

some 80 miles than from Winnipeg to Port Arthur, which is an important consideration.

I wrote you a week or two ago that some of the grain dealers were complaining bitterly, claiming their business to be at a stand-still in consequence of a lack of cars. The C. P. R. denied that there was a "blockade," and has been since doing its utmost to facilitate matters. The clamor for cars shows to the rest of the world our wonderful output of grain that is taxing our railroads to such an extent to move.

Winter has set in very early with us. There is some ten inches of snow on the level, and the weather keeps severely cold.

Winnipeg, Nov. 23, 1891.

LOW WATER ON THE LAKES.

Low water has prevailed for some time on the Lakes and the St. Lawrence, and in certain parts of the navigable channels has become a menace to navigation. The Canadian canals east of Kingston have been troubled by it, and instances of vessels grounding or being delayed come from various parts of the lower St. Lawrence. The fact is probably owing to light rain-fall over the area draining into the Lakes. All the same, it is hard on the vessel-owners, who have had a season of poor freight rates.

Of Lake Huron, an old navigator, Captain Rowan, of Kincardine, says that thirty years ago the lake was as low as it is now, but the reaction came and it gradually rose. He believes that the present depression will be followed by a similar rise in the waters of the entire lake. Lake Erie, being the shallowest of the chain, is most easily affected (as to depth of water) by long continued easterly or westerly winds. Last week, five large steam barges were simultaneously aground near Bar Point light-house at the western end. A curious state of things was brought about in Detroit river by a heavy west wind on Tuesday and Wednesday. The water of the river fell four feet below the summer average. The hull of the old passenger boat, "E. K. Collins," which was burnt in September, 1854, and has been submerged for years, was left high and dry; many persons walked dry-shod round the wreck and gathered relics of that frightful fatality. The *Echo* says that along the wharves there was no water inside the dock line. At the water-works lot the inlet pipe, which was projected above the ground a foot, was also high and dry. In front of C. J. L. MacLeod's residence the water was out over 200 feet from the stone breakwater. Yachts, boats and boathouses were all high and dry. Boulders along the shore, not seen for 25 years, raised their timid heads to the unaccustomed daylight. In front of Mr. Cuddy's, an old wreck was visible, and at Mrs. J. MacLeod's boathouse a small island, composed of small round stones, was above the water.

COMMERCIAL CO-OPERATION.

We expressed an opinion some weeks ago about the Commercial Co-Operative Investment Company, which had hired an office and issued its persuasive circulars in this city. On Saturday last the *Telegram* came down upon the concern heavily, quoting the opinion of J. Howard Hunter, Ontario Inspector of Insurance, that the managers of the concern were adventurers conducting a sort of lottery, that the company had no legal status and that its methods were unfair, the mode of collection onerous and one-sided.

Messrs. Wilber, Gordon & Co., the managers of the concern, are by no means deficient in cheek; they write a column-long letter to the *Telegram* interpreting their prospectus, and call names quite freely. They are angry at Mr. Hunter for "jumping too hastily at conclusions; because we may bear some remote resemblance to certain other companies that have proved fraudulent, he therefore, without even taking the trouble to read the prospectus, denounces us as of the same class."

But the editor knocks Messrs. W., G. & Co. on the head with logical sledgehammers, showing that the concern has no legal corporate existence, that the concern cannot be "co-operative" and at the same time under private persons' proprietorship, that the firm have transgressed the law anyhow by not registering. Then he quotes the Massachusetts Commission to the effect that "tens of thousands of wild-cat certificates of irresponsible concerns have been eagerly bought" by citizens of that State, and that the operations of endowment companies have demoralized the people by "inculcating a belief that there is in these million-in-a-minute concerns a royal road to fortune;" he further calls upon the State to "declare the further transactions of this bastard brood unlawful." And the article winds up by suggesting that the Local Legislature should look after the Commercial Co-operative Investment Company.

BOOKS AND PAMPHLETS RECEIVED.

ST. THOMAS, ONTARIO: THE RAILWAY CITY.—Souvenir Edition of *The Evening Journal*. Neatly printed and beautifully illustrated. The photo-lithographs embrace views ranging from a swimming scene to an art studio; from a grape arbor to a gaol; from railway bridges to churches, winding up appropriately with the new *Journal* building. By the help of this little work one may understand, even tho' he has not seen St. Thomas, that it is a picturesque place.

