

BRITISH WAGES COMPARISONS.

THE PAY OF PUBLIC AND PRIVATE EMPLOYEES.

The Police Force of England, Scotland and Ireland and its Wage Lists Compared with the Price of Labor on Roads, Sewers, Gasworks and Waterworks. An Imperial Blue book has been issued containing Part IV. of the special returns relating to the rates of wages paid by local authorities and private companies to police and to workpeople employed on roads, pavements, and sewers, gasworks and waterworks, ordered to be supplied by the House of Commons in 1886. Mr. Giffen states that the gas trade has the largest proportion of men paid at rates above 35s. per week, the differences being most marked in the group "of 35s. and under 40s." Roads have the lowest percentage number (22) above the 35s. line. Police and water have about the same proportion above the 35s. line—viz., about 6 per cent., but police has the largest proportion of the very highest rates of all. In the next two groups (of 25s. and under 35s.) police, with 62.2 per cent. heads the list, being nearly double gas and water, which have 33.8 and 31.7 per cent. respectively, and more than five times roads with 12.3 only. In the group "of 20s. and under 25s." which may be taken to be one of the great groups for labourers, water comes first with 51.3 per cent. and police last with 30.7, gas and roads having both about 36 per cent. Below 20s. per week there is hardly 1 per cent. of police, and these are mostly probationers and supernumeraries in Ireland. In roads, however, there are nearly 49 per cent., the greater number being rural labourers and town scavengers, with some old men and stone breakers working short time. In gas and water there are about 10 per cent., but in the former trade the number is, to some extent, made up of lamplighters who were not fully employed. To sum up, most of the police are paid 20s. to 30s.; most of the road men 15s. to 25s.; most of men waterworks, from 20s. to 25s.; and in the case of the gasworkers, the men's rates are mainly distributed within the limits of 20s. to 35s. per week.

The broad fact brought out by a comparison of the computed annual rates for each trade in the various districts is that in every district except London the rate for police is higher than the rate for any of the other three trades, and if the various forms of extra remuneration and the permanency of employment were taken into account the superiority of the total pay of the police would be more marked than the money wages alone show. The difference is accounted for only to a slight extent by the police being exclusively men, while in roads, gas, and water there are only 97.0, 97.5, and 98.3 of men respectively. The rate for gas is in every district higher (except in one case, where the rates are equal) than the rate for waterworks, especially in the London and Irish districts; and the rate for roads is, in every district, much lower than the rate for either gas or water. As regards the districts, London stands first in all four trades, the superiority being especially noticeable in gas and waterworks. Lancashire, the West Riding, and other counties in the north of England come next, being above the eastern and midland counties combined, but not probably above the Midlands only; then Scotland, followed by the southern counties of England. Ireland is last, and the differences between its averages and those of the next above are interesting, being 13/ in the case of waterworks, 7/ for gasworks, and 3/ for roads—the rate for police showing no difference. In the case of roads, the difference would have been much greater if the rates for the rural districts of Ireland could have been obtained.

Preparing for English Emigration.

Montreal, Sept. 23.—Rev. C. Lovekin, of Eastbourne, England, who has been visiting this city on his return from the Northwest, left for New York yesterday. In conversation he stated that next year a systematically arranged plan of emigration would be put in practice differing in a great extent from the previous indiscriminate landing of strangers in the country under conditions which often caused failure. Church, school, temperance and other organizations would come out with emigrants. The pioneers will have prepared as far as possible places where new settlers are to take up their abode. Houses would be erected and provision made for the first year of settlement. An agricultural instructor would also teach the new settlers things necessary for them to know. The first settlement was already arranged and would consist of some thirty families carefully selected. Some benevolent people were putting up the money.

PROPOSED VISIT OF BRITISH M.P.'s.

A Scheme to Educate Imperial Parliament on Colonial Matters.

