

ENGLAND ON HER KNEES.

Nothing in the whole discussion has been so droll, and yet so melancholy to those who understood the English mind and policy, as the belief that she would change her standard because Mr. Balfour and some of the professors were bi-metallists, because Morton Frewen said America was unanimous for bi-metallism, and because Senator Lodge thought her unkind to silver. All these antics on our side of the water have simply made Englishmen smile.

The chancellor of the exchequer says the treasury was never so full. Consols were never higher, though the interest has been reduced one-half within a century. The deposits in savings banks have never been so great; the deposits in other banks were never so large. The production of gold has never been so great. The bullion reserve in the bank of England was never so large. The revenue receipts have exceeded the expenditure. "Everything has an upward tendency." The exports, imports, railway earnings and clearing-house returns all show great expansion of business. The revenue from wine, spirits, tobacco and tea has increased. Every class of the community is flourishing except the agriculturists, who, there as here, have now to compete with better soils and climates in all parts of the earth.

This ought to be astonishing reading for an American. We have nearly doubled the population of Great Britain. We have an immensely greater area of soil; we have far richer resources in coal and iron and other metals. We have a Government which we maintain is much better, or at all events dearer to the people who live under it, than the Government of Great Britain. We have no army; we have next to no navy. We have no colonies or dependencies. We have little public debt. Yet we are not happy. Wails over the badness of business meet one's eye in every newspaper. We have to borrow money every quarter to keep our paper at par. The success of the loan is received with shouts of triumph, though while it is being raised every business man holds his breath. At this moment nearly every man of instruction and ability in the country is working, with great anxiety, to prevent the election of a President and Congress who shall declare 50 cents to be worth \$1, and abolish the gold standard. The receipts fall below the expenditures. Debts contracted in war 30 years ago remain unpaid. The principal commercial city in the Union is governed by a system of black-mail, carried on by a parcel of ignorant and penniless adventurers from various parts of the union, who do not conceal their contempt for the population which submits to them.

Now, what causes this difference? Nothing material. Our population and resources are, as we have shown, far greater than those of England. Our Government, on paper, is as good or better. The difference arises out of the fact that common sense still presides over English affairs. Were our Congress and Legislature to take charge of England to-morrow, by the first of December the treasury would be empty, the Queen would have to take refuge in Berlin. India would have risen in revolt, specie payments would have been suspended, and a bloody war would have commenced with the principal powers of Europe. All this has been prevented, and public affairs go as smoothly in England as private affairs do in this country, simply by maintaining the supremacy of common sense, which is only supplied in this country, unhappily, in too small quantities by the constitution. They are not desperately wrong who maintain that we should be better off to-day if governed exclusively by constitutional conventions, meeting only once in ten years.

In England currency and finance are left by general consent to experts, to men who have given attention to such subjects, or are engaged in the management of currency. A few metaphysicians, or professors, or cranks, may proclaim the near approach of ruin if some scheme of theirs be not adopted, but few mind them. They make their little speeches, print their little pamphlets, but the great world of business goes on its way. There are no "gold bugs" in England. The poorest man is as much interested as Lord Rothschild in having the gold sovereign's quality as a measure of value preserved intact. The idea of submitting currency to a vote at a general election enters no one's head. When the chancellor of the exchequer says he will not have a thing, that ends the matter. The ablest men in all branches are still, as a rule, put at the head of affairs for the general good. In London, instead of a com-

mission giving each other the lie for political reasons, the police is governed in silence, order, and admirable discipline by a one-armed Indian officer, whom no one ever dreams of interfering with.

This means simply the reign of common sense. It means the application to public affairs of the individual prudence and foresight which make our private affairs a success. It is as much within our reach as the reach of Englishmen. The use of it during the last 30 years would have given us by this time sound finance, light taxation, and a roaring trade. The Mikes, Jakes and Barneys, instead of ruling us, would be in the almshouse or jail. The American dollar would be as famous the world over as the English pound. The fun of it is that we can have this state of things any day we please.—*Editorial, New York Post.*

THE NEW STEAMER "CANADA."

Another month will, it is expected, suffice to complete the large and handsome twin-screw steamer "Canada," of the Dominion Line, launched the other day by Harland & Wolff, Belfast. The steamer is 510 feet long, 58 feet beam and 36 feet deep, thus exceeding in size anything yet trading between the Old Country and Canada, having a tonnage of nearly 9,000. In fact she closely resembles steamers built by the same firm for the New York and Liverpool trade, such as the "Majestic," "Teutonic," etc. The steamer is designed to carry a large number of first and second-class and also steerage passengers. The saloon is situated in a deck house erected on the hurricane deck, and is surrounded by a dome skylight in stained glass, with panels having the crests of Montreal, Quebec, Toronto and Liverpool. On the deck below there is a second-class saloon, capable of seating about 100, and on this deck there are many first and second-class staterooms. Aft, in the poop, is a closed steerage, with large deck accommodation for the passengers. The steamer is fitted with refrigerating machinery for carrying meat and provisions, and is lighted throughout by electric light. The ship has two pole masts, and will be driven by twin triple expansion engines of the latest description. She will be capable of crossing the Atlantic at any season of the year, without cargo if necessary, having large water ballast tanks fitted fore and aft. Her fittings in polished woods are beautiful. There is a commodious smoking-room, with easy lounges, with doors opening on the saloon deck, and also a stairway to the lower deck.

