creature demands the care of the State just as much as the lunatic. A larger proportion of criminals who are also drunkards than of criminals who are total abstainers, are caught; this fact magnifies the disproportion which does in fact exist.

When we regard the callings of criminals we find a great difference in the proportions. Last year the proportion of farmers was lowest in the criminal scale, the numbers being 4.2 per cent., while those of manufacturers were 13.8 per cent., 3½ times as great. No less than 78.8 per cent. of convicts in 1887 lived in towns and cities; in 1897 the proportion had fallen to 71.8. Farm life, we are authorized to conclude, is still conducive to virtue. Why this heavy debit against manufacturers? It would surely be worth while to try to find out. Crime among professional men was lowest, being only 2 per cent. Laborers counted for 43.7 per cent. in 1887 and for only 38.7 in 1897. These percentages, being to the whole body of criminals, do not give the percentages of the classes indicated, and are liable to mislead. But even if the actual proportions of convictions in a class were given on the basis of population, we should still be unable to find even the total number of persons liable to conviction if their misdeeds were known. In some of the provinces the laws may be administered with more energy than in others. How are we to account for the fact that in New Brunswick, where the laws decree prohibition to sell liquor, the convictions for drunkenness and the offences against the liquor laws are, with one exception, higher than in any other province? This demonstrates that, in the case of this province, prohibition does not effectively prohibit. There were only ten convictions for drunkenness last year in that province. This taken in conjunction with the fact that drunkenness was rife, suggests that prohibition in this case means open selling of liquor.

The connection between crime and ignorance is not established in any marked degree by these statistics. Only 14.6 per cent. of the convicts last year were unable to read and write. In the previous year the figures were 15.1 per cent. This happened while there was an increase in the number of persons convicted by Justices of the Peace from 32,074 in 1896 to 32,259 in 1897. This was a gain for ignorance. When ignorance is a coincidence it cannot necessarily be taken as a cause of crime in all cases; in how many it was a cause there is no means of knowing. If ignorant criminals are more numerous in proportion than educated criminals, the presumption is that ignorance was, to some extent, a cause of crime.

LAKE CARRIAGE AND INSURANCE.

The season of navigation on the Great Lakes has closed amid storms, unfortunately not free from disasters. The wreckage during the year has been very heavy, and when the enormous migration of lake craft to the Atlantic is taken into account, the tonnage capacity on the lakes is much less than it was at the opening of the spring. A number of new vessels are in the shipyards of both United States and Canada, which will be available for the season of 1899. In spite of these new additions to the carrying fleet, however, the prospects for the new season are considered bright. The improvements to the St. Lawrence canals have led vessel owners to make some changes in their plans for new craft, since greater draft will be possible, and it is probable the course of traffic will be somewhat altered in consequence. Apparently great expectations have been formed that the enlargement of the St. Lawrence canals will mean that the towns and cities of the Great Lakes are to become at once ocean ports. Naval experts are of the opinion, however, that not until a new craft has been devised filling both the peculiar requirements of the ocean and the lakes can this be accomplished. In the keenness of the freight carrying competition to-day this is a difficult problem to work out. A noteworthy feature of the season's unfortunate disasters on the lakes this year is the movement to advance marine insurance rates. The Marine Review says: "The losses of all kinds have been so heavy, that new forms of policy, decidedly unfavorable to the vessels, are already proposed on a few wooden ships whose insurance expired before the close of navigation. Rates will certainly he higher on all vessels, and it is more than probable that a very large number of the medium class of ships will be shut out entirely from insurance next year, the owners taking chances of loss in preference to paying high rates and accepting the kind of policy that will be offered to them." Marine underwriting for some time past has been anything but a profitable undertaking and an advance in rates is declared to be imperative.

As usual the last cargoes of the season carried westward were enormous. The large C.P.R. liner "Manitoba" cleared from Owen Sound for Port Arthur with a record cargo. She carried in all 1,548 tons of freight, equal to 118 car loads. In all 129 cars were awaiting shipment, but 11 of them had to go direct to their destination. The cargo included 22 straight cars of sugar, 3 cars of whiskey, 6 cars of iron pipe, 5 cars of salt and 82 cars of miscellaneous merchandise. The Owen Sound Times says: "When the steamer left the dock she was weighted down an inch or more below the water line, and was drawing 15 feet of water aft and 12 feet 6 inches forward."

The returns of the Canadian Sault Ste. Marie canal are now in the hands of the Government and show a considerable falling off in traffic this year compared with last. In the month of November the shipping was almost as active as in the same month a year ago, but the loss of tonnage earlier in the year was sufficient to bring the totals very much below those of 1897. The returns are as follows:

Year	Vessels	Vessel Tonnage	Freight Tonnage
1897	4,166	3,739,992	4,858,599
1898	3,643	2,745,216	2,965,301

The canal was not closed at the end of November but the December traffic will not add much to these figures.

THE NAPANEE BANK ROBBERY TRIAL.

It is an undeniable feature of the Napanee bank robbery case that the mass of the public seem to be in sympathy with young Ponton, the bank clerk, who is accused of complicity in the robbery. The average man, or woman, in Ontario, it would seem, refuses to believe in his guilt. And truly it is difficult to conceive that a young man well connected, brought up amid good surroundings, popular and highly esteemed, should so far lose his self-respect and imperil his reputation as to league himself with hardened criminals in an attempt to rob the institution whose interests he was paid to protect. No one but a cynic who has lost faith in human nature will readily suspect a well reputed youth of such a dastardly crime.

And yet the facts of the case must be faced, and some of the circumstances are awkward for Ponton. Without attempting to balance the evidence, we may at least remark how it has affected the minds of persons intimately acquainted with the case. Fourteen months ago the police magistrate of the locality committed that young bank clerk for trial, considering himself justified in so doing. The grand jury, after examining at a later date the incidents