

## HOW A BOOK IS PUBLISHED.

A large book-bindery may have a capacity of ten thousand books a day. The resources of some of these binderies are wonderful. There is an instance on record where a publishing house took an order on Monday for a cloth-covered 12 mo. volume of 350 pages, and actually shipped two thousand copies of the book on the following Wednesday. The type was set by machinery for the entire 350 pages before work stopped Monday night. Electro-type plates were made so rapidly that on Tuesday morning several printing presses were set in motion. In the meantime covers were made in the bindery, and by Wednesday morning the binders had the book in hand. Two thousand volumes were completed that day, and the edition of ten thousand was entirely out of the way before Saturday night. In modern bookbinding machinery, as in the production of printing presses, America leads the world, and no other nation can equal it in the speed and general effectiveness with which all branches of the industry are carried out.—*Literary News.*

## "RIDICULOUS INCONSISTENCY."

The *National Provisioner* says: "For years we have had the clamor that the farmer was not getting enough money for his wheat and his corn, and that he could not afford to raise cattle and hogs at the prices which were paid for them in the live-stock markets. Owing to conditions which to all appearances have nothing to do with politics, but are the result of an increased foreign demand and of general prospects for business, this state of affairs has changed, and wheat has gone above the dollar mark; corn, while not advancing in proportion, has risen considerably, cattle bring high prices, and small stock are worth considerably more than they were a year ago. Everybody would think that this would make everybody happy, since the much-lamented farmer is at last getting a fair value for his goods; but what do the inconsistent, sensational journals do, the same that clamored for the poor farmer, who was buried beneath the mortgages on his farm and could not live unless prices went up? They at once turn around and speak of the 'wheat barons,' the 'beef barons,' or robbers and monopolists, who raise the price of the workman's meat and bread, and do not give him a chance to live. Do these inconsistent fellows who write these articles really believe what they write? Do they think that corn, wheat, cattle, and live stock in general can go up in price without causing a rise in the price of flour and bread, and also of meat?"

## LABRADOR TIMBER LIMITS.

A Halifax telegram of last week refers as follows to supposed results of a search for available timber supplies in Labrador: Among the passengers who arrived yesterday from Newfoundland were Messrs. James Calder, Thomas Whitman, and A. L. Curry, of Bridgetown. These gentlemen have been in Newfoundland and Labrador all summer, having gone there for the purpose of prospecting timber lands in Labrador. Concerning the results of their trip Mr. Curry was interviewed by the *Witness* correspondent. The whole affair, he said, was but the preliminary of a large enterprise, which the people represented are in the hope of establishing in Labrador next year. As a result of the trip these gentlemen have made application to the Government of Newfoundland for the right to cut timber on three hundred and seventy square miles of territory on the Kennamore, Kennamic and Hamilton rivers, which flow into Hamilton Inlet, one of the coast waters. The valleys of the rivers mentioned have very wealthy forests of spruce bordering on them, as well as smaller forests of pine and hackmatack. If success attends the efforts of these gentlemen a company will be formed

as soon as possible to operate in Labrador on a large scale. A schooner will be fitted out and will proceed to the spot with a surveying party and part of a plant. The mill will be portable, and will be moved from place to place as the profitable lumber of each district has been exhausted. Steam power will be used, and the mills kept the year round. The lumber will be sent to Great Britain.

—The S.P.C.A., of New York, has offered a reward of \$25 for the arrest and conviction of any person throwing glass, pieces of metal, or other substances in the public streets or highways. The offer is made, of course, for the protection of animals; but its effect will naturally be to minimize the number of punctured tires, and wheelmen should co-operate with the society in securing its enforcement.

## RAILWAY CONSTRUCTION IN THE UNITED STATES.

Official figures are now at hand showing the railroad construction of 1896. While the same has not been of an extensive character, there is considerable in the schedule which indicates that the totals arrived at were greatly helped by the developing demand of 1896, which has since gained most encouraging proportions. Only 1,687 3-4 miles of track were built, but this raised the total mileage to 182,600 miles, and less than 5,000 miles of this was out of operation. The earnings of the year were \$1,125,500,000, and again a satisfactory element is apparent in the fact that \$770,000,000 of this amount represents freight traffic. Comparing the statistics with past results, and estimating the increased traffic and earnings which have marked reports since the beginning of the present year, the railroads cannot complain that they have not had their full share in the newly-awakened industrial activity of the country. *Chicago Journal of Commerce.*

