

associations. These are composed of workmen who invest their money in the concern, and besides receiving wages, divide among them the profits of the business. Workmen who are not stockholders are merely paid wages as by ordinary employers. 3rd. There are associations in which great manufacturing capitalists permit their employes to enter into partnership with them, by embarking their savings in the business, the workmen receiving a share of the profits. 4th. There are the associations in which the men employed are given a portion of the profits without investing their savings in the concern.

We are not in possession of sufficient valuable data to enable us to form an opinion of the real value of this movement. That in some instances the results have been most gratifying is beyond a doubt. The Rochdale Equitable Pioneer Society, which opened a store in 1844, with a capital of less than £35, was able to boast that in the quarter ending December 1896 its sales for this quarter in cash amounted to £68,216 18s 3d; that the profits for that period were £31 93s 9½d. There are others which have been almost equally prosperous. But this is the bright side of the question. There have been numerous failures; and in London, Birmingham, Sheffield, Liverpool, Glasgow, and Edinburgh, the formation of co-operative societies has been attended with slight or no success. In Canada a further difficulty would be found in the migratory character of the working population of the large towns and cities. For ourselves we shall only say in conclusion, that however well calculated these co-operative schemes might be, in many respects, to elevate and improve the position of the labouring classes throughout the world, we cannot but suspect that they are not based on sound economic principles.

JEFFERSON DAVIS.

THERE are but few men, endowed with manly instincts, who will not rejoice that at last after two years criminal delay on the part of the government of the United States, scant and tardy justice has been done to the man who whatever evils he may have helped to bring upon the land of his birth, however he may have miscalculated the resistance the North would make to the disruption of the Union, was at least, in his conduct, actuated by no selfish motives, and against whom, even his bitterest enemies have been unable to bring any well-founded accusation, except the one that he denies not, that he had levied war against the United States. Jefferson Davis has been admitted to bail, is at last set free from the unjust imprisonment which has been wearing out his life, and is even now on his way to Canada to see his wife and children, resident at Montreal.

For two long years, the government of the United States has sought with a persistency that can hardly be understood or credited, for the evidence of Jefferson Davis's complicity in the assassination of Abraham Lincoln, and in the cruel treatment of the inmates of Andersonville military prison. Money was freely, lavishly spent for the purpose of convicting the unfortunate statesman of crimes for which the law might justly deprive him of life. To sentence him to death as a political offender, the American Government did not dare, such a course would have covered them with an infamy which would have been eternal. They refused to grant him a trial, refused again and again his earnest demand for the rights which were his had he been the vilest criminal in the land; and it is only now after the lapse of two tedious years, when all efforts to obtain convicting evidence of other crime against him have entirely failed, when the voice of even his strongest opponents and the life long enemies of slavery, has been raised, calling for justice to be done him, that the government have permitted a writ of *habeas corpus* to be issued in his favour, and, pending preparations for his trial, have admitted him to bail.

It was always exceedingly easy for the citizens of the United States to cry shame to the despotic monarchies of the old world, when the law of self-preservation seemed to render it necessary to act with severity against those whose efforts had been to cause revolutions. We regret, though it has not been a matter of surprise, that those who had always been thus vociferous in their condemnation of others, have not attained in practice the high standard they had assumed in preaching, and that the touch stone of circumstances that aroused their own passions proved them to be moulded after no very different fashion from their progenitors in an older world.

TRACTION ENGINES.

THE use of Traction Engines on ordinary roads would undoubtedly be found of great benefit, as, being capable of hauling heavy loads, beyond the capacity of horses, and at a fair rate of speed, they would serve a medium purpose between waggon transportation and the carriage of freight by railways. And from the following extract from a letter written by Mr. James Worts, (of the firm of Gooderham and Worts, and President of the Toronto Board of Trade,) it would appear that the expense is not nearly as great in using these engines as in employing horses, and that they are managed without difficulty. Mr. Worts, who writes from England whither he has gone to purchase one of these engines, thus speaks of them:—

