

person who has recently travelled through the New England States (as the writer has done) and made enquiries on the subject of unemployed labourers and mechanics, will tell you that such is actually the fact, and that a large proportion of these men are natives of the country, descendants of those who fought and bled for it one hundred years ago, whilst the majority of the strikers are men of foreign birth, who came to this country to better their condition, and have done so; and many of them, too, "left their country for their country's good."

These latter are the class of men, who, where they are employed, are always the seditious instigators of evil among the rest, they are the firebrands that burn houses and cities, that they may either revel in their hellishness and profit by plunder. Probably, two-thirds of the men who so recently struck, if left to their own feelings and not compelled to act as they have done from having enrolled themselves into Trades' Unions, and Molly Maguire Societies, would have shrunk from the lawless actions and wilful destruction of property which characterized the late riots, and no doubt feel humbled now at the action they have been forced to take with others in these disgraceful scenes.

Now let us compare the position of the employees on the railroads with other classes of the community. In the first place, as before stated, whilst the railroad men have been enjoying constant employment, and have certain small privileges besides, there are thousands of artisans in the country who can obtain no employment whatever. If the railroad men consider they have a right to strike for higher wages at any moment they please, and by so doing throw the country into a state of anarchy by burning down property, stopping the main thoroughfares, and the mails too in the very teeth of the Government, have not the unemployed men of the country, who are willing to work contentedly at the same rate of wages, and who are natives of the country, a greater right to rise *en masse*, and say to the railroad companies: "We are starving, let those discontented men who are now employed by you, those foreigners who have not felt the hard times and pinch of hunger during the past winter, go to one side for a time, and give us employment until better times arrive. We are willing to work, aye, and peaceably too, for even less wages rather than want; then why should we be shut out, and a preference given to these men who, like the Israelites, having come into a land of plenty, are for ever grumbling and rebelling against the powers from which they derive more freedom, more comforts, than they ever knew before, whilst we, natives of the United States, cannot participate in a share of the earnings of the industries and public works of a country which was raised to its present prosperous state by the industry, intelligence, and wealth of our forefathers?" We say have not these men even a greater right, if such a word may be used in a sense of wrong, to demand that a large portion of the railroad men should be dismissed, particularly foreigners, on the same principle that Californians demand the dismissal of the Chinese, and their places given to them? But why do the unemployed mechanics of the United States refrain from making such a move? Simply because these men have all received a plain but useful education—they have been taught to reason, to respect the law, to respect the rights of others, and common sense tells them that the depression in the times is not because the money of the country is in the

hands of a few who prevent it from circulating, but from the reasons stated in the first part of this article, viz., that a general depression has fallen upon every branch of business, and no man, however desirous he may be to invest his capital to any extent out of the ordinary lines of general commercial business, can see his way clearly to realise even the smallest margin of profit. But as soon as a more healthy feeling returns, and more general confidence is felt between business men, one with another, then the wealth of the country will issue forth from many channels, and a moderate prosperity again be felt by all. Those men who have patiently borne with their troubles and endeavoured to bridge over their difficulties until better times arrive, by small earnings gained from little industries of their own, and by frugality and economy at home, are the men who form the yeomen and real defenders of the country.

But there is another class again, who earn but small wages, and many of whom also are out of employment, such as clerks in cities and towns. They form, too, a very numerous body, and the salaries of many, yes, very many, are less than the lowest sum per month paid to the commonest laborer on a railroad, and yet contrast the difference of one with the other—go to the house of the first, and in most cases you will see economy, frugality and thriftiness exercised, and an air of respectability kept up that you will fail to find in the great bulk of the employees on the railroads, although the railroad men have the highest rate of wages. It is in fact to the shiftlessness, want of thriftiness and general prudence on the part of these men and their wives, that a reduction of wages falls so heavy. They must have their usual quantum of drink and tobacco, and their families are the sufferers. With the railroad employees in the New England States no troubles whatever have occurred, although their wages are also low—simply because they are composed of a very different class of men.

A most important question has now to be met by the Legislature of both countries, relative to the right of employees to strike on public thoroughfares or public works, and in factories, without first giving their employers due notice of their intention. Every man of course in a free country has a right to work or not, as he may think fit, but let him retire peaceably from it, and not disturb those manufactories and works that are the life-pulse of a country. The public thoroughfares of a country, now, are the arteries and veins of its existence, and any interruption to their course paralyses trade, and should be dealt with directly by the Government.

There is another question, too, of almost equal importance for the Canadian Parliament to consider, viz., the right of all Societies to walk undisturbed in the public streets. It would be better in this country if all these Societies abandoned the custom and met in a body by themselves to celebrate their national day, but if they will insist upon walking, it must be made imperative that the crossings on the public thoroughfares shall not be interrupted, and carriages and foot passengers be permitted to pass unmolested.

A BRILLIANT SIGNAL LIGHT.—By mixing equal quantities of powdered magnesium and powdered chlorate of potassa, an intensely luminous compound can be produced. When touched by a live coal it instantaneously produces a most intense white light that will answer admirably for signal lights.—(*Jahresb. d. phys. V. Frankfurt, Ind. und Gew. Blatt.*, v, xix, 212.