## ENGLISH vs. AMERICAN ROAD-BEDS.

It would appear that the assumed superiority of English over American road beds is beginning to be questioned even in that conservative country. The *London Times* recently had an article, in the course of which it says: "Let us now turn to the United States, which furnishes an interesting comparison in this particular. Over there, what are known as 'T' rails—so called from their shape—are in universal use, but, most important of all, chairs are unknown. The road bed consists of transverse timber sleepers, laid so closely together as to be practically continuous, and the broad base of the rail is spiked direct to these cross-ties, while at the joints every effort is made to stiffen the track by connecting them with angle plates having the general sectional form of the rail, and its flange secured by bolts and keys. This system is found to give great elasticity. In the weight and length of the steel rails a constant increase has been going on for some years. Truly, America is the country of big things. We now have to record a very interesting experiment. A short time ago the New York Central Railroad Company, anxious to see if its system was really the best, sent over to this country for a mile or so of the London & Northwestern standard track. This was laid down by English workmen, 'lock, stock and barrel,' side by side with their own, and subjected to exactly the same tests. But before long the English pattern proved itself unequal to the strain, for the heavy American trains, which bounded along over their own elastic roads, smashed the chairs of the more rigid North-western type to pieces. Naturally, English engineers commenced to pooh-pooh this trial, but now that our own passenger rolling stock is becoming the veritable hotel on wheels, the truth ought to be investigated and the question solved: 'Is our permanent way the best that money can give?' There was some talk about the English companies imitating the New York Central

by subjecting a length of the American company's rails and appurtenances to a thoroughly fair test according to the conditions of this country. It is an acknowledged fact that in America trains make less noise in running than they do over here."

## THE LUST FOR GOLD.

Manhood, honor, and all that is best in life, is seriously imperilled in Canada at the present time, says the *Westminster*, by the inordinate lust for wealth which is being stimulated by every day's report of fortunes made in mining stocks. The love of money is always strong. Many men are ready for any risk or sacrifice of endurance so long as there is hope of great gain. But there are ebbs and flows in the tides, and just now the flood is at its full.

Those who have to do directly with commercial affairs know how eager the rush is, and how daring men become. Not a little bit of what is called commercial enterprise and up-to-date business is ill-disguised robbery. The false and foolish maxim that competition is the life of trade, is working out its legitimate results. There is very little business honor left, and the public are beginning to learn that the new methods have their disadvantages. Meanwhile the young manhood of the country is being warped to the earthy, and life is being honeycombed by deceit and dishonor. The bearing of this upon business methods is not difficult to read. Faith is as necessary in the bank and store as the church. That the danger is very real is manifest from the warnings given in the name of business by business men. This sentiment found expression recently in an editorial in the *Evening Journal*, Ottawa, which dealt with a local instance. The same week *Toronto* furnished an equally pertinent text. Here is the newspaper's warning:

"The greatest danger of the time on this continent is the idea that money overtops everything else—that a successful money-maker is by the mere fact of success, the right kind of a man—that character, honesty, ability, merit, all mean little without money, and that money without them is better than any or all of them without money. This is the great threatening curse of a commercial, peaceful and democratic continent. Rank and title have their value in the old world as antidotes or checks to that sort of evil, but in this hemisphere we must rely on the homes and the schools, the churches and the press, to set up better ideals than money, or else honesty is going to have a hard time everywhere to hold its own against money—and if honesty goes to the wall, every other decent sentiment in the community will follow."

DON'T TOUCH WIRES. — The standard maxim of the electrician, "Never touch a wire; it may be dead, but if it ain't, you may be," is generally followed, so far as actually touching the wire with the hand is concerned; but several recent accidents have taught the public that they must be just as careful to avoid contact between electric wires and any conducting material held in the hand. Not long ago a mechanical engineer, who was inspecting the third rail system at Hartford, accidentally touched the conductor with his umbrella, which had a steel rod. The umbrella was badly burned, and its owner had a lesson in electrical conductivity that he will not soon forget. A similar incident is reported from a New Jersey town. Two brothers, standing arm in arm, were looking in a window, while one held an umbrella. He raised it a little, and as the steel tip came in contact with an arc light wire above, a shock was received that knocked both men over. In another accident the issue was fatal. A man carrying a steel rod umbrella, touched a live wire, which was lying almost out of sight near the edge of the pavement. He was instantly killed. His hand was burned to a crisp, and there were livid marks all over his body. The umbrella had transmitted the full power of an electric lighting circuit.—*R.R. and Eng. Journal.*