

OUR BOARDING HOUSE

Reflections on Current Events by the Boarders.

"Where are the workmen who shouted themselves hoarse for Hall, Kennedy, Morris, Martineau and all the other supporters of the De Boucherville Government?" said Phil. "I'd like to meet some of those galoots, and ask them what they, as workmen, gained by it. The session is over, and not one single, solitary act has been passed which would advance the interests of labor. George Washington Stephens was going to play the deuce as a labor reformer and so was Morris, but though they made a great flourish at the beginning, subsequent events proved that it was all buncombe. Stephens' bill to exempt wages from seizure was a good measure when he first introduced it, and if the man was sincere he would have insisted on the House dealing with it as it stood, but the very fact of his stating at the beginning that he had no objection to its being amended in committee, shows that he didn't care a continental how much they mutilated it or whether it ever became law or not." Stephens is no 'greeny' at Quebec, and he knows better perhaps than anybody else that measures such as his are usually so amended in committee that they practically become inoperative, or else are made to serve an altogether different purpose to what they were intended; when, therefore, he actually invited amendment to it, the House knew at once that his action was pure buncombe and acted accordingly. That bill did not become law, and never will while Stephens fathers it. Our friend Morris, on the other hand, was working another racket; he was looking for a big thing for a joint stock company in which he is interested, and his bill for the inspection of gear and tackle was a kind of sop thrown into the maw of labor to keep it quiet and possibly to divert its attention from the charter of the Montreal Water and Power Company until he got what he wanted. He, too, was willing to have his bill amended, and the consequence is that it has been 'referred back' until such time as the members get acquainted with the subject. Auge's early closing bill was defeated by a vote of eight to seven in that old political hippodrome, the Legislative Council. And now I would like to have some political jaw-smith explain to me what labor has gained by the change of government. And I would also like to know how much longer workmen will allow themselves to be hoodwinked by the old political parties."

"I, for one, am not at all surprised that neither the Legislature at Quebec nor yet the other one at Ottawa have done nothing in the interests of the laboring classes," said Brown. "Why should they? Don't you understand that everything which tends to advance the interests of labor makes the laborer stronger in his resistance to the encroachments of capital, and why should a capitalist, even if he is a member of parliament, do anything which is antagonistic to his interest? Not at all. Why should Stephens be expected to bring in a bill that will exempt wages from seizure? Will he ever have his wages seized? Why should you find fault that Morris' bill wasn't passed? Is it at all likely that he or any of his family will ever lose their life on the wharf by being compelled to work with defective gear and tackle? Will the life of any of our members of parliament or their families be endangered because the gear and tackle is not inspected? And another thing, if workmen really want all these things they shout about, why in thunder don't they vote as they howl? Why are they always found voting for men who don't care a rap for them, even if they have the choice to vote for a labor candidate? It is the most

contemptible and humiliating spectacle to witness labor electing its enemies to power and then to see it come, hat in hand, begging for recognition of its rights. And the cur who are ever willing to vote at the dictates of the party, or factory boss, who never yet have cast their votes in an intelligent or independent manner generally howl loudest when they are hurt and turn to organized labor for protection and relief. No, sir; I expect nothing that will benefit labor from any kind of a governing body constituted wholly of capitalists, neither will I blame them. If labor wants anything, let it say so at the polls on election day."

BILL BLADES.

WASTE OF TIME AND STUDY.

Professor Atwater has been spending a great deal of time and study in compiling statistics for the purpose of demonstrating how much better and more expensively the American common people live than their European brethren. He says that the dietary statistics taken with the collateral facts lead to the inference that ordinary people have with us what only the exceptionally well fed have on the other side of the Atlantic the food they need to make the most of themselves and their work. Indeed, it is not safe to say that so far as the facts at hand go they imply very distinctly that to the American workingman is vouchsafed the priceless gift which is denied to most people of the world, namely, the physical conditions, including especially the liberal nourishment which are essential to a large production, high wages, and the highest physical existence; and that as a corollary he has a like opportunity for intellectual and moral development and progress.

Of course there is purpose in all this, the object being to create a sense of contentment in the minds of American workingmen and thus strengthen the hands of those who through special privileges now exploit labor. But American workingmen will not so easily be lulled. The real question for their consideration is not whether they live better than does the European, but are they enjoying the just and full returns for their labor here, and can they not increase their prosperity and happiness.—Sunday Truth.

THE COAL BURNING AGE.

I have heard that when King Hudson in the zenith of his fame, was asked as to what his railways were to do when all the coal was burned out, he replied that by that time we should learn how to burn water. Those who are asked the same question now will often reply that they will use electricity, and doubtless think that they have thus disposed of the question. The fallacy of such answers is obvious. A so-called "water gas" may, no doubt, be used for developing heat, but it is not the water which supplies the energy. Trains may be run by electricity, but all that the electricity does is to convey the energy from the point where it is generated to the train which is in motion. Electricity is itself no more a source of power than is the rope with which a horse drags a boat along the canal. There is much philosophy in the old saying, "Money makes the mare go," than in the optimistic doctrine we hear spoken of with regard to the capacity of man for dealing with nature.