The London Daily Chronicle says:—We learn that a well-known member proposes, on some convenient occasion—probably when the next naval estimates come on—to move that the admiralty be instructed to place one or more of Her Majesty's troopships at the disposal of the House for the purpose of conveying such members as care to avail themselves of the opportunity on an imperial trip to the chief British colonies. The fact that the originator of this novel idea is a Scotchman seems to preclude the supposition that it is a joke. If it is to be taken seriously we have seen much worse legislation at Westminster.

It is indisputable that the large majority of the members who are called upon to legislate for the empire have but the vaguest idea what this "empire" really is, and that the sight of it would be a revelation to them. In fact, one or two officials outside parliament would be much the better for seeing a little of the countries they rule so confidently. The expense of such an Imperial education tour would not be very great, and, of course, the members would be received with the greatest enthusiasm everywhere.

The Canadian Pacific would take them gratis across Canada, and in most places they would be entertained at the public cost. Supposing that 300 went, it would be an advantage incalculable in money to diffuse the information that they would bring back throughout the country. Then there would be only one foreign policy, and the office of the Foreign Secretary could be made non party. That, perhaps, is the dream of the suggestor. At any rate he believes that every member would come back, like himself, a Radical jingo. It is not impossible that something may come out of the suggestion.

Canadian Waterways.

Wheat can be carried from Manitoba to Montreal by water for 5c per bushel, whereas it costs 15c per bushel to send it by rail. These rates show what is in store for Sault St. Marie. To meet this increased traffic the Dominion government is deepening the waterways of the lower lakes to 14 feet, so that vessels laden at Fort William may sail through to Montreal without transhipment. An American opinion of Canadian waterways is given from the proceedings of the deep waterway convention. It is very flattering to Canadians, and reads:—

"Within five years from the present time at the present rate of progress, and within three years if the work is hastened a little, there will be a clear channel for vessels drawing 14 feet of water through Canadian territory, all the way from Lake Superior to the sea. Six feet of water in the Erie canal and two transfers of freight can no more compete with 14 feet of water through the Canadian canals and no transfer, than a wheelbarrow can compete with an express train. The canal boat carrying 200 tons, drawn by mules at the rate of four miles per hour, can by no possibility compete with the steamships carrying 2,000 tons, propelled by steam and at the rate of 14 miles per hour. And while the United States farmer has held his own fairly well against the semi-civilized wheat growers of India I do not see how he can hope to win in competition with men of the same race, men just as intelligent, with a climate no more rigorous, with a soil at least as fertile, and with transportation facilities immeasurably superior. The great plains of the Canadian Northwest are unsettled now, but when once the conditions of soil and climate which there exist are supplemented by facilities for transportation not surpassed, if equalled by those of any other region, I believe the Canadian Northwest will settle up with a race of hardy, intelligent and prosperous people, and will become the granary of the world. He who can most cheaply reach the markets of the world can control the markets of the world."—Minnedosa Tribune.

Against Opening the Gates.

Editor ANGLO-SAXON: Having read the Manitoba letters about taking in the Scandinavian races into the S.O.E.-B.S., also the Nova Scotia letter suggesting, "Sons of Britain taking in Scotch and Irish brothers," I wish to address you a few words on the subject. I yield to no man in admiration of Scottish and Irish citizens holding true British sentiments, and I appreciate highly the Scandinavian element, but the course proposed would defeat the objects we are banded together for. These letters to my mind indicate a flabby cosmopolitan-

ism, the bane of Englishmen these fifty years past. Our purpose is to intertwine and knit together the best elements of Englishmen, to mollify religious sectarian differences, to soften social and class usages that unhappily tend to keep fellow Englishmen apart. Admittedly we are inferior to the Scotch in clannishness, and to the Irish in cohesiveness. We aim to develop a strain that will do a nobler part in our adopted country, revive weakened sentiments, impart more vim and energy to those ideas that have carried the sway where healthy action has asserted them.

If our society had been in existence 30 years ago, Englishmen would now hold a far higher status in this country than they do at present.

