IN THE WORLD OF LABOR

An independent labor party has been formed in Winnipeg.

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The strike of grain handlers at Portland was settled last week.

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The strike amongst the coal miners at Michel and Fernie is still unsettled.

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Masons at work on the improvements on the E. & N. railway receive $3.05 per day and laborers $1.65; $4.50 per week is charged for board.

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Three hundred chauffeurs employed by the New York Transportation Company have gone on strike for an increase of wages and shorter hours.

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Minneapolis Custom Tailors' union recently turned down the proposition to increase the per capita tax to the State Federation of Labor.

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In fourteen years the British National Free Labor association has enrolled more than 600,000 workers, and claims to have defeated 546 senseless strikes.

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The employing sheet metal workers of San Francisco have voluntarily increased the pay of their employees from $5 to $5.50 a day of eight hours.

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A cablegram has been received by General Manager Sperling of the B. C. Electric Railway Company stating that the annual bonus for the employees of the company would be $45. Every man who has worked for the company continuously between July 1st, 1905, and July 1st, 1906, will receive this amount.

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The standard of wages for men is the equivalent of 25 cents a day, United States currency, for all skilled labor and 12½ cents for unskilled, in China. The question of hours is a more variable quality.

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The piano and organ workers of Toronto who are on strike receive their wages from the international office on Saturday afternoons. The payroll amounts to $4,000. The men are very confident of success. Not one man returned to work since the strike began five weeks ago.

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It has long been admitted that Massachusetts takes the lead in the enactment of laws for the protection of labor for long hours, unsanitary conditions, and for the protection of the workingman generally.

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Preliminary steps were taken at a joint conference, held in Chicago, Ill., recently, to bring the United Mine Workers and the Western Federation of Miners, old time rivals, into closer relationship, and, if such thing is possible, direct affiliation.

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Twenty workmen's unions of the town of Bejar, Spain, have addressed a circular to the presidents of American republics, begging them to provide ways and means to enable their members to emigrate and establish colonies wherever they may be wanted.

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Piano and organ makers have taken up the proposed plan of establishing a union piano factory. It was referred to the general executive board, which will draw up plans and submit the matter to the referendum vote of the 10,000 members.

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East Liverpool, Ohio, with a population of 22,000, is one of the most strongly organized cities in the United States. Its trades council is noted far and wide as being most progressive and up to date in its handling of all questions dealing with labor.

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An industry in Nanking, China, which is said to employ 60,000 or 70,000 of the inhabitants, is that of paper fan making. The paper for the fans is imported, and is cut, pasted and folded in Nanking, the result appearing in the export tables as "fan papers."

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Among the representatives from this city who attended the convention of the Canadian Labor Party at Vancouver were George F. Gray, president of the Trades and Labor Council; J. Chrow, of the Typographical Union; H. Norman, of the Street Railwaymen; W. Gabriel of the Boilermakers; J. C. Watters, of the Boilermakers' Helpers and Frank Slavin of the Laborers' Protective Union.

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The New Hampshire state branch of the American Federation of Labor indorsed the Independence league at its session in Portsmouth recently. The league will be upon a nonpartisan basis, in which labor men and farmers regardless of party, may assemble to unite upon the best method of securing legislation favorable to their interests.

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Committees are now in Chicago, Ill., preparing a list of wage demands to be presented by the Brotherhood of Locomotive Engineers. All railroads in the country will receive these demands after they have been ratified by the proper authorities in the brotherhood. Demands are expected later from the locomotive firemen and the switchmen stationed at crossings.

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Upon an opinion rendered recently by Attorney General Ellis the Ohio state railway commission has signified its intention to proceed under the law to regulate the hours of labor of the men engaged in the operation of the railroads of the state. The laws provide that when a train employee has worked 15 consecutive hours he must have at least eight hours' rest before again going on duty.

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Boston, Mass., Roofers' Protective union has decided to insist upon a 50 cents a day increase for the men of all branches of the trade. It is 18 years since the roofers received a raise of pay there. At present the wages for roofers are $3 for all around hands, $2.75 for gravel workmen and $2.25 a day for helpers.

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At a recent meeting in Birmingham, England, the Metal Trades Federation of Great Britain was formed. This federation will bring under one head the unions of men in all parts of the kingdom who work at the metal trades, from iron plate work to silversmithing. The affiliation will have a membership of about 3000,000.

* * *

Plumbers, gasfitters and steamfitters, in recent session at Toronto decided to hold their conventions biennially instead of as at present annually. They also decided to discard the referendum system of voting for officers. Hereafter their officers will be elected by the delegates attending the convention.

