

inspection of the employer—possibly a cursory and hasty inspection—but so that it shall be done as well as the nature of the case permits it to be done.

The gifts of the people of this country are abundant. The Almighty has not been penurious to them, in giving them great facilities and great powers, which it is their business to develop; but I wish and hope—I will not say to see—but what I wish and hope and prepare for, so far as depends on me, is that there may be, along with the growth of our commerce and of our capital, and with the growth in bulk and mass and extent of the labor of the people of the country—that there may be a constant upward effort in the character and nature of the labor itself, and that the effort may be rooted, you may say, in an enlightened sense of interest. Yes, I do not exclude that; it must be a great and legitimate power with the fathers of families in this country, and especially with the laboring classes, that they shall begin more and more to understand that there is such a thing as excellence which is valuable in itself; that a thing may be done with the slovenly habit of mind that trusts to get it done in the quickest and most superficial manner, or it may be done upon the exactly opposite principle of endeavoring to give dignity to the labor, even of the human hand, and to develop the power that it possesses, under the guidance of the human mind, for introducing both beauty and utility, each of them in the highest degree, and the one wedded to the other, to all the instruments and implements of human convenience and comfort in all the different stages of industry and for all the different purposes of life.

WOMEN IN BUSINESS IN THE UNITED STATES.

Part 7 of the last annual report of the Statistical Bureau of Massachusetts deals with a topic which does not often engage the attention of statisticians, viz., the part played by women as leaders of industry; in other words, their share in the ownership and direction of industrial establishments. Of 28,294 partners in business of a manufacturing character in that State, 1760 are females, or about 1-16th of the whole. In the eighty-three industries to which the figures refer, the males predominate in all, and in thirty-seven there are no females. The shareholders in the eighty-three number 42,371, of whom 11,572 are females. The latter predominate in one industry, viz., "polishes and dressing." Throughout the State there is one female partner or shareholder to each five and one-third partners or shareholders, so that women's share in the industry of the State is a fifth approximately. In two industries, clothing and hairwork, women are about half the whole number of owners. The number of women employed in "gainful occupations" is 300,999, or nearly 30 per cent. of the total female population. In the previous decade the percentage was only 21.33 per cent. of the whole. Put in another way, while the female population increased 17.69 per cent., the number of women engaged in gainful occupations increased 64.56 per cent.; or, yet again, in 1875, women formed 26.81 per cent. of the whole number of persons engaged in gainful occupations, while in 1885 the percentage had risen to 33.38 per cent. Out of the eleven classes of occupations, women have increased comparatively in nine, viz., Government service, professional and domestic service, trade transportation, agriculture, fisheries, manufactures, and as apprentices, while they have decreased comparatively as laborers and in personal service. In 1875 there were nineteen branches of industry in which women were not employed; in 1885 the number was reduced to seven. 11.71 per cent. of those employed in industry were married, and the tendency seems to be for this proportion to increase. The compilers of the report think that the presence of women in industry has not decreased the number of marriages or births or increased the number of deaths, and they arrive at this conclusion after considering the statistics of fifty cities and towns containing over 64 per cent. of the total population of the State.

—Probably one-fourth of the potato crop within a radius of 50 miles of St. Johns will be destroyed by the rot. Some put the estimate higher than this. But this will leave the yield a full average one.

THE DISCOMFORTS OF WEALTH.

"It's not because we like it that we hustle so in our business," said a leading Boston merchant. "You have no idea of the great responsibility of such a business as this. To be sure, it brings wealth; but what is wealth, after all? Money in itself is of very little account. I wouldn't give 5 cents a bushel for it; it don't bring happiness; I am happy, but it is not because I have money, but in spite of it. Happiness is a matter of disposition, and money can neither bring a good disposition nor happiness. My happiest days were when I had a small family and a salary just big enough to support that family. Then I was free from this care, this heavy responsibility, and I didn't feel as though I had to hustle every day I lived in order to keep in the profession. Why not ease up now that I am in comfortable circumstances? Ah, how little you fellows know of the shoals and quicksands of trade! If you let up in this race in the least you are surely lost. It is but a single step from a thriving successful business to the bankruptcy court. You can't let up; if you are in it, you have got to pull for all you are worth, and even then failure will frequently overtake you."—*Boston Traveller.*

STOCKS IN MONTREAL.

MONTREAL, Oct. 22nd, 1890.

STOCKS.	Highest.	Lowest.	Total.	Sellers.	Buyers.	Average, 1889.
Montreal ..	229 1/2	226	614	238	227	236 1/2
Ontario	117	113	29	117	114	138
People's	99	95	68	99	98	1 1/2
Molson's	165	156	143	164	155	162 1/2
Toronto	228	218	.....	228	221	225
J. Cartier	100 1/2	96	1	100 1/2	96	.....
Merchants'	148	146	1	147 1/2	146	148
Commerces	129 1/2	126 1/2	707	129 1/2	129	128
Union	96	92 1/2	5	96	92 1/2	.....
Mon. Teleg. ..	99	97 1/2	378	99	97 1/2	94 1/2
Rich. & Ont.	166 1/2	162	375	164	162	59
Street Ry.	189	176	209	189	176	207 1/2
do. new stock	180	.....	.....	.....	.....	.....
Gas	204	203	48	204	203	208
do. new stock	200	185	.....	200	185	.....
C. Pacific R.R. ..	76 1/2	75 1/2	3875	76	75 1/2	69 1/2
C. L'd G't B'd's	.....	.....	.....	.....	.....	109
N. W. Land	80	75	100	75	75 1/2	85
Montreal 4% .....	.....	.....	.....	.....	.....	.....
Bell Telephone ..	.....	.....	.....	.....	.....	95