ANNUAL REPORT, BRITISH COLUMBIA BOARD OF TRADE.—July 1891.—This pamphlet, received only last week, gives, in addition to the report of the Board for the year ended July 3rd, 1891 (which embraces some 22 pages), and the membership roll, various appendices showing or bearing upon the work of the Board. Correspondence with various railways "as to the terms on which trans-continental all rail connections with Victoria can be had by means of ferry boats or bridges via Seymour Narrows" (a matter which all the roads appear to fight shy of), memoranda to government, population and assessment, and shipping statistics, are contained in these. And, by the way, we observe on page 51 a correction in red ink whereby the population of Victoria, 16,849 per census of 1891, is altered to 22,991, which we assume to be the result of the municipal census.

THE HUMANE ADVOCATE.—A pictorial publication issued monthly by the Toronto Humane Society in the interest of children, dumb animals, birds, "those who cannot speak for themselves." Mr. W. R. Brock is president of this praiseworthy society; Mr. John I. Davidson is its Treasurer; Mr. J. J. Kelso, secretary. Its P. O. box is 2654, in case any one wishes to send a cheque. Their leaflet No. 1 has a story by Louisa Alcott and a poem by Fidelis, that send one's hand into one's pocket to help such an organization.

THE YEAR'S RECORD OF A WORK OF LOVE.—This is a pamphlet describing the free summer excursions given to poor children of this

city by the Children's Fresh Air Fund. It contains a graphic Babies' Fund paragraph from *Saturday Night*, one of those lay sermons from "Don" which lay hold of the heart more surely than half the sermons one hears from the pulpits. The Children's Aid Society is organized to succour the little ones. Mr. I. W. Langmuir and Mr. Hugh Blain are among its vice-presidents. We observe that a concert in aid of the Society is to be given in Association Hall on Wednesday evening, December 2nd, under the auspices of the Toronto Vocal Society.

THE OLD FLAG; Jubilee National Song for baritone voices. Words and music by Lindley Hunt. Toronto, *Musical Journal* office.

ANNALS OF THE AMERICAN ACADEMY OF POLITICAL AND SOCIAL SCIENCE. Vol. 2, No. 3, Nov., 1891. Edmund J. James, Editor.

THE ELEVENTH CENSUS OF THE UNITED STATES. By Hon. R. E. Porter, Supt. of Census. An address delivered before the American Statistical Association, Boston, Oct. 16, 1891.

TREATMENT OF THE OPIUM NEUROSIS; by Stephen Lett, M.D., Medical Superintendent of the Homewood Retreat, Guelph, Ont. A paper read before the meeting of the American Medical Association at Washington, D.C. Dr. Lett takes up strong ground against the method pursued by some doctors in treating morphine-takers or other opium inebriates, viz., that of abrupt withdrawal of the drug, pronouncing it "a barbarous, inhuman, and dangerous procedure." And he breaks a lance with the renowned Dr. Clouston, of Edinburgh, over the matter. Dr. Lett's mode of treatment, we are told on page 10, is "the rational, humane and safe line of gradual reduction."

POOR'S MANUAL OF RAILROADS FOR 1891.—Showing the routes and mileage of the railways of the United States; their stocks, bonds, debts, cost, traffic, earnings, expenses and dividends; also their directors, officers, &c. H. V. & H. W. Poor, 70 Wall st., New York. This valuable book of nearly 1,500 pages, is a well-known authority upon American Railways. It is a marvel of condensed information upon the subjects catalogued above; and the colored maps of systems are a new and attractive feature. We quote elsewhere from the manual.

REPORT OF THE COMMISSIONERS ON THE PRISON AND REFORMATORY SYSTEM OF ONTARIO, 1891. Printed by order of the Legislative Assembly. Large 8vo., pp. 799. Warwick & Sons, printers, Toronto.

SESSIONAL PAPERS, Province of Quebec. Volume 23—III., 1890. Session at Quebec, 53 Victoria. Queen's Printer, Quebec.

PRIVILEGES AND ELECTIONS COMMITTEE REPORTS, Dominion of Canada. Quebec Harbor Works, Esquimalt Graving Dock, Resignation of Hon. Thos. McGreevy 1359 pp. Queen's Printer, Ottawa, 1891.

STATUTES OF ONTARIO, First Session, Seventh Provincial Legislature, 54th Victoria. Printed by Lud. K. Cameron, Queen's Printer, 1891.

CANADIAN FIRE UNDERWRITERS' ASSOCIATION.

In our account of the proceedings of the Canadian Fire Underwriters at the Montreal meeting, printed in our last issue, it was impossible to give the names of the newly elected officers, for they were not chosen till Friday, after we had gone to press.

The Montreal members of the association entertained their Western English and Ameri-