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The California Northwestern railroad has granted an increase in pay and a decrease in hours to its carpenters, blacksmiths and their helpers. The carpenters will henceforth receive $3.50 a day instead of $3.25, and a decrease of from ten to nine hours. The blacksmiths and their helpers were granted an increase of 25 cents a day. As they work by the hour, this amounts to about 3 cents an hour.

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In Germany trades unionism has increased from 1,466,625 in December, 1905, to 1,822,343 in December last. There was, therefore, an increase of 356,718, or nearly 25 per cent in 12 months. The large majority of the German unions are social democratic. Last year they had a total income of $6,500,000, and spent $2,400,000 on strikes and unemployed allowances. The accumulated funds amount to nearly a million.

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When Presiden Fallieres received the members of the cabinet in Paris shortly after its formation, he made the following statement to M. Viviani, the minister of labor: "No doctrine, no reform, no matter how bold, frightens me. The government, as constituted, must march at the head of the democracy. Consequently I look with pleasure on the creation of the ministry of labor. In the present state of the economic evolution of France such a ministry is absolutely necessary."

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The following officers were elected at the recent meeting of the Labor Party at Vancouver: President, A. G. Perry, Vancouver; vice-president, W. Johnson, Nelson; second Vice-president, H. Norman, Victoria; secretary, G. F. Gray, Victoria; treasurer, Ald. Williams. Executive committee, J. S. Rainey and C. B. Croll. Delegate Gray was nominated for president, but declined. Now that the basis of the organization has been provided no time will be lost in putting it in proper shape. Branches will be established at all important points throughout British Columbia.

* * *

The National Association of Labor Commissioners met recently at Boston. Twenty-seven bureaus of statistics were represented and addresses were made by such men of national prominence as S. N. D. North, director of the census; Charles P. Neill, national commissioner of labor, who is president of the association; Curtis Guild, governor of Massachusetts; James Fitzgerald, mayor of Boston; Carroll D. Wright, who for twenty years was commissioner of the federal bureau, and W. L. Mackenzie King, deputy minister of labor for the Dominion of Canada. Reports were made of the current work of the several bureaus of labor throughout the country.

* * *

Within the past two years, the British have been quietly studying American factories and making experiments in the direction of adoping delicate and intricate automatic machinery to their purposes by dispensing with the most difficult parts of the machine and employing cheap girl labor at 8s. to 12s. or 15s. a week. In this way they are competing with the most up-to-date American processes of manufacture and now the American consul at Birmingham reporting to Washington says: "No one who has not lived in England for the last seven years can realize how changed the British mental attitude is in regard to new ways of doing things." With cheap women's labor in England, manufacturers can often beat other countries which use automatic machinery."

* * *

The American Institute of Instruction opened its annual convention at New Haven recently. Calvin N. Kendall, superintendent of schools in Indianapolis, Ind., spoke on the expense of the education which public schools ought to give. He said that the wages for women teachers in half the cities were less than those of servant girls, when it was considered that the latter paid nothing for board, room and laundry. Moreover, they had no social positon to maintain, as did the teacher, and the requirements or dress were far less expensive. In many cities the minimum wages of teachers were less than those of laborers on the streets. The wages of teachers in the cities were princely, he said, in comparison with those in the rural schools. In view of the demands made upon them, teachers were, therefore, miserably underpaid. It seemed incredible that the pay should be so inadequate for those in whose hands rested the training for citizenship.

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The government has a monopoly of the match industry in France. There are six factories, all owned and operated by the state. They employ 750 men and 1429 women. The wages paid to the operatives a day of 10 hours average $1.27 for males and 96½ cents for females. The women receive practically double the average of wages for women in all other industries of France. A pension is paid to all employees who have reached the age of 60 years. Free medical treatment is provided for all employees in the match factories. The total receipts of the government from the match industry during the year 1904 amounted to $6,834,120. The profits were $5,034,855.

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The latest trade union is the doctors. It has been originated by a London physician, Dr. A. Curry, of Camberwell. "Matters have reached such a pitch," he says, "that something must be done. In no other way than by forming a kind of trade union can the interests of medical men be properly protected. The chief aims of the union would be: To protect and further doctors' interests in connection with legislation. To watch municipal and other local matters in which the profession is interested. To obtain equitable remuneration for services both from public and private sources and to maintain a 'fair wage for fair work,' as is demanded by trade unionism. To form a benevolent fund for the assistance of poorer medical men." The medical, it is pointed out, is, without exception, the worst paid of professions, and in these struggling times, says the report, combination is badly needed in order to maintain a fair rate of remuneration.

