sept. 17th:—

"As another 'bear' attack is being made upon the stocks of the Grand Trunk Railway, in order to frighten the timid into selling, it is as well that your readers should be reminded of the following facts:—The line and plant were never in better order, and the company wants for nothing. The stocks at present are as low as in 1871, when the Company was almost bankrupt, but not lower, and they rose to nearly double in 1872. When, therefore, £2,000,000 have been since spent in putting everything in thorough good order, it will be seen that a rise is much more certain than ever, and therefore, holders would do well to increase, and corner those who are at present selling without having any shares to deliver. Although it may be some time before the 3rd prefs. get a dividend, yet that on the 1st and 2nd prefs. will soon be paid, which will cause a rise as rapid as in the case of the North British Railway shares. It is no doubt in the knowledge of this that these 'bear' operators are making such strenuous efforts to get holders to sell into their hands. As to traffic, any decrease will be made up by decreased expenses."

ELEVATING LABOR.

New York is about to make a commendable experiment in the way of enlarging the usefulness of its public education, by opening a school for free instruction in industrial and free hand-drawing in all cities of the state, a law requiring this having been passed at the last session of the state legislature. The act goes into effect on the first of October, and the New York Board of Trade have appointed a special committee to see that it is properly carried out in the metropolis, and in addition to devise such other measures for the promotion of skilled labor as may appear feasible. It is a wise move, and if the project thus initiated shall be vigor-

ously and intelligently pursued, it will result in great benefit to the city and even the entire country. It is rightfully said that skilled labor is the greatest element of national prosperity, and people have been entirely too indifferent to its training and cultivation. Millions are spent yearly in the mental culture of the young, carrying them at the public expense even through the advanced collegiate branches of learning. Would it not be much better to spend a little less money on their heads and more on their hands? Much deserved objection to the system of public education grows out of the fact that it too often unfits the children of the poor for the inevitable future of hard manual labor that awaits most of them, to frequently making of them useless drones instead of valuable workers. Thousands of young men are turned on to the world's cold charities to drag out a life of poverty because a false pride in their mental gifts unfits them for any sort of manual work. Competence and even wealth waits them in our factories, foundries and machine-shops, where we so much need hands with brains to guide them; but they are educated above such work. New York has its Cooper institute devoted to free instruction in the industrial arts, and boards of public schools in other cities have not altogether ignored this promising field; but here is much room for general instruction of the same sort, and we can well afford to watch the success of this experiment in New York with a view to extending its usefulness to our own schools. The community is benefited by every dollar spent in the elevation of labor, and when the fulness of time is come to bring forth a sound and effective school system among us, we should pay attention to this important suggestion also.

DEBTS OF AMERICAN CITIES.

Mr. William M. Grosvenor of St. Louis has been making a recent investigation into the municipal indebtedness of the United States. His search demonstrates that Mr. Blaine has rather understated than overstated the local debts of the country in the exhibit which he made about a year ago, and which attracted so much attention at the time. Mr. Blaine estimated the aggregate municipal indebtedness, near the close of last year, at \$570,000,000. This showed an enormous increase within four years, since the census of 1870 stated the municipal debts (exclusive of State and County) to be \$328,241,520. But later investigations, covering a period of five years, show that Mr. Blaine's estimate was a low one. A recent number of the *Financial Chronicle* gave a list of city securities, which showed that the bonds of only thirty-two cities in the country (exclusive of their floating indebtedness) amount to \$525,432,728, or nearly as much as Mr. Blaine's estimate of the gross municipal indebtedness. But the last annual reports of Massachusetts show that the cities in that State alone, besides those included in the thirty-two cities cited above, owe \$36,914,634. In Ohio, the reports show that the cities of that State, outside of the cities included in the *Financial Chronicle's* statement, owe \$8,909,714. Thus the bonded debt of the thirty-two cities, and the cities of only two

States among all those not included in that list, amounts to \$571,457,076, or a larger sum than Mr. Blaine estimated for the whole country. A comparison of the census statement shows that these cities owed less than two-thirds of the total municipal indebtedness of that time. Assuming that this ratio remains the same, the present showing would make the aggregate municipal indebtedness \$856,185,614. This is a higher rate than even Mr. Grosvenor is willing to accept. He therefore makes a proper allowance for a smaller ratio of increase in the cities where statements are not made. The increase in the thirty-two cities between 1870 and 1875 was 160 per cent. The increase of the Massachusetts cities not included in the list of thirty-two is 130 per cent. The increase of the Ohio cities has been 290 per cent. The average increase in the two States has been more than 160 per cent. It is entirely within bounds to assume that the increase in the other cities of the country has been 70 per cent, or less than half of the average increase in the States of Massachusetts and Ohio. Upon this basis, the aggregate municipal indebtedness of the country at this time amounts to \$758,000,000, or nearly \$200,000,000 more than Mr. Blaine estimated.

New York furnished a proof that the estimated increase of 70 per cent. is entirely reasonable. From a statement furnished recently by Gov. Tilden, it appears that the municipal debts of that State outside of New York city, Brooklyn, and Albany, have increased 119 per cent. in less than two years. It should be stated, however, that the thirty-two cities which have a total bonded indebtedness of \$525,632,728 have sinking funds that amount to \$62,443,953. Deducting this, the net indebtedness in these cities, and those of New York, Massachusetts, and Ohio not included in that list, is \$551,684,533. Add to this the debts of the other cities in the country, upon the estimated increase of 70 per cent. since 1870, and the net municipal indebtedness of the country, after deducting resources, is still \$706,672,497.

The average municipal indebtedness of twenty English cities smaller than London is about \$30 per capita. But the minor American cities, with about the same population as these twenty English cities, owe about \$92 per capita. The contrast is presented in still another form. The report of the Local Government Board in Great Britain shows that, deducting the British national debt, there is a total local indebtedness of \$360,000,000, or about \$11 per capita. Take the same local indebtedness in the States, including everything except the national debt, and we have:

State debts.....	\$382,970,517
County debts.....	180,000,000
Municipal debts.....	769,000,000
Total.....	\$1,331,970,517

This is a local indebtedness of about \$30 per capita for all the people in the country, or about three times as great as the local indebtedness per capita in Great Britain. The strain in the States is still more notable when we count the interest paid. The interest on the local indebtedness probably averages 7 per cent, which would make it \$93,000,000 annually, while the interest on the British local indebted-