

To the argument—which may easily mean over-production—that existing wholesale houses do not buy as much as they should, it seems a natural reply that wholesale dealers, who have their travelling and selling staffs to employ must be anxious to sell all that they safely can, since the larger their turn-over, the smaller their percentage of expense. And they may be admitted to be the best judges of how much of a certain product they need, or the country needs. One result may be anticipated from the growing disposition of the factory men in this line to sell to retailers direct: and that is that wholesale dealers will themselves become manufacturers. As to the profit obtained on metals and hardware, it would appear from the number of failures in that line in recent years that the margin could scarcely have been excessive.

DIVORCE.

The law of Canada recognises the right to a divorce in case of infidelity, but entrusts no court with power to enforce that right. Relief can only come through Parliament. The effect of this as has often been pointed out, that this right is recognized as due to all is available only to those in affluent circumstances. There is no good reason for the continuance of this anomaly. Indeed its existence is a reproach to the law of a country pretending to be civilized. The case, bad enough at best, is rendered infinitely worse by the fact that even in the high court of Parliament, where alone relief may be sought, the subject is never treated on its merits. The fact that the law confers the absolute right to a divorce from a partner who has been guilty of adultery is entirely ignored and the question is brought out on each occasion as if no law on the subject existed.

The whole question should at once be relegated to the courts. To them it rightfully pertains. The present position of this right in Canada makes peculiarly apposite the language of Mr. Justice Maule in speaking of the English laws on the same subject, on the occasion of passing sentence upon a prisoner convicted before him for bigamy. The following dialogue took place.

Clerk of Assize—What have you to say why judgment should not be passed upon you according to law?

Prisoner—Well, my Lord, my wife took up with a hawker and ran away five years ago, and I have never seen her since, and I married this woman last winter.

Mr. Justice Maule—I will tell you what you ought to have done, and if you say you did not know I will tell you that the law conclusively presumes that you did. You ought to have instructed your attorney to bring an action against the hawker for criminal conversation with your wife. That would have cost you about £100. When you had recovered substantial damages against the hawker, you would have instructed your proctor to sue in the ecclesiastical courts for a divorce *a mensa et thoro*. That would have cost you £200 or £300 more. When you had obtained a divorce *a mensa et thoro*, you would have had to appear by counsel before the House of Lords for a divorce *a vinculo matrimonii*. The bill might have been opposed in all its stages in both Houses of Parliament; and, altogether, you would have to spend £1,000 or £1,200. You will probably tell me you never had a thousand farthings of your own in the world; but, prisoner, that makes no difference. Sitting here as a British Judge, it is my duty to tell you that this is not a country in which there is one law for the rich and another for the poor.

His Lordship's sarcasm was not more apt to

point the situation in England when these remarks were uttered than they are to describe our anomalous position in Canada to-day. It is no answer to urge the religious objection of a section of our community to divorce under any circumstances. Parliament should declare once for all what the law on the subject is to be and thereafter it should be administered by the Courts in the same way as other enactments.

RAILWAY BUILDING.

In the rapid building of railways on this continent, Canada is doing her share. We exceed all the other British colonies, except perhaps India, in the increase of track and we fairly rival the United States. Indeed we observe the claim made by the *Moncton Times* that New Brunswick probably has more miles of railway in proportion to its population than any other country in the world. "The population is not more than 300,000, and the railway mileage within a year, if the present intentions of builders are carried out, will be in excess of 1,000 miles." The statistics of railway building in Canada for 1882, are not yet definitely made known, but we are assured that a large increase will be shown over the mileage open in 1881, which was 7,230 miles. The length of railway open for traffic at the close of 1880 was 6,991 miles and at the same period of 1879, it was 6,256 miles. In the United States at this time the ratio of railways to population is one mile to about 500; and in England one mile to 2000 population.

Complaints are made that railway construction is being overdone in the United States. It is now going on at the rate of 1000 miles a month; and there are those who tell us that the cost of four or five thousand miles a year is as much as the country can afford to lock up in new railways. Everything depends on where the capital locked up comes from. The part of it obtained abroad does not reduce the floating capital of the United States. That the pace of construction is too fast does not admit of reasonable doubt.

—How to economise space in the crowded centres of great cities is a problem which is likely soon to be solved in New York and other great cities. There is plenty of room upwards; and the invention of the elevator has brought the ground floor and the sky story nearer together, with the result that there is much less difference in the rent paid for rooms in different parts of a building than formerly. The newest buildings intended to rent as offices are most in demand; they are more convenient and better liked, though they bring more rent. The economy of ground space in the mammoth structures, some of which can accommodate from 250 to 275 tenants, is an important feature; those buildings only require about one-fourth of the ground space that the old buildings took in proportion to the room-area they afford. The ground rent is in this way enormously reduced; and the effect of the concentration must be to lower the ground rents of adjacent property. Few of our Canadian cities have reached a magnitude that creates the

demand for mammoth buildings; but the tendency to build up higher in the centres of activity must increase. Owners of real estate in central positions will have to take account of this fact. The process may be slow; but it must come, and it will grow with the growth of our cities.

—The recent change in the management of the *Globe*, Mr. Gordon Brown retiring and Mr. John Cameron of the *London Advertiser* taking his place as managing director, shows the difficulty of managing a political journal on the joint-stock principle. The way successful journals are conducted is to get the right man and then give him full control. Where there are several directors, politics and business may clash. The way to success is to keep the two apart. It is doubtful whether any great paper can be made profitable unless it shows a large measure of independence. The control of parties and cliques is becoming more and more fatal to commercial success in journalism. The *Globe* has not paid a dividend for some time; and it would seem that a capital of \$500,000 is too much to earn dividends on. The *Globe* has reached a critical period in its existence; and it would be difficult to predict its future. Its commercial success in the future, which ought not to be impossible, will depend upon its management and the rivalry it may have to encounter.

—If we are to believe American consular statements, some English cotton manufacturers think that the southern United States, where the cotton is grown, will finally become the great seat of the cotton manufacture. But it is obvious that the conditions of the manufacture must be greatly changed before this can take place. The United States must first show her ability to beat down English competition in neutral markets. There is at present some tendency for cotton manufacturers to establish themselves in the Southern States. The United States manufacture of cotton is worth \$474,916,368 a year, twice the value of the raw cotton crop. The wages paid in the mills producing this value is \$121,662,500 a year. When, if ever, the Southern States beat England in supplying neutral markets with cotton manufactures, they will also beat other countries.

—A correspondent in London, Ont., referring to some recent communications to this journal on the subject of buttermaking says: "There is room for a good article on the project now contemplated by the Ontario Government of starting experimental creameries. I think that the money expended for such a purpose would be as good as thrown away. Those who want to run creameries do not need any instructions of that kind; and they cannot get the farmers' wives to come to them to learn. Besides, the process of butter-making in a private dairy is quite a different one from that of a creamery."

TENDERS have been called for the construction of the Tay Canal from the Rideau River to Perth. Specifications and forms of tender can be had on the 8th January, and tenders will be received up till January 14th.