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The extreme poverty and the low standard of living of peasants in Russia from whom the agricultural laborers are recruited assure a low level of wages for agricultual labor. The average wages will appear almost incredibly low from an American point of view, notwithstanding the general complaints of the estate holders concerning the unreasonable demands of the laborers. According to an official investigation embracing the decade of 1[illegible] average annual wages for a male agricultural worker in Russia were less than $82 and for a female worker less than $18. To this must be added the cost of subsistence, which is equally low, being on an average $24 for a male and $22 for a female worker for a whole year, so that the average cost of employing a laborer for the entire year is equal to only $55 fo the male and $40 for the female. The wages for the summer season of five months are almost equal to the annual wages, being $22 for the male and $13 for the female laborer.

TROUBLES OF THE STATION AGENT

Ordinarily the railroad ticket window in the small town is supposed to open twenty minutes before train time. Ordinarily, too, the patron of the road from the small town appears at the waiting room forty minutes before train time. The average distance traveled by the average patron of the road is about sixteen miles. Here is a situation, out of which, at a glance, anyone may see where the ticket agent earns his money thirty days before the pay ear comes through.

For the village patron of the road to blow in forty minutes ahead of train time and find the shutter of the ticket window down and bolted at once is to suggest to that nervous person the horror of being left. He may wait seven minutes before he begins to hammer on the shutter, but in fourteen minutes he will be half frantic. At the moment the agent may be in the freight room of the station billing out three coops of chickens, two cases of eggs, and a barrel of soapgrease butter, and utterly unconscious of the racket. Or he may be inside the ticket-telegraph office making up the books of the office, in anticipation of a traveling auditor blowing in without notice.

In any event, however, the patron who intends going three stations down the line is in an anarchistic mood ten minutes before the ticket window opens, and when the same customer then learns for the first time that the train is thirty minutes late he bursts all bounds of anger against the whole line and attempts to take it out of the agent. In this situation the rules of the road do not compel the agent to smile pleasantly, but at the most he may look calm only, and he must not strike the ticket stamp with more than four pounds extra force, which always makes the customer madder than ever.

Under these rules of the companies the ticket agent must keep the spring lock on the door of his office closed and fast. But the agent can't do it all the time, and whenever he doesn't some one walks in with two grips, an overcoat, and an umbrella, asking the privilege of leaving them there, as the train is late. If this be a traveling man, who afterwards walks four blocks up the street for "another one," and make it four instead, there are more hollers when the agent is handing the conductor his orders on the platform and the traveler is beating on the station door, breathless from a run, and seeing his finish in the inability to get his baggage.

The railroad ticket agent at the small station in the average small town has troubles that are all his own. He is a much misunderstood individual for the most part, and to the extent he finds the whole outside world hard to understand.

In the line of this salaried work he is telegraph operator, express agent, freight agent, ticket agent, baggage man, janitor and flagman, and while he is doing all these things, he is the official reporter on the time of all trains to dozens of villagers who come down to "see the train come in," and who, by reason of this mission, are "sore" if it chances to be ten or fifteen minutes late.

There are exceptions from the station agent "type" naturally. Just to the extent that a station is on only one line of road which makes a specialty of monopoly ugliness, of course, a station agent has a chance to play even in the course of a year or two. But where there are competing lines in the neighborhood, reached by some cross country trolley lines in two or three directions, the station agent has troubles beyond the possibilities of a single catalogue smaller than the encyclopedia.

In the last twenty years railroads have undergone a change of business heart accordingly as other railroads have intersected the map. Today it is said there is not a farm in Iowa that is farther than twelve miles from a railway station, which is sugestive of some of the ticket agent concessions made to a traveling and trainseeing public. Where once the best type of agent was of the bruiser cast of countenance, surly of speech and disobliging to the last degree, his antithesis today is in sharp demand. "Pleasant as a station ticket agent" is an expression sooner or later coming into colloquial use.

There are two station ticket agents for each town. This means twelve hour days for seven day weeks. A a day off is an event; a vacation may be impossible as the meeting and passing of two trains on the same track. At the same time the station agent never finds it lonely if his station town has three competing hotels and another line of road through the place.

He may get $60 a month, or only $40, accordingly as the liberality of the road has become a matter of fixed gossip. But he gets a commission on certain tickets which he sells for other roads when some one in the town two or three times a year decides to "take a trip." But he earns most of this, with a little overtime coming, in the long, long talks which he has with the traveler at odd times during the three or four months in which the traveler is generally ready to decide upon the route.

Long before this the three hotel "runners" have been nagging him as to the exact time the train ought to be due; whether "she" has made up any time; whether that wasn't "her" whistle at the crossing four miles up; whether No. 6 isn't likely to be laid up in the afternoon, and whether a certain piece or two of baggage misplaced last week have been located for a customer at "the house."

