

they do? True, there is no law to prevent their playing; but common decency and respect to their fellow citizens ought to influence the right-thinking amongst their members to stop this frequent cause of disturbance. How long ago is it since a band of these ultra-patriotic youths showered a hundred stones at one of the steamers at our wharves because it contained a company of hated Catholics? It is not many weeks since a policeman was maimed by these upholders of the faith and disturbers of the peace. What is Orangeism in Canada? Let the Young Britons answer if they can. It is gratifying to know that there is a decided feeling in the community against the Orange body and their insulting practices, which, unless they are careful, must ultimately bring their Order into contempt.

Whatever grounds the Reformed Episcopal Church may have to found their arguments for reformation on is a matter for which they themselves are responsible. But, on the other hand, there is a question raised in small Episcopal communities as to the sincerity of the principle that induces the Rev. B. B. Ussher, of Montreal, editor of the *Protestant Pillar*, to undertake to throw discord into the ranks of the Reformed Episcopal Church at Toronto. The appeal for contributions to the sustentation fund of the R. E. Church means nothing more nor less, so far as Mr. Ussher is concerned in Toronto, than an attempt to draw away a portion of the parishioners of the church of which he was lately the incumbent, but which attempt, it is being asserted, will be indignantly resisted. However weak the Reformed Episcopal Church may be, either in England, the United States or Canada, and however much discord and instability may have taken the place of what promised to be strength and concord since the decease of the Rev. George Cummins, D.D., the founder of the church, it is no reason why Mr. Ussher should aggravate the wound, and under a name which is intended to be ambiguous, advocate a cause identical with the true workers in the real R. E. interest, apparently for no other purpose (in Toronto) than to draw away the parishioners of the present R. E. Church there, merely that they may be called by an ambiguous name. This is what is complained of in the proposed attempt to disturb the present church in Toronto, and I think justly, for to wantonly attempt to cause secession from a church with which the parishioners have become identified is unjust and unfair to the pastor and the people, and calls forth the contempt it deserves. It speaks little for the pastor of any church to attempt to bring discord and secession into a colleague's church because at one time upon the merest pretence, and during the time of the church's greatest weakness, he had cowardly left it to fight its battles alone and upon its own resources.

Some of the exhibitors at the Exhibition bitterly complain of the unfitness of the judges to adjudicate upon the merits of their claims, men totally unfit being appointed to judge of wares of which they know next to nothing. They ought to be allowed to call in associates for advice, who should not have a vote, but whose opinions would be considered by the judges at its proper value and at their own discretion. Without this it must ever be a cause of great weakness in these exhibitions continually that so many exhibitions take place as nearly as possible at one time, amongst a small population.

What I said about certain building operations in a previous issue appears to be endorsed by the citizens to a small extent. There are several loosely built terraces about the city that have been abandoned for months and are gradually falling into decay, unfinished and unsaleable. Sixteen and twenty four houses in a row are untenanted. A great deal of money, annoyance and trouble might have been saved had the city commissioner or other persons in authority, warned the speculators of their unsafe buildings. Should there not be some law made to prevent dishonest speculators from defrauding purchasers of their worthless houses? I am aware of a law in Toronto somewhat to this effect, fixing certain limits to certain kinds of buildings within given sections of the city. But speculators may build as they please for the law is never enforced, therefore another law ought to be provided in equity to protect unsuspecting purchasers. *Queen City.*

TRADE—FINANCE—STATISTICS.

GOLD LEAVING EUROPE.

The flow of gold is again to this side of the Atlantic. The German, French and English steamers add a large quota to the amounts already received on their regular arrivals. Not only are considerable sums drawn from the Bank of England for export, but the open market is also sought for additional amounts. Advices from Berlin are to the effect that the Bank of Germany has ordered its Bremen and Hamburg branches to temporarily suspend gold payments. This is significant, as it shows that the drain is felt abroad. It is not supposed the drain will be so great as in 1879, as crops are in better condition in Europe than last year. The demand for breadstuffs and grain will not, therefore, be so urgent for immediate wants. The arrival of foreign gold to our shores happens at an opportune period. Banking reserves were becoming reduced in consequence of the urgent demand for money to move the crops. The gold receipts can go into Bank vaults and liberate the legal tenders held as reserve, and this movement will have its effect in keeping down rates for money. We begin to comprehend the fortunate result of abundant crops. The balance of trade is kept in our favour, and there is no fear of specie suspension. Every industry and business pursuit is benefited by this return of gold, and all legitimate enterprises receive a new stimulus. Had our imports been equal to exports, and no trade balances to settle in our favour, the result would be very different. Good crops would create a stringent money market to move them, as gold receipts would not flow in as now to liberate Bank reserves. Tight money contracts all business enterprises and restricts internal trade. The unusually large and active business transacted at the sea-board, as well as inland centres, would in a measure be curtailed if finances were not easy. One important lesson to learn is not to import too heavily. Bounteous harvests will not avail if the people again grew extravagant and run in debt for luxuries and we buy more goods than we sell. If through lavish expenditure the balance of trade turns against us we deserve to be chastised for our folly. In that case the gold goes from us abroad and all our industries droop and suffer. Already there are signs of undue extravagance, and imports, unless checked, will reach unprecedented figures. It will not do to be reckless and trust to Providence to always help us out through bounteous harvests.

THE FREIGHT POOL COMBINATION.

There is trouble in the pool combination of Trunk lines. The freight rates, which for over a year have been well maintained, show signs of weakening. This pooling system is all well enough for the railroads when they run full of business and have hardly cars sufficient to move freight promptly. Rates at such times can be kept up, and no important line has any inducement to cut the tariff. They are difficult to maintain, however, when business falls off, trains run light and cars are idle. Then the situation becomes changed. Lake and canal rates have fallen considerably within the last few weeks and attracted a large business from the railways. The cost of moving corn by water within the past week has been forty per cent. cheaper than by rail, including transfer charges also at Buffalo. The manager of the pool combination in this city is quoted as saying he feels more discouraged than ever over the situation. He states the managers of the several lines will not keep a compact solemnly made in executive committee one hour after its adjournment. And why? Because the Trunk lines are not doing the business they did a short time ago. The water routes are diverting much of the traffic, at lower rates. The fight may first begin on East bound freight, but when once rates are cut and the system of drawbacks instituted the war will become general. A railroad war in some respects is to be deprecated; in others it is to be welcomed. At one time the pooling plan bid fair to work successfully, and under its rule a giant monopoly established. Such a system would in the end be destructive of the best interests of the country. The signs of its breaking up are an evidence that no such plan can be permanent unless traffic is sufficient to keep the lines busy throughout the entire year. When the water routes draw business away heavily a weakening of the compact is observed. This break-up will also teach railroad managers another lesson, and that is, the public have some rights to be observed, and whenever rates are put up unduly a reaction is certain to follow. A destructive war of rates is to be regretted. The public are not gainers in such conflicts and no good purpose is served. The only hopeful issue out of such a fight is that the pooling system can never be of successful duration. Let each road be independent and manage its business in its own way. The lines that offer the best facilities will naturally do the largest share of the traffic. This is as it should be. The best first always.—*U. S. Economist.*

In 1801, London had a population of 864,000 against 4,714,000 to-day. In 1802, London had sixty-eight acres of docks; now the extent is 690 acres. The stone used for the Plymouth breakwater would be sufficient for the great pyramid of Cheops. A single private ship-building yard has produced more tonnage per annum than the whole of Elizabeth's fleet opposed to the Armada. Great Britain exports enough coal to freight all the merchantmen in the world. In this century more bridges have been built than in all the previous years.