"Wednesday, March 27.—Yesterday I made an appointment with Mr. Howland, to go and see a traction engine. We had previously written to the proprietors to have steam up on our arrival. On our arrival at the manufactory, we found them with an engine of eight horse power with steam up and a truck loaded with three cast iron pillars, each about 15 in. square, and 24 feet long, weighing over 10 tons—a most ungainly load. They hitched on without difficulty, went through narrow streets, passed all kinds of waggons, carts, horses, &c. In some places the road was very narrow, and would scarcely allow two common carts to pass; ascended a hill, longer, and quite as steep as the hill at Lambton (so Mr. Howland thinks), stopped anywhere, started again without any difficulty, and was handier with that ugly load than any horse could be. When we had gone far enough, they commenced turning the engine and truck—how that was to be done where the road was not forty feet wide we could not tell, but they did it in one quarter the time it could possibly be done with horses. We proceeded down the hill, the engine going faster than I and Mr. Howland could walk, and under perfect control, stopped in the middle to allow us to get up and started again; they could guide it to an inch; passed several horses, some in gentlemen's carriages. When the horses appeared frightened we stopped, and sent a man to take their heads until they passed. The manufacturers advise our getting only an eight-horse-power double geared as the most suitable—it will cost about \$2,000 laid down in Toronto. I am satisfied it will go on middling bad roads, carrying 100 barrels of flour. I am satisfied by what I have seen and ascertained respecting these engines, that in our own case, by running twice a day to Malton from Meadowvale, and having men to load the trucks at both ends, we could haul wheat from Malton to Meadowvale, and flour from Meadowvale to Malton, at the following cost, as compared with horses—take what we now pay, viz:—

240 barrels of flour at 8 cents.....	\$16
800 bushels of wheat at 1½ cents.....	12
	—28

With an engine—take the calculations of the manufacturers, and add fifty per cent. to it to cover contingencies:

Cost of working the engine per day.....	\$5.30
Labour.....	2.60
Wear and tear.....	2.45

Add 50 per cent.....	5.17½
	\$10.35
	—15.54

The latter calculation is just about half what it costs us now, and this is an outside calculation—so far as fuel is concerned it would not cost as much.

Mr. Howland received a letter from—of—who wants to see if he cannot get such an engine to haul lumber from his saw mills to Lake Ontario, about 30 miles, all stone road. Mr. Howland thinks it would answer admirably, and when not used on the road, could be employed at anything it might be required for."

RAILROAD APPROPRIATIONS.

NO one can read the *Press* but must be amused at the varied modes of attack made by some of its correspondents upon the prospect of the city loans to the Portland and Rochester and Portland and Ogdensburg Railroad Companies, few of which even touch upon the merits of the subject, while the many cavil at the one or the other, and sometimes both, as if there was no necessity for either. One complains that the Portland and Rochester is the legitimate successor of the old York and Cumberland, and that that road is to be made one of the thoroughfares to the West; that the pecuniary affairs of the York and Cumberland were disastrous; that the old directors were good at promising, and as some of them were still in the board, the present directors of the Portland and Rochester would follow in the same channel of non-performance. Then, again, that the same directors repudiated certain bonds "as illegally issued"—that finally the incumbrances were paid and the company organized as the Portland and Rochester Railroad Company. This settlement and re-organization appears to be the chief objection to the loan, save the interest avowed in the widows. That the roads are antagonistic, and that the applicants, like Herod and Pilate, are ready to crucify to obtain their ends; that they even refer to the expediency of the one and the security of the other to the mayor and the aldermen of the city, whom the writer personally is unwilling to trust, lest their virtue should be so easy that they would be bought up, as were the Legislatures of Wisconsin and New York, and the members of Congress of the United States. Another writer is alarmed at the proposition for two railroad loans of \$700,000 each, the Portland and