In the meantime a freight conductor who had had to take a siding unexpectedly because of the disarrangement of the passenger schedule will have been in the office, using freight train language, pianissimo. He will have spat tobacco juice on the office floor and stove, questioned the orders which tied him up there, and in general will have condemned all things to a warm place of last resort. And on all such occasions the ticket agent meets an unusually large number of village acquaintances who are cheerful and talkative; notoriously there are thousands of dwellers in the small towns who never come down to see a train unless "she" is behind time.

On these occasions when a passenger train is late the ticket agent has a serious proposition up to him. As a rule the ticket agent would be fired for telling the truth about the lateness of a train. If the train is to be in within ten minutes of the schedule he is supposed to say nothing about lateness; on the other hand, if he has knowledge of a full sixty minutes off the schedule, he is expected to shade the time in the proportion that patrons have a chance to try another line.

Twenty minutes late is about all a ticket agent under the circumstances is allowed to admit at one time. Twenty minutes after the first announcement he may admit another twenty minutes of delay, and at the expiration of that time he finds it better to give the last twenty minutes of the house in two instalments of ten minutes each. Holding a crowd together in a waiting room, with a train running an hour late is something more than an art. It is a confidence game in which the successful agent demonstrates that he might have become a millionaire if only he had gone into the gold brick business.

The Mythical Aspects Of Scottish History

Nations, like individuals, are prone to draw largely on the past. This characteristic is not so surprising as it may at first sight seem. To establish the authenticity of a long lineage it is necessary that the race to which a particular family belongs should be deeply rooted in ages that have long vanished. It follows, as a consequence, that a perception of the lustre which antiquity confers will result in the fabrication of numerous myths. In apportioning blame to the early historian for assisting in the propagation of error one must guard against being unjust. Perhaps few of the legendary narratives which tend to exaggerate the importance of a particular country are the work of a single individual or even a single generation. To realize the conditions that favor their growth one must endeavor to form a picture of the state of a country while the art of printing is yet unknown. Among rich and poor superstition is rife. Oral tradition with its unlimited license to exaggerate takes the place of books. Love of one's country and a corresponding hatred of rival nationalities prompt a credulous belief in the veracity of all stories which support the pretentions of the former. Under such circumstances it is not surprising that the patriotic chronicler should pay more heed to the embellishment of his narrative than to the trustworthiness of the source from which it has emanated. From fabulous history the annals of England are not altogether free. But the pertinacity with which Scotland was long compelled to insist on its independence secured for that country more than a fair share. Recognizing that the claims of their native land would be strengthened if its antiquity was thoroughly established, Scottish historians vied with each other in their efforts to secure widespread belief for a legend that has few equals in romance.

For Scotland there was claimed a beginning contemporaneous with the time of Moses. An unfortunate quarrel had disturbed the domestic felicity of the Royal Family of Greece, and Nicolas, the King of that country, determined to banish his son Gathelus. This hero wandered to Egypt, where he wooed and won Scota, a daughter of the Pharaoh who was drowned in the Red Sea. Early vicissitudes seem to have engendered in Gathelus a propensity for traveling; as we next find him journeying with the faithful Scota in the neighborhood of the Mediterranean, where he founded a State known as Portus Gatheli. In this we recognize the modern Portugal. From Portus Gatheli the couple set out in search of new pastures, and eventually reaching Scotland they appear to have recognized in that country a suitable cradle for a sturdy race. To the land of their adoption the adventurers carried a stone which had formed the pillow of the Patriarch Jacob during his memorable dream. This was subsequently placed under the Throne on which the Kings of Scotland were crowned. The Scots imbued the relic with such mystic properties as to imagine they would be supreme in any country to which it might be carried. This belief received a rude shock when, in 1296, Edward I. conveyed the Stone of Destiny to Westminster without suffering any punishment for his rashness. But it was joyfully recalled at the Union of the Crowns, when a Scots King became Sovereign of the two Kingdoms. The story of Cathelus and Scota thoroughly established, Scotland could lay claim to a very early civilization. Accordingly, an account of a visit that Ambassadors of Ptolemy, King of Egypt made to Scotland formed a suitable corollary to the legend. "They persaivet," writes Archdeacon Bellenden, in his translation of Boece's Latin narrative, "the same writs, the same manner of writing, the same tongue, and the same habits and ceremonies as was usit among the Egyptians." So thorocghly did fables of this description delude the learned world that the Royal line of Scotland was regarded as the oldest in Europe, and after the Union of the Crowns it was customary to distinguish the country to the north of the Tweed by the proud designation of the "Ancient Kingdom." Not until 1729, when Father Innes published his "Critical Essay on the Early Inhabitants of Scotland," were the venerable falsehoods dispelled. Today the portraits of mythical Kings which still adorn the Picture Gallery of Holyrood Palace serve to remind the tourist of a time when they were believed to form an unbroken link with the age of Father Fergus. In reality the paintings were the work of a Dutch artist named Jacob De Wit, who lived during the closing years of the Stewart dynasty.

