

money faster, or have easier employment, Canada ought to lose none of them at all. Information through the press and from other sources, attest that nearly all the American cities are quite over-crowded. The demand for labor has greatly decreased, and in many places employment can scarcely be obtained at all. This is particularly the case in the lighter occupations such as clerking in stores, book-keeping, telegraphing, and similar employments. On the broad prairies—on the farms—and in the mines of the United States, as in those fields of labor in Canada, there is abundance of work; but these healthful and manly employments don't suit the "genteel" ideas of many of the fine young men who are turned out now-a-days. We saw a most melancholy statement in a Chicago religious journal lately. It was to the effect that the rooms of the Young Men's Christian Association in that city were besieged with persons out of employment. To use its own words:—"Not only young men, but men 'with families, out of work and consequently out of heart. There are many who do not know where to obtain the food, clothing and shelter, for this coming winter, that shall keep themselves and families 'from starvation and death.'" This is a sad picture—but what is the Young Men's Association doing? Why—its officers are endeavoring to relieve the distress by getting farmers to take the unemployed from the city and put them to work on their lands, where labor is needed and will amply suffice to support and keep them comfortable. There are valuable lessons conveyed in these circumstances. First,—the folly of young men rushing in herds to the great cities, is very evident. Some of the persons alluded to in Chicago, were doubtless Canadians: how much wiser it would have been for them to have remained in Canada where there is no lack of employment at good wages! Then, in the second place, the mistake of young men leaving the farm and the workshop, to still further crowd the already over-crowded (so-called) "lighter occupations," is presented in strong colours. These employments, like nearly all the professions, are already overdone. Employment can scarcely be obtained therein, particularly in the larger cities, and when a situation is secured, the wages are generally far from attractive to young men of any talent. Thousands of the young men "from the country," who flock to cities as if drawn by some irresistible attraction, only find themselves when they arrive, without friends or work, and alas! far too often fall into the demon's paths of sin and shame. Our advice to Canadian young men is:—Remain at home! Don't be ashamed of honest labour! You have at present better chances to succeed in your own native land than any other part of the continent. You have here abundance of labour, good wages, and cheap living. In the American cities you would only add another to the thousands of unemployed who tread their streets, whilst the cost of all the necessities of life is about double the value here. And, above all, we say to our young men: Don't degrade your manhood by choosing an occupation simply because it is "light!" Some of the noblest men who have ever lived,—and the greater portion of the happiest—have followed the farm, the loom, or the anvil. Agriculture, in particular, should be popular in Canada, and there is abundance of room for workers in this field. If those young men on the brink of starvation in Chicago, had been at home on their father's farms or in their workshops—how much better it might have been for both! There they would have been of use—producing wealth for themselves and others. In the city they were of no use—producing nothing for themselves or anybody else. The caption of this article is an old saying, but it is generally a true one—"rolling stones gather no moss." We do not anticipate that anything we have said will deter reckless young men determined to "see the world," from leaving Canada for the United States cities. But we trust we have advanced some reasons why none should do so who desire easier employment or to make money rapidly. Love of adventure may possibly be better gratified in the densely populated cities of the Republic, but we are sure young men can acquire wealth and position as quickly in Canada at present as any other part of the world.

THE NEW EXPRESS COMPANY.

A WEEK or two ago, we endeavored to illustrate the ease with which people were humbugged by adducing two notable instances,—viz., that of the Grand Trunk Telegraph Company of years ago, and the new project of the Dominion Company now before the public. We are happy to know that the *expose* which we then made of the men at the bottom of the Dominion Telegraph scheme, and the motives which were actuating them, have been freely discussed by the Directors, and we are very much mistaken if we have not been instrumental in saving the Shareholders from a very big swindle. It remains to be seen,—if the Directors can get about them men of character and practical knowledge,—whether the Dominion Line will go on; if it does, we shall be glad to see it encouraged; but even if the scheme falls to the ground, it is better so than that Yankee schemers should make their hundreds of thousands out of us innocent Canadians, and leave us a line of telegraph so weak and inefficient that the present monopoly would, in the end, only gain by it a new lease of their exclusive advantages.

Opposition to monopoly is always a popular cry. A mixture of motives is at the bottom of this. Next to a very commendable desire to cheapen and increase facilities, there is always present in the individual a disposition to personally share in any scheme that has already yielded a large and continuous profit. Thus public good and private gain go largely to make any new project successful that closely imitates any previous enterprise already enjoying a large measure of success. We cannot complain of this; nay, it is to be encouraged and commended. But the popularity of opposition projects is not unfrequently the very cause of their disaster and failure. This assertion at first glance seems paradoxical; but we think the facts will bear it out. The strongest proof of its truth is the ease with which bogus and ill-digested plans are floated by men of doubtful reputation, and whose abilities or experience totally unfit them for the confidence of the public. The cry of "opposition to monopoly," is made to cover a "multitude of sins" of the individuals who make use of it; and the public—the believing easily gulled public—caught by the cry, seldom stop to examine minutely, either the chances of success, or the fitness of the promoters of the scheme to make it successful. Thus a new scheme is "put up," has a certain amount of patronage—may get far enough ahead to put the project into operation; but in the end fails. Fails not for want of support—not for want of room for such an enterprise, but fails because its promoters have swindled the stockholders in its inception; or fails because the men who handle it are unacquainted with the first principles upon which the business is conducted, or still further, lack the commonest honesty in the administration of its affairs. The result is that the monopoly which it was intended to destroy, grows stronger than ever, is more exacting in its demands, and for a time all opposition is killed. Our readers will readily call to mind instances of this character in the past history of the country.