Rochester and Portland and Ogdensburg, \$250,000 of which is to be issued to the former unconditionally. Is that so? Does not the Portland and Rochester propose the mortgage of the entire railroad which has cost more than a million of dollars, and is free of encumbrance, to secure the loan? The same writer admits that "one railroad connecting Portland and Ogdensburg, with the lakes is a necessity to the future development and growth of the city," but desires the postponement of the subject, and fears that two railroad loans might injure it. Still another thinks that the iron is very much warped, and don't appear to be aware that \$70,000 in addition to the now already furnished with the proceeds of the old, would re-clothe the entire road from Portland to Saco River with new iron. So that adding the \$70,000 to the \$250,000 proposed, the city would receive the entire railroad from Portland to Alfred as security for the \$320,000, even if she furnished it herself. The main question is, do we want a connection with the Lakes? Is it a necessity? We have now the Grand Trunk railroad, and it is found insufficient for the local business of Portland. This road, poor as it is, is our only connection with the Lakes; it runs through a foreign country in connecting our own, and it is liable to political embarrassments, commotions and wars, with the new and old world. Let us think of its stoppage without a substitute, and that is not a great stretch of the imagination. What would be the situation of mercantile property upon Commercial street? The stores would be depopulated, and rents would fall fifty per cent. at least. Your heaviest business gone, what the effect upon your retail stores? The rents have been raised fifty per cent. of the stores lately rebuilt and which can only be maintained by opening new channels of trade. With such prospects ahead, shall the opportunity to place the city in an independent situation by a connection of railroads within our grasp, when the loaning of the city's credit for the insignificant sum asked for, which is to be secured to the satisfaction of the Mayor and Board of Aldermen before it is granted can secure it within the year? What do we gain? By the Portland and Rochester alone, with the assurance of \$700,000 endorsement, Portland opens an avenue by which she draws to herself the trade of the western part of York county, and with the northern portions of New Hampshire and Vermont connects with the Boston and Maine, the Great Falls and Conway, the Dover and Winnipisaukee, the Boston, Concord and Montreal, the Northern Vermont Central, Ogdensburg, the White River and Rutland, the Saratoga and Whitehall, the New York Central and Michigan railroads, not only opening the way to Ogdensburg but furnishing an all-rail route to Schenectady, Oswego, Detroit, Chicago, Milwaukee, and St. Paul, with the cheering prospect of being a portion of the magnificent line of roads connecting the Atlantic with the Pacific ocean. The completion of this railroad will also secure the continuance of the present line of British steamers to this port throughout the year, draw hence the major portion of emigrant ships, and in a few years will permanently establish steam communication with France and Germany.—*Portland Argus*.

WHAT IT COSTS TO LIVE IN THE UNITED STATES.

TRADE has not been so dull since 1857 as at the present time. The warehouses are filled with idle dealers, the shops with idle clerks, the streets with idle mechanics. The spring business is already over. The merchants are preparing for a storm. The people are wearing their old clothes, drawing on the savings banks, and giving another turn to the economical screw. Rents and provisions are enormously high; and although dress goods are cheaper than at the same time last year the people have no inclination to buy. I am confident that a month will not elapse before the failure of some of our oldest mercantile houses is chronicled. The depression is noticeable in every department of trade. The newspaper proprietors, with one exception, are drawing on their capital. The business of the railway companies is much smaller than at the corresponding period last year. The Woollen and Cotton mills are running upon short time, and some of them will soon suspend work altogether. And, a worse sign, the clamour of the Gold Room and the Stock Exchange are more furious than ever. People are everywhere grumbling about the "high taxes." The nigger question is being lost sight of in the financial question. A hundred circumstances betoken great uneasiness in the public mind—trouble in the present and fears for the future. The statements of the Secretary of the Treasury are satisfactory, as showing a reduction in the public debt, and a heavy balance of gold in the Treasury; but when the bills of expenses incurred by Congress become due the show will have a different colour. We have wantonly deprived ourselves of the benefit of the resources of the most fertile half of our domain. While adding to the burdens of the North, we have paralysed industry in the South.

During the war, we burned the candle at both ends. The attention of the crowd was directed to the illumination. Engaged in a gigantic war, her children were never before so prosperous. Fortunes were never before made so rapidly. The mechanic was never before so busy and so well paid. So rich were the Americans that they were able to make a free gift of one hundred of millions of dollars to their volunteer soldiers—so rich were they, that they were able to waste hundreds of millions by paying bounties to swindlers and thieves! The day for that sort of talk has gone by. While we were contented to accept the fiction that paper is money, all went well. The working man lived in clover; he received for his labour twice the pay that he had ever received before. And then came Petroleum, with its immense profits. And there was the great monster of the Army, keeping other armies of mechanics and labourers busy, and paying them with