It was fitting that a country with such a proud record should be the object of the special attentions of Providence. Accordingly, at an important crisis in its history, signs and portents were not wanting. The story of the ghostly monitor who appeared before James IV. and endeavored to avert the disaster of Flodden is best told in the language of Pitscottie: "Att this tyme the King came to Lithgow, quahir he was at the counsall verre sad and dollorous, makand his prayeris to God to send him ane guid success n his voyage. And thair cam a man clad in ane blew gowne, beltit about him with ane roll of lining and ane pair of brottlkines on his feitt, and all other thingis conformie thairto. Bot he had nothing on his head, bot ryd hair to his schouderis, and bald before. He seemed to be ane man of fiftie yeirs, and cam fast forwardis, crying among the lordis, and specialllie for the King, saying, that he desired to speak with him, quhilk at the last he came to the desk quhair the King was at his prayeris. Bot when he saw the King he gave him no due reverence nor salutation, but deined him down gruifilingis upour the dask and said, 'Sir King, my mother has sent me to thee, desiring three not to goe quhair thow are purposed, quhilk if thow doe, thow sall not fair weill in thy journey, nor non that is with thee. Fardder, she forbad thee not to mell nor use the counsell of women, quilk if thow doe thow willbe confoundit and brought to shame.' Be this man had spokin thir wordis to the King, the evin song was neir done, and the King paused on thir wordis, studieing to give him ane answer. Bot in the meane tyme, be foir the King's eyis, and in presence of the wholl lordis that was about him for the tyme, this man evanished away and could be no more seine. I heard Sir David Lindsay, lyon herald, and Johnie Inglis, the marschall, who war at that tyme young men, and special servandis to the Kingis, thought to have takin this man, that they might have speired farther tydings at him, bot they could not touch him." About the same time a herald took his stand at the market cross of Edinburgh at the midnight hour, and summoned all the Scottish nobility destined to fall in battle to appear before the last great tribunal. One whose name was included in the fatal list happened to be present. Profiting by the disclosure, he refused to join the invading army, wit ithe result that he alone escaped the predicted doom. Perhaps this may have been a contrivance devised in the hope that the superstitious fears of the King would eventually overcome his stubborn resolution. But it is sufficient for our purpose that the incident was long attributed to supernatural agency.

Of the legends of a local character there are few which surpass in interest that associated with the battle of Arcrum Moor. According to the time-honored version of the story a maiden followed her lover to the field, and on seeing him fall rushed into the thickest of the fight, where she died after inflicting great loss on the enemy. The spot where the heroine lies is marked by a stone, which bears the following quaint inscription:

Fair Maiden Lilliard lies under this stane—
Little was here stature, but mickle was her fame;
Upon the English loons she laid monie thumps,
An' when her legs were cuttit off, she fought upon her stumps.

As the ridge on which the monument stands is known as Lilliard's Edge one would naturally expect that it owed its name to the fair Lilliard. But apart from other elements of improbability in the story, modern scepticism has shown that the place name was a familiar one in the neighborhood centuries before the battle was fought. In a charter of the time of William the Lion conveying a grant of land to a certain Robert de Berkeley, there is a reference to "the first syke from the northern part of Lillisyhates." At a later period a cross which had been erected in the district was variously termed "Lylyet Cros" and "Liliattercrosse." To add to the doubt which thus invests Lilliard's personality contemporary historians are strangely silent about her achievements, while the lines that mark her supposed grave bear a striking resemblance to others, which perpetuate the fame of a hero of "Chevy Chase." It may therefore be presumed that the story has no stronger foundation than a natural desire to disparage the detested Southron's reputation for bravery. In conclusion, the study of Scottish myths throws a lurid light on the enmity which long subsisted between the two countries. This is rendered more noteworthy by the fact that the Lowland Scot seems to have brought to the work of fabrication and embellishment a strength of imagination with which he is not always credited.—James McWhir, in London Morning Post.

DAILY REVIEW OF THE LOCAL MARKETS

RETAIL MARKETS.