POST OFFICE SAVINGS BANKS IN JAPAN.—The development of the system of post office savings banks in Japan during the past fourteen years has been remarkable. According to an article in a native journal, they were established by Government in 1875, with the object of encouraging thrift, and to collect the small sums scattered about in private keeping. At first they attracted so little attention that at the end of 1875 there were only 2,000 depositors, with 15,320 dols. lodged. Henceforth, however, the figures increased at a remarkable rate. In 1876 the deposits amounted to 41,845 dols.; in 1882, to 1,058,000 dols.; in 1885, to 9,050,000 dols.; and in 1889, to 20,451,000 dols. In Tokio the number of depositors is 356,000, and the amount of their deposits 10,400,000 dols. It is believed that the poorest people are not depositors, inasmuch as during the recent distress due to the comparative failure of the rice crop, the bulk of the deposits has undergone no diminution.

—According to the *British Medical Journal*, Dr. Gautrelet, of Vichy, claims to have discovered a method of rendering tobacco harmless to mouth, heart and nerves without detriment to its aroma. According to him, a piece of cotton wool steeped into a 5 to 10 per cent. solution of pyrogallic acid inserted in the pipe or cigar holder, will neutralize any possible ill effects of the nicotine. In this way not only may the generally admitted evils of smoking be prevented, but cirrhosis of the liver, which, in Dr. Gautrelet's experience, is sometimes caused by tobacco, and such lighter penalties of over-indulgence as headache and furring of the tongue, may be avoided. Citric acid, which was recommended by Vigier for the same purpose, has the serious disadvantage of spoiling the taste of the tobacco.

—The British Board of Trade, under the direction of the well-known statistician, Mr. Giffen, has published a second instalment of the

"census of wages," dealing with the minor textile trades, of which the most considerable are jute, hemp, silk, carpets, hosiery and lace. The number of persons employed in these trades in 1885-6 was 220,000. The average wage of a man in the jute trade is £50 5s. a year; of a woman, £24 19s.; of a boy, £17 9s.; of a girl, £11 3s. In the hemp trade, men get £61 a year; in the silk trade, £57 16s.; in the carpet trade, £69 4s.; and in the lace trade, £70 18s.; while women in the last trade get £32 19s. On the whole, therefore, the wages of men vary from \$250 a year to \$364 a year, and of women from \$124 to \$164.

—The consumption of mineral waters is astonishing. There is a veritable gold mine in a good natural spring, well advertised and commended by the medical faculty. A writer estimates that the supply of Apollinaris water under present arrangements is equal to forty million quart bottles yearly. The filling of bottles goes on at the rate of 90,000 bottles a day, and presumably the emptying of them proceeds at the same pace all over the world. Sixteen millions of bottles were sent out last year. This shows an enormous advance in business compared with the first year, 1873, when two million glass and stone bottles were filled.

—According to the *Quebec Chronicle* of the 16th, the timber trade at that port is in a very dull state at present, and is likely to remain so until the close of the season. The shipping houses appear to have sufficient stock to fulfil all present engagements, and in the uncertain state of business in Great Britain are not inclined to purchase, as usual, for next year's requirements. The demand for oak, elm, etc., has slightly improved. In deals there is very little doing, and sales of pine and spruce are only effected in small quantities for shipment.

—The total shipment of barley from this county (Prince Edward, Ont.) up to October 6, says the *Pictou Times*, is estimated at about 214,000 bushels. Assuming that two thirds of the present year's crop has been shipped, the whole crop will therefore foot up to about 320,000 bushels. Last year's crop was below 460,000 bushels. This leaves the crop for 1890 less than the crop for 1889 by 140,000 bushels. The acreage under barley is admitted to be less in '90 than in '89. If the average yield per acre was the same in both years, say 20 bushels per acre, there must have been 7,000 acres less grown this year than last.

—A new freight arrangement is described by the *Halifax Recorder* thus: The Canadian Pacific Railway have made arrangements with the government to bring freight into Halifax over the Intercolonial. The rates will be the same as the Intercolonial, but the C. P. R. claim they will give much quicker despatch, and will bring goods here from Montreal and Toronto in much shorter space of time than heretofore. Mr. Tummins, district freight agent, with headquarters at St. John, will attend to business for the present.

—Mr. Andros, manager of the Bank of Toronto, at Port Hope, informs the *Guide* that Saturday, the 4th, and Monday, 6th, were the two busiest days this year. Upwards of \$50,000 passed over the counters. The present rush of business is caused by the farmers receiving pay for their grain, and the shippers were rushing it out to evade the McKinley Bill.

—The *St. Thomas Times* notes strong indications of a revival of business in the city. "The car-wheel works, Still's handle works, Heard's hub and spoke works, and other manufacturing concerns are run to their full capacity. The pipe foundry is employing more than double the hands anticipated at the outset. The car shops on the M.C.R. are very busy. The traffic on the road and on the G.T.R. is increasing."

—At Marseilles, in the railway station, is a board where the station-masters are requested to write the cause of delayed trains. One day, when the Paris train was an hour late, the bulletin informed the public that it was late "in consequence of going slowly."

—The steamer "City of Chatham," on her last trip down the Thames, took 30,000 dozen of eggs to Detroit. They were valued at \$4,500, and had anything delayed the trip until after four o'clock on Saturday the duty on the cargo would have amounted to \$1,500.