

THE CANADIAN NORTHWEST.

Judging from appearances, there is going to be a big influx of settlers into the Canadian Northwest this year, the already large numbers who have gone in being, it is expected, the precursors of the big movement of the kind that has occurred in the history of the country. Many of these people, in fact most of them so far, have come from the Province of Ontario, and are of a class that is, from its actual experience of farming conditions, well fitted to turn to the best advantage the facilities that are offered by the Territories. To develop these, it will have been noticed that the Dominion Government is making special endeavors, and we are well pleased to see that our own people are taking advantage of the favorable natural conditions that exist in what is an immense region of the richest description that is practically undeveloped and is possessed of boundless possibilities.

CLOSING AT NOON.

Over in Liverpool, the grocers are agitating a movement for closing their stores for an hour each day at noon. They argue that the grocer and his clerks are just as much entitled to the hour as other merchants and laborers, and that in a little time the people of the community would adjust themselves to the arrangement and nobody be any the worse in the long run.

In commenting on this suggestion, the *New England Grocer* remarks that while this may be an innovation in Liverpool, that in Switzerland most of the stores are closed from 12 to 2, while in Bermuda the proprietor of a store shuts it up whenever he feels like it, or whenever he happens to have any business calling him elsewhere.

Of course, remarks the *Dominion Grocer*, this is very much like a great many business customs that have grown up through long-continued usage, and which in time come to be accepted without question. It belongs to the same category as the question of long or short hours, and must be decided principally by the local influences which are found bearing on the case. In the rural districts and the smaller towns, the rule is that the less business there is to do the longer time it takes to do it. Where the leisurely village ways prevail, under which, no matter how light the task, it requires all day to do it, the plan might be generally adopted without serious objection on the part of the customers. But in the principal towns and cities it can hardly be made to work. The grocery store is, of all others, an emergency store. The hour of the noon-day meal is the time when unexpected wants are most apt to appear, and these must be met at the grocery store. Even if a few dealers should adopt the custom, there would be enough who would not, to make anything like unanimity practically impossible. Neither would it do any good to abuse the men who refused to conform to the custom. As long as competition in all lines continues so keen, and human nature remains as it is, we must be content to see men in the same line of trade taking the most diverse views as to what is really to their own best interests.

The *Toledo Business World*, whose

comments these are, puts the case very clearly. There is less chance of any such innovation receiving favor, either with public or with the grocers, than with the early closing movement, which has, more or less, been prominent for years. Liverpool grocers, from all accounts, have more faith in their unanimity than is possessed by their confreres on this side. What we want to see is the earlier closing in the evening, and we think such a practice would satisfy the workers in grocery stores pretty fully.

POINTS FOR TRAVELING MEN.

Honesty is the best policy. This proverb has come down to us with the indorsement of the ages. It has also varied applications. At this place I would impress its applicability in the matter of the statements of the traveler to his prospective customer. The benefit resulting from the boasting of large sales is very problematical, to say the least. The customer is not likely to be induced to buy any more than he wants by any such devices, and their only effect on the sensible man is to make the boaster ridiculous in his eyes. It does not take much power of discernment to see that his purpose in resorting to them is to add to his own importance. A good memory is said to be essential to the successful liar, and this sort of boasting is not so much unlike lying as to make the good memory unnecessary. A ludicrous illustration of this matter was recently related. A traveler who was given to boasting of his large sales, and who was suspected of drawing somewhat on his imagination for his facts, was indulging his propensity in the presence of a company of fellow-travelers, one of whom quietly took notes of the figures as he gave them. The result was that he not only lost the respect of his companions, out the circumstance having been reported outside, he became the butt of ridicule among his customers.

Occasionally a traveler gets too big for his position, and attempts to bolster himself up by claiming to have a proprietary interest in the house, that he is none of your common, every day "travelers," but that he is a sort of a "special," and is just out taking a look over the trade, as it were, and as a rule makes only the larger towns. He, perhaps, imagines that this sort of talk raises him in the estimation of the customer; it doesn't, however. The chances are, moreover, that some rival will give him away, and, thus stripped of his borrowed plumage, his influence is very much impaired. The traveler must never feel above his business. When he is attacked with this species of big head, it is high time his services were dispensed with.—*The Traveling Salesman*.

Mr. Mowat's bill restricting the sale of tobacco to minors has become law.

The Bank of England has reduced its rate of discount from 3 per cent to 2½ per cent.

The hotelkeepers of London, Ont., are fighting the by-law reducing the number of licenses.

The maple sugar crop in Vermont this year is but one-quarter of an average, and means a loss of \$1,000,000 to the farmers.

COLLOQUIAL NAMES FOR SHIPS.

As opposed to "cutter" and "clipper," legitimate class names of vessels, from their cutting and clipping the water, the title of "bruise-water" is applied to a bluff-bowed vessel, one that bruises or breaks the water, with which compare French "*briser*," to dash or break as waves, "*brisants*," breakers. This action upon the water recalls the suggested connection between "sloop" and "slip," "skute" and "skud" or "shoot" and "schooner" and "scoon." Wet vessels, that take much water on deck, are known as "diving bells" from their plunging into the waves instead of riding over them. A vessel that pitches heavily is called a "pile-driver"—another term that can be appreciated only by those who have felt such pounding, well described in German as "*stampfreiten*," to pitch when riding at anchor. A lighter degree of somewhat the same kind of movement seems to be the source of the legitimate terms "skip-jack" and "dandy," applied to light, speedy vessels. "Tea-wagon," formerly applied to ships of the East India Company, from their usual cargo, is a colloquial example of the large class of ship names referring to cargo and trade. The wagon idea appears again in "wheel-barrow," and applied to steamboats having a large stern paddle wheel, which gives it a general appearance, fully justifying the name. In allusion to their characteristic shape, the canal-boatman calls his boat a "chunker" and the sections of it "boxes." Under the same idea "butter-box" was formerly applied in England to a beamy trading vessel. The ship as a box is regularly exemplified by German "*buse*," Dutch "*buys*," Spanish "*buca*" and English "buss," a kind of fishing boat. So "monitor" and "unaboat," originally proper names, are now names of kinds of vessels. In nautical nomenclature, "ship" and "bark" have particular technical meanings, though their almost indiscriminate use ashore, and such compounds as "shipmate," "embark," and the like, perhaps indicate that formerly their meanings were more general. "Bark," however, is used for any kind of a vessel by the poets, doubtless, owing to its convenience for rhyme, and the sailor familiarly, affectionately and perhaps no less poetically, applies the diminutive "barkie" to a favorite vessel or that to which he belongs. Indeed, "vessels," though too comprehensive, is the only term strictly applicable to any kind of craft—except the very term just slipped from the pen. Anything intended to float and move by pole, oar, sail or steam, is known to the sailor as "craft." Resorting again to analogy, as French "*batiment*" is a building and particularly a vessel, and if "craft" is from Anglo-Saxon "*cræftan*," to build, the "guess" that "frigate" is from Latin "*fabricata*" (sc. *navis*) is worthy of consideration. Tacitus uses the Latin word in reference to shipbuilding in *Annales* 14 29: "*Paulinus Suetonius naves fabricatur*."—*American Notes and Queries*.

The cholera epidemic is abating at Herat, Afghanistan.

Hamilton's rate of assessment has been cut down from 20 to 18½ mills.