Meat and Poultry	
Hams, per lb.	22
Bacon, per lb.	25
Beef, per lb.	8 to 15
Pork, dressed, per lb.	12½ to 18
Mutton, per lb.	8 to 18
Veal, dressed, per lb.	12½ to 15
Chickens, spring, lb. live wgt.	22 to 25
Chickens, old, per lb.	20
Turkeys, per lb.	30
Turkeys, local, per lb.	35
Geese, dressed, per lb.	25
Ducks, dressed, per lb.	25
Chicken, spring, lb., live wgt.	15
Spring chicken, dressed, per lb.	25
Chicken, broilers, per lb.	30
Pigeons, dressed, per pair	50
Rabbits, dressed, each	60 to 75
Hare, dressed, each	75
Fish	
Golachan, salted, per kit	$2.25
Cod, salted, per lb.	12½
Halibut, fresh, per lb.	8 to 10
Halibut, smoked, per lb.	15 to 20
Cod, fresh, per lb.	6 to 8
Flounders, fresh, per lb.	6
Salmon, salt, per lb.	8 to 10
Salmon, fresh, per lb.	10
Salmon, smoked, per lb.	15 to 20
Clams, per lb.	8
Oysters ,Olympia, per pint	50
Oyster, Toke Point, doz.	40
Shrimps, per lb.	25 to 35
Herring, kippered	12 to 15
Dairy Produce	
Eggs—	
Eastern, per doz.	30
Fresh Island, per doz.	60
Fresh cream, per pint	30
Cheese—	
California cheese, per lb.	25
Canadian cheese, per lb.	20
Cream cheese, local, apiece	10
Butter—	
Manitoba, 14-lb. boxes	$3.75
Manitoba, per lb.	30
Best dairy, per lb.	30
Victoria creamery, per lb.	35
Cowichan creamery, per lb.	35
Delta creamery, per lb.	35
Chilliwack creamery, per lb.	35
Vegetables	
Cabbage, each	5
Onions, 6 lbs. for	25
Potatoes, Island, per sack	$1.25
Potatoes, per 100 lbs.	$1.00
Cauliflower, per head	5 to 10
Carrots, per lb.	2
Artichokes, per lb.	12½
Celery, per bunch	15
Cucumbers, 3 for	10
Tomatoes, per lb.	10
Corn, per doz.	40
Sweet potatoes, 4 lbs.	25
Green tomatoes, 8 lbs.	25
Citron, per lb.	3½
Fruit	
Cooking figs	8 to 10
Figs, Smyrna, per lb.	15 to 25
Crapefruit, per doz.	75
Valencia raisins, per lb.	10
Lemons, California, per doz.	50
Cocoanuts, each	10
New cleaned currants	10
Best Sultanas	15
Best Sultanas, Smyrna	20
California Sultanas	15
Table raisins	25, 35, 50
Oranges, per doz.	60
Grapes, per lb.	15
Bananas, per doz.	20 to 35
Apples, per case	$1.25 to $1.75
Peach, per lb.	15
Pineapples, each	50
Melons, each	40 to 50
Peaches, per box	$1.50
Plums, per case	$1.25
Pears, 4 lbs.	25
Prunes, 3 lbs.	25
Hazel Nuts, per lb.	25
Foodstuffs	
Oats, per ton	$30.00
Wheat, per ton	$35.00
Barley, per ton	$30.00
New hay	$14.00 to $16.00
Hay, Island, per ton	$16.00
Hay ,Fraser, per ton	$14.00
Straw, per bale	65
Potatoes, Island, 8 lbs.	25
Corn, whole, per ton	$32.00
Corn, cracked, per ton	$35.00
Feed, cornmeal, per ton	$35.00
Ostmeal, per 10 lbs.	40
Rolled oats, per 7-lb. sack	35
Calgary Hungarian, per sack	$1.50
Hungarian, per bl.	$4.50
Royal Household, per sack	$1.55
Pastry Flour—	
Snow Flake, per sack	$1.40
Feed—	
Middlings, per bag 100 lbs.	$1.35
Bran, per 100 lbs.	$1.25
Pork, per lb.	10 to 15
Veal, per lb.	10 to 18
Lamb, per quarter	$1.25 to $1.75
OIL.	
Coal oil, Pratt's, per can	$1.50 to $1.65