A political league might obtain the ends these writers desire, or what is more practical, intermarriage. Some bleached half and half sort of Englishmen would do well to get toned up again by so doing. Members of lonely lodges should not forget that the sturdiest oak is often the loneliest tree.

A SON OF ENGLAND.

Ottawa, 22 Sept., 1892.

Bro. Squire's Remarks.

Editor ANGLO-SAXON:

Dear Sir and Bro.—I fully endorse the remarks made by Bro. Squire in your issue of Sept. 1st; that is, there should be two separate funds in our beloved society, one called the Sick Fund to be used for sick pay only, and the other the Management fund, to pay the running expenses of the lodges; and I feel certain that if the running expenses could only come out of a separate fund it would be a check to waste and unnecessary expense in management. I think, sir, some sort of a scheme could be devised to bring this about without raising the members' dues; if the latter were done it would in my opinion be an injury to the Order at large, at least down here.

Like Bro. Squire, I fear the attempt to open lodges in England will be a failure, as it is like taking coals to Newcastle. All the same, I wish Bro. Carter every success. I hope to see the time when our beloved Order will be extended to Australia and all the British colonies by agents from the Grand Lodge office, and the order widely extended in those comparatively untried fields of labor, the eastern parts of Nova Scotia and that good old loyal province of New Brunswick, also Prince Edward Island. Fearing to take up too much of your valuable space.

I remain, dear sir, Yours fraternally, E. W. THURSTON. Lodge Kenilworth, No. 149, New Glasgow, Nova Scotia, Sept. 13, 1892.

THE SONS OF ENGLAND BENEVOLENT SOCIETY.

BENEFICIARY DEPARTMENT.

Assessment System.

The Beneficiary Board is now prepared to receive applications for increased beneficiaries. The Beneficiary is now composed of two classes, viz.: A and B. Class A includes the present \$500 and \$1,000 Certificates.

Class B represents the increased \$1,000 Certificates. All Beneficiary members at present in good standing will be eligible to join Class B (providing they pass a satisfactory medical examination), on payment of \$2.00, \$1.00 of which is to be paid to the Local Examiner, and the other sent to the Beneficiary Board, less the Lodge Secretary's fee of 25c.

Class B contains no Total and Permanent Disability clause. The rates of assessment in Class B is the same as in Class A, and until such time as an assessment realizes \$1,000, the heirs or legatees of a deceased member shall be entitled to receive only such an amount as shall be realized by an assessment made upon all members in good standing in Class B at the time of his death.

All old members of the Beneficiary over 50 years of age, desiring to join Class B, may do so until six months from the date of this circular,—that is, November 2nd, 1892, after which time no such application can be entertained.

Members joining both Classes at the same time will pay an entrance fee of \$5.00; \$1.00 to go to the Medical Examiner, and the balance to be sent to the Beneficiary Board, less the Lodge Secretary's fee of 50c.—25c. for each certificate.

The Beneficiary Board meets on the First Wednesday of each month. The age of an applicant is made up to the day the application reaches the Supreme Grand Secretary's office; for example, if the applicant is examined by the Lodge Surgeon, say on the 10th of the month, and he would be fifty on the 22nd of the month, and it doesn't reach the Supreme Grand Secretary's office until after the 22nd, it bars him from being admitted.

The Entrance Fees must in all cases be forwarded with the application.

JOHN W. CARTER,

S. G. Secretary.

Toronto, May 4th, 1892.

Our Representatives.

The following brethren represent the ANGLO-SAXON:

- J. Critchley, Victoria, B.C.
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E. W. Thurston, New Glasgow, N.S.
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W. H. Boycott, New Westminster, British Columbia.
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Chas. Squire, Galt, Ont.
H. Bolton, Guelph, Ont.
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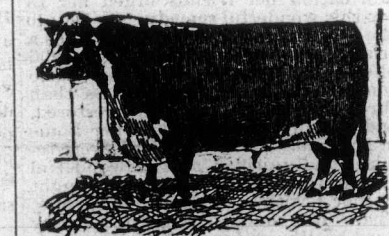
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