A MINING DISTRICT AND A MINING PAPER.

Some one, and whoever he is, we are much obliged to him, has sent us a copy of *The Ledger*, a weekly newspaper published in the mining districts of British Columbia. It is full of the quaint and breezy rhetoric of the Golden West. As an example, listen to the statement of Mr. R. T. Lowery, editor and financier of the journal, who if he be not to the manor born, has very soon "caught on" to the figurative language of a mining camp:

"FELLOW PILGRIMS, ALL!—*The Ledger* is located at New Denver, B.C. It assays high in reports of local events and mining news. A shipment is made every Thursday to various parts of the universe. The annual assessment is only \$2.00, and as the output is limited to one million, it is advisable to get on the list early. A vein of job printing is worked occasionally, as the market demands it, and investors are requested to call in and look at the samples. Come in at the front door, and don't trifle with the fighting editor's bulldog."

"R. T. Lowery."

There is sense behind the editor's fun, however, for in the course of a number of suggestions as to the kind of people who are wanted in the Kaslo country, he adds:—

"The mining camps of Kootenay do not need any new people who are broke. If farmers and working men think they can come here and pick dollars off the rose bushes they will be sadly disappointed. Capital and prospectors are needed. The first to buy prospects and develop them, and the second to find more prospects to sell."

The following items appear under the heading of Slocum City. We quote from *The Ledger*:—

"Twenty men are clearing the trail to the Two Friends. A shipment of 50 tons will be made as soon as the trail is clear."

"Next week Tom Lanigan and W. K. Richmond will do assessment on Rosena Jost, a claim between the Meteor and Two Friends."

"Dan Bongard and his partners have bonded the Silver King in the Jackson basin to D. W. Moore for \$10,000."

"The reported sale of the Northern Belle to Patsy Clarke and his partners is not confirmed by Bob Jackson."

Here are more extracts:

"In New Denver, during April, more than quarter of a million dollars worth of mining claims were bonded. Most of the properties are in the dry ore belt at the foot of Slocan Lake."

"Work continues on the Argo, above Sandon. The paystreak pinches in and out, but the owners intend driving 300 feet of tunnel, in order to thoroughly test the property."

"The Slocan Trading Co. has rented all the vacant stores in the Newmarket block, and will open a general and wholesale liquor store in a few days."

"Hugh Madden is building an hotel at Mineral City, a new townsite on Cariboo Creek. Hugh has built more hotels than any other man in Kootenay."

"A Wall street journal says that a party of English capitalists are now going over the Canadian Pacific Railway, with a view to making investments in the Kootenay and Cariboo districts, and perhaps in cattle ranches in Alberta and Assinaboia. These people have already large interests in British Columbia, and are ready to put several more millions sterling in that country. The cattle ranching business has increased most materially, and has proved very profitable to capitalists and railroads. British Columbia presents, perhaps, the most attractive field for British capital, both because of its climate and its natural resources."

"Job Printing at This Office at Prices in Harmony With the Melancholy Condition of Silver."—*The Ledger.*

MONTREAL FRUIT SALES.

The Mediterranean fruit auctions held this month in Montreal have attracted fruit buyers from various cities of the United States, and, what was inevitable, have secured the attention of a portion of the trade press to that city. The sale of the "Fremona's" cargo of Sicilian fruit elicited quite a lengthy article descriptive of the city of Montreal and its facilities as a fruit port from the *New York Fruit Trade Journal*. This article describes the city as at the head of ocean navigation and a Canadian railway centre and commercial metropolis, giving a list of the railways centring there and their connections all over America, "so that business can be done with the city of Montreal from Maine to California, and from Winnipeg, Manitoba, or even further north, to the Gulf of Mexico."

"The fruit and produce trade of the city of Montreal is one of its most important branches. The men engaged in this line of business have been connected with it for half a century, or more, and the merchants as a body are entitled to considerable credit for their energy and progressiveness."

"A prominent Canadian fruit merchant, in speaking with a reporter of this journal, said: 'I believe the trade of Montreal, or that is the merchants in the fruit and produce line can, as a body, show as perfect a record as in any other part of the world. I desire to say that during my many years' connection with this business I have never known of the failure of a Canadian fruit house, that is a legitimate failure, or where a party went out of business, but what the claims against the concern were always paid in full.'

"We do not know what this business of shipping fruit to Montreal will amount to, or how it will grow in the future, but suffice it to say that the steamship companies, the receivers and buyers generally, have given the enterprise all the encouragement possible, and if this is any reason why the fruit should come to Montreal, it looks as though shipments to that port will increase yearly."

The article speaks at length of the advantage to the fruit trade of the northern route, which the Montreal steamers can take, allowing them to land their fruit in much better condition than it would be if discharged at American ports.

—The new Connecticut forest map shows that over one-third of the State is given up to woods. The area of woodland has been increased by the growing up of what were once pasture lands.