WHOLESALE MARKETS

Vegetables	
Beets, per sack	$1.25
Cabbage, per lb.	2
Carrots, per sack	$1.00
Cauliflower, per doz.	$1.50
Parsnips, per sack	$1.25
Silverskin onions, per lb.	1½
Turnips, per sack	65
Corn, per doz.	25
Garlic, per lb.	10
Pickling onions, per lb.	2½
Peppers bell, per box	$1.75
Peppers, Chili, per box	$1.75
Citrons, per bl.	2½
Sweet potatoes, per lb.	2½
Fruit	
Bananas, per bunch	$2.00 to $3.50
Lemons, per box	$7.00 to $8.00
Cocoanuts, each	5
Oranges, per box	$5.50
Apples, local, per case	75 to $1.50
Peaches, per box	$1.40
Grapes, per box	$1.75
Watermelons, each	25 to 40
Crab apples, per box	$1.25 to $1.50
Pears, local, per box	$1.00 to $1.35
Prunes, late, per crate	$1.25
Pomegranates, per case	$1.75
Produce	
Eggs, local, per doz.	45
Butter, local, creamery	30
Comb honey, per lb.	18
Meats	
Veal, per lb.	12½
Pork, per lb.	8
Tongues, per lb.	20
Beef, per lb.	8
Mutton, per lb.	12½
American hams, per lb.	22
American bacon, per lb.	27
Bacon, rolled	16
Foodstuffs	
American wheat, per ton	$29.00
Manitoba feed wheat, per ton	$28.00
Oats, Manitoba, per ton	$24.00
Oats, Island, per ton	$25.00
Barley, Manitoba, per ton	$25.00
Barley, Island, per ton	$26.00
Flour	
Flour, Hungarian, Ogilvie's Royal Household, per bbl.	$5.60
Flour, Hungarian, Lake of the Woods, Five Roses, per bbl.	$5.60
Flour, Hungarian, Moffet's Best	$5.35
Flour, pastry, Moffet's Drifted Snow, per bbl.	$4.35
Calgary Hungarian, per bbl.	$5.60
Bran, per ton	$22.00
Shorts, per ton	$23.00
Middlings, per ton	$25.00
Hay, Fraser river, per ton	$12.00
Hay, Island, per ton	$14 to $16
Feed, cornmeal, per ton	$30.00
Chop feed, best, per ton	$27.00
Whole corn, best, per ton	$29.00
Cracked corn, per ton	$32.00

NOTICE

30 days after date I intend to apply to the Honorable Chief Commissioner of Lands and Works for permission to cut and carry away timber from the following described lands:

No. 1. Commencing at a stake marked C. F. Moore's southeast corner, on trail running north from the northeast corner of Lot 9, Renfrew District, and about one mile north from said corner on north boundary of Lot 8, thence 40 chains west, thence 40 chains north, thence 80 chains west, thence 40 chains north, thence 120 chains east, thence 80 chains south to point of beginning.

No. 2. Commencing at southeast corner of claim No 1, thence 80 chains east, thence 80 chains north, thence 80 chains west, thence 80 chains south to point of beginning.

No. 3. Commencing at a post about 20 chains due north of the southeast corner of No. 2, thence 80 chains south, thence 80 chains east, thence 80 chains north, thence 80 chains west to point of beginning.

No. 4. Commencing at a post near the northwest corner of No. 3, thence 80 chains east, thence 80 chains north, thence 80 chains west, thence 80 chains south to point of beginning.

No. 5. Commencing at a stake 20 chains north of the southeast corner of No. 3, thence south 80 chains, thence east 80 chains, thence north 80 chains, thence west 80 chains to point of beginning.

No. 6. Commencing at northwest corner of No. 5, thence east 80 chains, thence north 80 chains; thence west 80 chains, thence south 80 chains to point of beginning.

No. 7. Commencing at northwest corner of No. 6, thence east 80 chains, thence north 80 chains, thence west 80 chains, thence south 80 chains to point of beginning.

No. 8. Commencing at southeast corner of No. 6, thence east 80 chains, thence north 80 chains, thence west 80 chains, thence south 80 chains to point of beginning.

No. 9. Commencing at the S. W. corner of No. 8; thence south 80 chains; thence west 40 chains; thence south 40 chains; thence east 80 chains; thence north 120 chains; thence west 40 chains to point of beginning.

No. 10. Commencing at a stake at northeast corner of No. 1, thence north 80 chains, thence west 80 chains, thence south 80 chains, thence east 80 chains to point of beginning.

No. 11. Commencing at S. W. corner of No. 10; thence north 80 chains; thence west 80 chains; thence south 80 chains; thence east 80 chains to point of beginning.

No. 12. Commencing 40 chains south of S. W. corner of No. 11; thence west 80 chains; thence north 80 chains; thence east 80 chains; thence south 80 chains to point of beginning

No. 13. Commencing 40 chains north of S. W. corner of No. 12, thence west 80 chains, thence north 80 chains thence east 80 chains; thence south 80 chains to point of beginning.

No. 14. Commencing at S. W. corner of No. 13; thence 160 chains north; thence 40 chains west; thence 160 chains south; thence 40 chains east to point of beginning.

No. 15. Commencing 40 chains north of S. W. corner of No. 14; thence west 40 chains; thence north 40 chains; thence west 80 chains; thence north 40 chains; thence east 120 chains; thence south 80 chains to point of beginning.

No. 16. Commencing at N. W. corner of No. 15; thence north 40 chains; thence west 160 chains; thence south 40 chains; thence east 160 chains to point of beginning.

C. F. MOORE.

CEMENT A MOST VALUABLE ASSET

Almost everything can be done with cement, and with incredible swiftness and cheapness. The new process—the mixing of cement, sand and gravel with cinders or broken stone, flooded with water from a hose—is being used in building houses, raising giant hotels, building the piers and bridges for railroads, erecting barns, laying sidewalks, fixing girders or fashioning chimney caps.

