

they would have to employ elsewhere, it would be better for their interests than to have to submit to the constant annoyance now inflicted upon them. Such an event, in the view of labor, might be considered a victory. It would undoubtedly be a vexation to the employer, but what earthly benefit would accrue from it to the employee?

EDITORIAL NOTES.

Large quantities of English, German and Belgium cement are now being imported into Canada, but why this should be we are unable to tell. It is well known that as good cement as can be produced in the world is made in Canada, as is testified to in the masonry work of the old Welland Canal, which after fifty years service is as sound and perfect to-day as when first used, and where is there a better or more enduring specimen of masonry than the Grand Trunk tunnel under the Detroit river, constructed with Canadian cement?

The proposed Montreal, Ottawa and Georgian Bay Ship Canal will, if constructed, shorten the distance between Chicago and Liverpool about 1,100 miles. This would make several days reduction in the length of a voyage, and give considerable advantage to the export trade of the Windy City. It is said that \$20,000,000 are at the disposal of the promoters of this short cut from the lakes to the sea. A subsidy of \$300,000 per annum for twenty years is proposed, the payment not to be made until five years after the completion of the waterway. Whether this proposed scheme will be carried out is of course a matter of conjecture, but it certainly suggests a commercial advantage not only to Canada and tributary territory in the United States, that is not likely to be overlooked some time in the future.—The Age of Steel.

According to the Ottawa Citizen important evidence regarding the practicability and probability of constructing this canal was given before the Senate Committee a few days ago by Mr. James Meldrum, M. Inst., C.E., of Great Britain, connected with the firm of Messrs. S. Pearson & Son, of London, who are probably the largest contractors of public works in the world. This firm have just completed the celebrated Blackwall tunnel in London; a Mexican drainage canal, twenty-five miles long, and who are now constructing Dover Harbor for the British Admiralty, and Vera Cruz harbor for the Mexican government; besides other important public works elsewhere, having works on hand to the extent of over ten millions sterling. Mr. Meldrum considered the Georgian Bay Canal scheme perfectly feasible and said his company would do the work and assist in raising the capital if the Government would guarantee interest on the bonds for twenty years. He thought the work could be completed in three or four years, as it presents no engineering difficulties. Mr. Ormond Higman, an electrical expert of the Inland Revenue Department, gave testimony as to the electrical advantages which the route would afford in the way of water power. He considered them more important than those of Niagara Falls.

The annual miles-ton report of the canals at Sault Ste. Marie, Michigan and Ontario, for 1897, shows an enormous increase in the amount and value of freight which passed to and from Lake Superior last year, over any previous season. In 1896 the value of all articles was given at \$159,575,129.42. In 1897 it amounted to the stupendous sum of \$218,235,927.77, an increase of \$58,660,798.34. With an increase of 2,743,694 net tons, or 11 per cent. in freight carried in comparison with the season of 1896, the rate per mile-ton was materially lowered, it being .83 mill in 1897, while it was .99 mill in 1896.—Marine Record.

Speaking of a very important event in Canadian history the Stouffville, Ont., Herald says:—

Forty-five years ago Monday, May 16th, the first railway train ever seen in Ontario started on its initial journey from the city of Toronto to Aurora. The train consisted of the locomotive Lady Elgin, which had been built Toronto by James Good, the baggage and smoking car, flat roofed passenger coach (the entire passenger rolling stock of the province) not much larger than a modern trolley car but built substantially with long sills of Norway pine with sides of white Canadian timber, trimmed and decorated within with ash, cherry and chestnut, and containing cushioned seats, and two box cars completed the train. Carlos McColl, a native of New York State, was the engine driver, Joseph Lopez, a Spaniard, was fireman; George Wallace was baggage-man; Tom Boucher, John Meek, Tom Wilmot and John Mosier, brakemen. Mr. John Harvie, Ontario's first conductor, had charge of the train. He was then only twenty years old but had gained some knowledge of railroading in the United States. It fell to his lot to sell the first railway ticket ever sold in the province. It was purchased by a retired shoemaker who was coming from Toronto to Aurora, but whose name is now forgotten. There were some fifty passengers on this historic trip, among them were Hon. J. C. Morrison, who afterwards was appointed a judge but who at this time was president of the Ontario, Simcoe and Huron Railway Company, the builders of the line; Superintendent Alfred Brunel, William Hackett, mechanical superintendent and many of the directors.

Manitoulin Island, Ont., has a population of 15,000, and according to The Expositor they are doing exceedingly well. The island is well wooded with cedar and hardwood. It is well suited for stock-raising. Large areas of pasture land covered with the richest grass lie in open commons awaiting a purchaser. Ranches of from 1,000 to 3,000 acres are fenced and stocked with cattle and sheep. In the winter beef, pork and fowl are teamed across the ice to the lumber camps and elsewhere. The wool-growing industry is increasing, and at Little Current and Shenandoah alone some 30,000 pounds of wool were marketed and shipped. Among the exports from the island last year were 6,645,301 feet of lumber, 345,657 ties, 2,306,000 shingles, 29,500 dressed hogs, 60,090 pounds of wool, 17,000 pounds of hides, 7,272 sheep, 2,999 cattle; eggs, butter, berries and fish.

Charles H. Cramp is back from Russia with contracts for a battle ship of 12,500 tons, with a working speed of 18 knots and a steaming radius sufficient to take her from St. Petersburg to Port Arthur in China without recoaling. And a 6,000 ton cruiser with a 23 knot gait. The war, and preparation for more ships by our own Government, still leaves room for foreign construction. But the orders are the beginning of foreign appreciation of the fact that, aside from having facilities for making iron and steel cheaper than elsewhere in the world, we are getting in shape to work it up in every form known to war or peace.—New York Financial News.

Canada has gone about the work of seeking markets for her products in business-like fashion. Commissioners have recently visited Japan and various South American countries, and the reports of their investigations have just been made public. It is quite apparent that these commissioners have been fully alive to the possibilities of an export trade in paper, for their reports indicate that Canada has a great opportunity in this line. We may have to face Canada as a competitor in every part of the world before many years.—The Paper Mill.