There is therefore the greatest necessity for investigation,—rigid, close investigation,—into every project that is presented for support or approval. Let us illustrate this by the project now before the people for establishment of a new Express Company. It is a generally received opinion that the Express Business has been an exceedingly profitable and successful one. Of recent origin as a distinctive pursuit, and growing with the growth of the railway system in the United States and in this country, it has assumed a position of importance, usefulness, and we presume profit that no other department of business so young exceeds. But aside from its ready adaptability to the needs of this progressive age, it has confessedly been managed with a rare skill and an aptitude unusual in all new schemes. In the United States, such men as Butterfield, Fargo, Wells, Harnden, Adams, and John Hoey, are looked up to as among the ablest business men of the day; and notwithstanding all the advantages which the Express system is to the public, there is large room for doubt whether it could ever have succeeded but for the display of the most marked ability, the greatest energy and the most scrupulous honesty. Dependant as the business is to the largest extent on the faithfulness of its employees, the strongest point is the selection of officers; for without men who are excellent judges of character, who are prompt to discover departure from duty and decisive in punishing it,—without such men, there is no possibility of success. Again, its managers must be

honest,—men of *known honesty*; for the Express business has grown to be a thing of confidence almost as much as a Bank. Considering the fact that all such corporations are of limited liability, and that vast sums of money and money's worth are entrusted to them for transmission, the largest element in their chances of success is the known honesty of its managers. We thus see that ability and honesty are the two essentials of success,—rare ability based upon experience, and most unscrupulous integrity. Integrity without a taint or spot must be at the very foundation and inception of the scheme.

The question for the public now to consider is whether this honesty and ability is to be found at the inception of the "Dominion Express Company" the claims of which are now being put before the people. The capital stock is fixed at one million of dollars, and it is proposed to raise at once two hundred and fifty thousand dollars by subscription thereto with which to commence operations. These are large sums of money, and before subscribing them the public will do well to consider who is at the bottom at the enterprise. We have before us a prospectus of the Company in which we find the names of some very respectable men as "Provisional Directors." We know how readily respectable names are obtained; we showed a week or two ago with what facility designing men in the Dominion Telegraph scheme got hold of good names in Toronto, under the cover of whom to perpetrate a swindle. We prefer to go beyond the respectable names in the Directory, and ascertain who is the "promoter" of the Company. We believe this to be Mr. J. T. Kerby, who figures as "the last, though not the least" on the list of the Board, and also as "general agent of the Company." We fear it would too severely tax our space to write a history of this gentleman, though we have no doubt it would deeply interest our readers, as all histories do that pictures numerous ups and downs, numerous failures, hair-breadth escapes, and a marvellous power to live by one's wits. In Canada West, especially in Brantford, in Toronto, and in the Niagara District is the name well known; and in Washington, Richmond, and Fortress Monro, during the war our hero made some stir, but somehow it has never been of a character that we can with pleasure refer to. Inasmuch as he has been endeavouring to "promote" the Company for the past two years, and has only just now succeeded in getting together a list of respectable names of Provisional Directors, the public should be satisfied as to his possession of the ability and the character which, as we have shown, are the essentials to success. This seems to us imperative before any confidence can be reposed in the scheme. It is the duty of these Provisional Directors to make this investigation, and if they are really in earnest in their desire for a new Company, if they have the time to spend in the selection of officers and managers; are really disposed to get up a good company, why we will wish them "good speed." But if they are using Mr. Kerby only to get the stock subscribed, and then rid themselves of him, he should know it; or if he is using them to get himself a place, and anything else that falls in his way, the public should so understand it.

We should like to see Express Rates reduced; we think a really legitimate opposition controlled by good men, might be successful; but we have no hope for it until we see men who understand the business, who have the ability, the means and the character, to beget confidence in success. A list of the names as Provisional Directors is all very well in its way; but not a man on the Board except Mr. Kerby gives the slightest attention to the scheme; indeed they have not the time to do so, for they are all engaged in their own affairs. However honest and respectable, however worthy these gentlemen may be, they owe it to the public, they owe it to their shareholders, and they owe it to themselves to have about them men whose antecedents and character are above suspicion before inducing the public, through the influence of their names, to put their money into an enterprise that by no possibility can succeed except based on the strictest integrity and managed with the best ability.

TOBACCO.—An official publication issued from the French Government, gives the following figures as representing the present annual product of tobacco in the world, and the quantity consumed in France: Asia, 155,000,000 kilograms; Europe, 141,000,000; America, 124,000,000; Africa, 12,000,000; and Australia, 400,000. The present annual consumption in France is: in snuff, 7,799,471 kilograms; in tobacco for smoking, 13,440,919; for chewing, 766,066. The consumption of cigars is: of cigars at 20c., 28,000 kilograms; at 15c., 63,000; at 10c., 178,000; and at 5c., 3,734,585.

ACIERATION.—Bessemer's process of manufacturing steel is only applicable to "pigs" of the first quality. It is stated that an English ironmaster, Mr. Heaton, of the Erewash Valley, has succeeded in treating the common "pig" so that it becomes steel capable of being worked, by rolling, hammering, and other processes, into other kinds of steel. His invention is extremely simple. He pours the molten pig upon a bed of saltpetre in the bottom of the cupola. On opening the cupola, after the lapse of a few minutes, the mass is found to be steel.