Probably the best instance of working against time with cement is shown in the experience of an Atlantic City hotel company. They wanted a structure 400 feet long, 125 feet wide, and 164 feet high. It was to be elaborate, and to have capacity for accommodating 1,200 guests. Bids were asked for a steel building, and not only were the prices high, but the delay in getting the girders and other structural parts made it a certainty that a couple of years must pass before the new hotel could be ready for guests.

In this predicament the proprietors had recourse to the new process of reinforced cement. The work progressed with gratifying celerity. In eight months and three days, without the loss of a life the new hotel was completed. It is a work of genuine architectural beauty, the pride of the City-by-the-Sea, and as great an expert Thomas Alva Edison, after going over the entire structure from cellar to the Moorish dome, said that it was the first perfect building he had ever seen, and that it was built of a material destined to be the great staple of the future.

The concrete building solves the question of fire insurance. The underwriters who examined Atlantic City's new model hotel were all so well pleased that they made a price of 3 per cent. lower than that demanded for other hotels of the same class.

A cement house does away with all need of plaster and lathing. Paper can be put right over the walls, or if preferred they can be frescoed or otherwise decorated. Building such a house does not require much expert labor. The army of metal workers, bricklayers, carpenters and other artisans required in wood or steel construction is almost completely done away with in a cement building. All that is needed is an expert to superintend the mixing of the cement, and a carpenter and staff to construct the molds or framework into which the soft concrete is poured.

Once a cement house is finished, the work is done, and done to stay, according to all natural laws. In a century the building ought to be in as good shape as ever. There is nothing to rot or fall into need of repairs. The building does not have to be painted yearly as in the case of wood, or gone over for rust as in the case of steel.

Building by concrete does away with many of the city's noises. The terrific pounding on steel girders that marks the erection of a metal building is entirely absent when concrete is used. In fact, one apartment of a hotel has been occupied, with complete absence of any discomfort to the guests, while new walls of concrete were being put up only a few feet away.

The big roads are all adopting the cement bridge. It is cheapers, more enduring, more quickly erected, and it releases the builders from slavery to the steel mills.

The tremendous boom in cement building is shown by the difference in the output of cement now and eight years ago. In 1897 this country produced about a million and a half barrels. Last year this had grown to twenty-six and a half millions, and the total for 1906 will exceed even this great amount. Fortunately the supply is virtually unlimited. The Lehigh Valley region in Pennsylvania alone can turn out 20,000,000 barrels a year indefinitely.

The great Pennsylvania cement belt extends from Fogelsville, Lower Macungie, to the Lehigh Valley river at Caplay. It runs in a northeasterly direction, and is the same belt that later crops up in New Jersey. One company alone employs an army of some 21,000 men in connection with the manufacture of its cement. There are five prominent companies, and their investment is constantly being increased, for the demand for cement has forced them to erect new mills, and to install new machinery, whose value combined would run into the millions.

As in blast furnaces the chemist is the most important factor, so in the manufacture of Portland cement the chemists employed in these mills represent the topnotchers in their profession. Portland cement is simply a combination of argillaceous limestone with the natural cement rock, but to secure the necessary high tensile strength, ground to the utmost firmness with uniformity of color (thus assuring that all construction work will improve in strength by age and stand forever, if so required), demands analytical skill of the highest order.

There is much of the romantic in the discovery and development of the cement region in this country as well as Northampton. Farmers who for years had succeeded in making only a bare living from the stubborn soil suddenly found themselves rich beyond the wildest figures of their imagination.

Barren rocky soil on which the carrot, the goldenrod and the Canada thistle were always the most bounteous harvests, and where the tiller of the soil often cursed the rock which was yet to prove his fortune, sold for hundreds of dollars per acre.

WIT AND HUMOR

"Talk about necessity being the mother of invention!" exclaimed Uncle Allen Sparks. "The ablest liar I ever knew was an amateur fishermen.'—Chicago Tribune.

Lady—Lina, what do I see? You are wearing the same sort of hat and dress as I wear myself. Now, where is the difference between the mistress and the cook?

Lina—In cooking.—Floh.

An economical doctor was in the habit of writing his prescriptions on the blank sides of old letters and circulars, etc. One day a patient, who was suffering from an extreme nervous disorder, turned over the prescription and read:

"The funeral will take place at half-past 4 on Wednesday."—Kikeriki.

A company was playing "She Stoops to Conquer" in a small western town last winter, when a man without any money, wishing to see the show, stepped up to the box office and said:

"Pass me in, please."

The box office man gave a loud, harsh laugh.

"Pass you in, what for?" he asked.

The applicant drew himself up and answered haughtily:

"What for? Why