

which 217,855 lbs. sold for \$48,140. The number of cheese factories is 628, which is 151 more than the number reported to the Bureau of Industries last year. The produce of 262 factories that have made returns for the same period as the creameries was 10,898,507 lbs., and of this quantity 8,481,872 lbs. was sold, realizing the sum of \$908,810. The quantity of cheese on hand at the 262 factories on Aug. 1st was 2,402,185 lbs."

From these figures and the reports which reach us from every quarter we may safely conclude that not only is our harvest much better than had been anticipated, but that taking it altogether it is fully up to the general average. This fact has inspired a feeling of confidence in the country, which was almost lacking a couple of months ago, and we look forward in a general way to a continuance of prosperous times for this country. We think the country is safe, and although care should be exercised in buying, over caution in this respect will be almost as great a mistake as buying rashly. We think the right thing will be to strike the mean between them, and buy boldly and yet carefully.

CHEAP PARCEL POST.

The new parcel post system, of England, is a long stride in the proper direction, and is so far ahead of anything of the kind in the world, that even the extra clever people on this side of the Atlantic would do well to copy it. People in America credit the British people with being slow and behind the spirit of the age, and perhaps they are in some things, but in others it is but fair to confess that they are a long way in the rear.

The English postal and telegraph systems have long been the best things of their kind in the world, things for other nations to wonder at and copy, but their latest development of British postal enterprise puts a fitting crown upon a structure that is now as nearly perfect as human ingenuity can make it.

While not possessing any huge monopoly like our express system which sucks the best blood out of every commercial interest it touches, England has heretofore been equally as well served in this particular, and at much less cost, by means of the various railroad parcel deliveries.

Now, however, thanks to the Government, this new parcel post system will

put the internal commerce of the country in the shape of small parcels, upon a much cheaper and more convenient footing than it ever enjoyed before. By the new system the postal authorities virtually become express carriers, and carry parcels at a paying rate to themselves, which is about one half of that charged by our express companies in this country.

The Act came into force on the 1st of August last, and the effect already has been almost to revolutionize the old system of carrying goods. As a matter of fact the railways, seeing that very much of their best paying business was likely to slip through their fingers, all at once became liberal to a degree before unheard of with them, and have not only reduced their rates, but have established "Fast Train Parcel" systems of their own, in order to hold a share of the trade. Of how the new system is going to effect the carriage of small parcels in England, our readers may judge from an extract below, taken from the *Ironmonger*. In its last issue it says.

"There is at the present time much activity displayed in the large mercantile establishments, warehouses, wholesale and retail shops, and general manufacturers' places of business in the metropolis, in preparing boxes, baskets, and cases for the transmission of goods by the parcels post. A prevailing pattern is that of a light wicker basket, of the maximum dimensions allowed under the Inland Parcels Post regulations, viz., measuring 3 feet 6 inches in its longest dimension, and being 2 feet 6 inches in girth, that is, around its thickest part. Many wholesale houses have, however, adopted a basket for the conveyance of goods by the post of a uniform length and girth, 3 feet each way; while adapting the basket to graduated quantities, sizes of 2 feet and 2 feet 6 inches each way are being rapidly prepared for the new postal department."

More than a year ago we advocated in the columns of *THE TRADER*, the advisability, to say nothing of the necessity, of our own Government looking into this very subject and taking prompt action thereon. The present express system of Canada is an enormous monopoly, and the sooner it is legislated upon and reduced down to a fair living profit, or an opposition started by Government somewhat after the pattern furnished by the new English Parcel Post, the better for the country.

Of course the express companies will squeal, but so does any monopoly when it finds that its power to tax the public as it pleases is gone, and it has to come down to hard pan and compete for busi-

ness the same as other and less favored people do.

A parcel post system, such as England now enjoys, would be a boon to the business men of Canada, and we trust that the Government will see its way before long to make a forward step in this direction.

A two cent postage rate, and the English parcel post system, would, we think, be about two as popular things as the Government could touch, for they would benefit every citizen of Canada without distinction.

Selected Matter.

THE FIRST HOUR GLASS.

A century after the final overthrow of the Roman Empire, the habit of reckoning by hours and minutes had completely disappeared, from Western Europe. One by one every vestige of art and science disappearing, and, had it not been for the kingdoms of the east, which kept the flame of science just flickering while the west was in darkness, our present system of horology would have fallen in complete abeyance. It was the famous Caliph of Bagdad, Haroun-al-Raschid, who restored the old water clock to Europe. In the year 807 he sent a magnificent clepsydra as a token of friendship to Charlemagne; but it seems that present was looked upon as a thing to be rather admired than copied, for we find no mention of any water clocks of French make until the reign of Philip, contemporary of William the Conquerer. Perhaps the reason of this is that the sand glass (sablier) had been invented in France shortly before the accession of Charlemagne, and that this last contrivance was judged more handy and simple than the other. The first sablier was made by the same man who re-invented the blowing of glass, after the secret had been lost for some centuries. He was a monk of Chartres, named Luitfrand, and the sand glass he made was the exact prototype of all those that have been manufactured since. It consisted of two receptacles of pear-like shape, joined by their slender ends. When the sand had all run out from one into the other, the lower glass was turned uppermost, and kept in that position till empty. Shortly after he had received the gift of Haroun-al-Raschid, Charlemagne caused a monster sablier to