The fact is that a very large part of the boasted advance of civilization is merely the acquisition of an increased capability of squandering. For what are we doing every day but devising fresh appliances to exhaust with ever greater rapidity the hoard of coal. There are just a certain number of tons of coal lying in the earth and when these are gone there can be no more forthcoming. There is no manufacture of coal in progress at the present time. The useful mineral was

the product of a very singular period in the earth's history, the like of which has not again occurred in any noteworthy degree in the geological ages which have since run their course. Our steam engines are the means of spending this hoard, and what we often hear lauded as some triumph in human progress is merely the development of some fresh departure in a frightful extravagance.

We would justly regard a man as guilty of expending his substance wastefully if he could not perform a journey without a coach and six, and half a dozen outriders, and yet we insist that the great steamers which take us across the Atlantic run at a speed which requires engines, let us say, of 12,000 horse power. If the number of passengers on such a vessel be set down as 500, we have for each passenger the united force of 24 horses, day and night, throughout the voyage. I expect that our descendants will think that our coal cellars have been emptied in a wasteful manner, particularly when they reflect that if we had been content with a speed somewhat less than at present demanded, the necessary consumption of coal would have been reduced in a far greater proportion than the mere alteration of speed would imply.

PRETTY GIRLS OF IRELAND.

Do you know how very pretty a pretty Irish girl is? She is like a glass of fine, clear chablis. She hasn't the champagne sparkle of the American girl, the beery tranquility of the German fraulein, nor the vermuth suggestiveness of mam'selle our French cousin. She does not intoxicate, neither does she soothe, nor yet inspire, but she allures you. There is something enduring, yet evanescent and fleeting, and it draws you on and on. She is like a draught of pure, sparkling spring water that refreshes and never palls. She is tall, slender and round. Crisp little black curls lie against her white neck, there is nothing creamy nor peachy about her skin; it is clear red and white, and her fine black brows and curled lashes accentuate it. And then her eyes! Why should poets sing of the languorous orbs of oriental houris or the violet eyes of the fair women of the north when the Irish girl has them all at one and the same time! Starry eyes that sparkle and glow. You think they are darkly brown until some day she turns them upon you as she stands in the sunlight and a sapphire is not more blue, and as you watch her in surprise they are gray and they are black, and you despair of telling what color they are, but are content to watch them assume whatever shade they will.—Chicago News.

DUST AT SEA.

The British ship Berean, which recently made the voyage from Tasmania around Cape Horn to England, encountered a remarkable but not unusual phenomenon at sea, viz, a storm of dust. After crossing the equator she fell into the northeast trade winds, and when about 600 miles west of Cape de Verde Islands, the nearest land, the Berean's sails and rigging were thinly coated with a very fine powdery dust of a dark yellow or saffron color, scarcely discernible on or near the deck, but profuse on the highest part of the rigging, so that the sails appeared to be "tanned."

Fine dust falling on vessels in the Atlantic near the Cape de Verde Archipelago has often been reported, but it has so often been of a reddish hue that it is known among sailors as "red fog," and has been generally supposed to come from South America.

The observation on board the Berean appears to overthrow this conclusion, and to determine the African origin both of the Atlantic dust and the so-called "blood rains" of Southern Europe.

Admiral Smyth many years ago re-

ported during his stay in Sicily, March 14, 1814, a "blood rain," which fell "in large, muddy drops, and deposited a very minute sand of a yellow-red color" quite similar to that now reported by the Berean.

He then regarded it as a "sirocco dust" from the African desert, crowning the beautiful theory of atmospheric circulation. Both on the Atlantic ocean and in Europe these rains of dust have almost invariably fallen between January and April—a period of the year in which the Sahara is most arid.

Election of Officers.

The following have been elected officers of Black Diamond L. A. 1711, for the ensuing six months: M. W., J. Carroll; W. F., J. Maguire; R. S., Wm. Robertson; F. S., S. Fitzpatrick; Treas., J. Fraser; P. M. W., Geo. Halliday.

Nomination of Officers.

The following is a correct list of the members nominated for office at a meeting of No. 1 Section, Quebec Ship Laborers' Benevolent Society: For President, Thomas Webb, Maurice Cottrell, John Dinan and Patrick Griffin; Vice-President, Robert Farrell, George Quart and James Hennessy; Assistant Secretary, M. J. Sullivan, John Farrell and John Feeney.

The next meeting of the Labor Day committee will be held on Tuesday, 5th instant, at 127 1/2 St. Lawrence street. All communications should be addressed to the secretary, Mr. V. Dubreuil, 687 Notre Dame street.

A public meeting will be held in the Ville Marie Hall, 1623 Notre Dame street, Tuesday evening next at eight o'clock, for the purpose of organizing the Machine Woodworkers under the International of that trade.

MARRIED.

TAYLOR—MYERS.—At the residence of the bride's father, 75 Magdalen street, Montreal, on the 22nd June, by the Rev. John Ker, John Taylor, composer, eldest son of David Taylor, formerly of Stonehaven, Scotland, to Ellen Marie, eldest daughter of P. Myers, of Montreal.

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