

THE half century now closing is considered by many to be mechanically and intellectually the most progressive in the history of the world. Certainly the number of inventions and discoveries that contribute to the necessities, comfort and conveniences of man are unparalleled in such a short period. A few of these are enumerated by a contemporary as follows: Ocean steamships, street railways, telegraph lines, ocean cables, telephones, phonograph, photography and a score of new methods of picture making, aniline colors, kerosene oil, electric lights, steam fire engines, chemical fire extinguishers, and anæsthetics and painless surgery; gun cotton, nitro-glycerine, dynamite, giant powder; aluminum, magnesium, and other new metals; electroplating, spectrum analysis and spectroscopy; audiophone, pneumatic tubes, electric motor, electric railway, electric bells, typewriter, cheap postal system, steam heating, steam and hydraulic elevators, vestibule cars, cantilever bridges. All positive knowledge of the physical constitution of planetary and stellar worlds has been attained within this period.

GEORGE HAGUE of the Merchants' Bank, Montreal, in an essay the other day on the labor problem, made the assertion that the application of the principles of Christianity to the labor question would settle the strike difficulty and do away with every other industrial evil. There is no doubt on that point, and earnest thinkers, in and out of the pulpit, are forced to the same conclusion. Dr. Strong cites the widespread and deep discontent of the artisan class as sufficient evidence that our industrial system is not based on Christian principles, and declares that "we shall have no industrial peace until political economy becomes a department of applied Christianity, or, as some would prefer to say, till Christianity has been substituted for political economy." Till recently, indeed, "the Church has left the study of the science of society almost wholly to unbelievers, giving, of course, the common impression that religion is a thing apart from the ordinary life of man, and alienating from Christianity not only the great class of workers, dissatisfied because their condition has not improved proportionately with the general improvement of conditions, but also the growing class of men who cherish higher ideals respecting society than those which the Church seems, by its inaction, to endorse."

WHETHER it is owing to the friendly feeling which sprang up between the two peoples, owing to the spontaneous sympathy shown by Canadians when the great fire occurred two years ago in St. John's, Newfoundland, or whether it is the natural tendency towards an affiliation of interest among the colonies of the British Empire, we cannot say, but there certainly is a satisfactory development of trade between the Dominion and "Britain's oldest colony." The total exports of Canada to the island of Newfoundland in the fiscal year 1893, amounted to \$2,594,633, of which all but \$211,629 was the produce or manufacture of Canada. The total in 1892 was \$1,750,714, the figures for 1893 being larger than any period since 1873, which was exceptional. The articles we sent to Newfoundland last year included coal, salt, oil, granite and building stone, wood and wood products, horses, cattle, sheep, live swine and pork, tinned meats, poultry, butter, cheese, eggs, grains and fruits; while among manufactures are agricultural implements, books, biscuit and bread, bricks, carriages, drugs and medicines, explosives, electrotypes, iron and steel manufactures, lime, soap, sugar, doors, sashes, household furniture

and other wood manufactures, leather and leather goods. Cottons and woollens appear to be a line in which Canada is doing an increasing trade with the Island. It is worthy of note that of the amount of cottons we shipped to Newfoundland last year, all but \$609 appear to have been the product of Canadian mills, according to the official figures. The following comparative statement of the principal items of our exports there in textiles in certain years is given by the *Canadian Journal of Fabrics*.

	1883.	1886.	1888.	1893.
Canvas	\$ 711	\$ 67	\$	\$
Cordage	2,496	4,507	1,982	9,093
Rubber goods:	5,993	2,179	2,448
Clothing, etc.....	3,231	1,175	3,140	12,755
Woollens and cottons,...	45,825	22,054	14,761	38,627



CHARLES PERCY.

As briefly noted in last issue, Charles Percy has been promoted from the position of General Manager's assistant to that of treasurer of the Grand Trunk Railway Company. The post has been made vacant by the retirement of Robert Wright, who, after a long service, returns to England, owing to ill health. The *Empire*, referring to the circumstances of the appointment, says: "The position vacated by Mr. Wright is so important a one in the eyes of the executive, the shareholders, and the public at large, that the greatest care seems to have been taken in the selection of a gentleman to fill his place; but, as usual, the Grand Trunk has been exceedingly fortunate in the choice." Mr. Percy was born in the County of Kent, England, in the year 1845. The first fifteen years of his business life at the Railway Clearing House, London, the latter four with the office of secretary to an association for the regulation of traffic between England and Scotland, led to his selection, in 1875, as treasurer of the Great Western Railway of Canada, whence the bondholders of the Midland Railway, whose affairs were very much involved, secured his services. He was therefore charged with the management of that property, but owing to its weak financial position it then escaped the control of the interests he represented. At that period, 1878, the Grand Trunk Company was acquiring its route to Chicago, and Mr. Percy was nominated as secretary and treasurer of the five railway companies soon after consolidated, and now known as the Chicago & Grand Trunk Railway. Consequent upon the fusion of the Great Western with the Grand Trunk, Mr. Percy was transferred, in 1885, to Montreal, continuing the secretaryship, to which office was soon after added the more arduous one he has up to this date filled. Like other Englishmen, he further identified himself with