

those under construction, out-number, as they will exceed in style, value and solidity, the buildings which were destroyed by the fire in the same district. Twenty-six miles of streets are so occupied.

It must be remembered that for three months after the fire very little new work was done. The winter impeded operations somewhat, but the work went on. Over all this district the derrieks stand up like the masts of shipping. In the west division, where 500 buildings were destroyed, there will be this season erected as many permanent buildings and blocks of brick, stone and iron as in any previous season were built in Chicago. The *Chicago Tribune*, from which we gather some of these facts, adds that the workmen have refused to strike; that the ordinary business of the city has been unprecedented; that the deposits in the savings banks have increased since April, nearly two millions of dollars; and that at no time has money for commercial or business purposes been scarce. This is a most wonderful statement, and it forms a splendid illustration of the energy and vigor of the American character.—*N. Y. Commercial Advertiser*.

WHERE DOES THE GOLD COME FROM.

This question has never been satisfactorily answered by geologists. They can see as far into a millstone as anybody, but where the great deposits or quarry from whence the gold comes that has been rasped in particles and thrown towards the surface to be rolled in the sand by the action of running water, or caught as prisoners in quartz rock, while that was either in solution or in condition of pulverizations, is the problem. Occasionally such enormous nuggets are found, quite solitary it seems, to indicate they were broken off from a large mass somewhere and driven away in a torrent of gravel whose onward, upward force was irresistible till it met with counter currents. The old theory which supposed the precious metal was existing in combination with others in a gaseous form, and occasionally precipitated by electricity into lumps which worked their way like moles from the interior through stratas of the earth's compact crust, is now quite obsolete. An impression is gaining advocates that gold does actually exist in great bodies, somewhere, not very far down, from whence fragments and particles are gradually brought up by aquatic agency. This gives a more reasonable explanation of the diffusion of gold in small particles all over the globe.

Communications.

MACHINERY AND LABOR.

(To the Editor of the Ontario Workman.)

DEAR SIR,—All the popular movements that have at any time agitated the public mind, having for their object the bettering of humanity, seem to have been supported by an instinctive philosophy better felt than explained by those interested; and so at present with the industrial classes of the civilized world in their advance towards amelioration, there seems to be an instinctive tuition impelling the great army of labor towards the grand centre of Unionism—in other words, the recognition of the general identity of interest among the great producing elements of man is being daily realized and acted upon by those most interested. And this coming together means humanity. Assembling for this end, by the constant interchange of ideas and opinions, latent talent is brought to the surface, and those ideas and opinions soon take the shape of measures presentable to the public, and rationally uncontrovertible by those who, for personal ends, may oppose them. The measures advanced by labor for its own advancement socially, intellectually and politically are various, and to say the least reasonable. But I shall not at this time direct my attention to the general features of labor reform, but confine myself to that one principle which at present appears to eclipse all others in the labor movement, namely, short time. Very far back in the history of man; as far back as we have record of our ancestry, labor was the first grand and incumbent duty of man, and so it has continued to be down

to the present, except in instances where, by false systems of economy, some succeed in siddling their share of the God implied duty—on all mankind—on the shoulders of others.

But at all times, and history records no exception, (where famine or pestilence did not prevail,) where man, upon a limited amount of physical exertion, was not able to provide enough and to spare for his physical wants. But generation after generation, in the weary struggle of man against his fellow man for life and liberty, down to the present, the brain through all this time has gradually been coming to the rescue or relief of the muscle; so that in this age of comparative perfection, when we behold man plowing on waters irrespective of winds or currents, and behold, also, the triumphs of steam on land; the terrible power of electricity brought within the compass of the will of man, annihilating space; and contemplate the vast improvements applied to every science of man, for the purpose of relieving the physical requirements in the operation of the different callings—we must truly say, the intellectual man has triumphed over the physical man. In viewing this side of the picture—namely, the progress of man—the triumph of the mental man—we must call it bright, exceedingly bright. But let us ask ourselves the question, who reaps the benefit of the vast increase arising from those victories of the mind. To a certain extent the operative class do, but to a very limited extent. While on the other hand, we have brought into existence large nonproductive influential speculative classes, middlemen amassing princely fortunes in amazingly short spaces of time, so that the blessings that have made production within a century fifty per cent. greater upon the same amount of physical outlay, has done nothing but create a vast amount of rings—provision rings, money rings, banking frauds, etc.—all vultures hovering about the prostrate carcass of labor, until their greed has become almost intolerable.

I will now give a few figures from statistics relating to the prosperity and progress of the country that may justly be styled the parent of inventions—England—a country that has enjoyed unexampled prosperity for some years back, especially in her coal and iron trade. England exported coal in 1850 to the amount of 3,300,000 tons, which in 1870 had increased to 11,400,000 tons, while the mining population during the same period has increased less than fifty per cent. In 1850 the export of pig iron was 141,900 tons, and in 1870 752,600 tons. The export of bar and railroad iron together in 1850 amounted to 469,400 tons, while in 1870 the items of bar, bolt, angle and rod iron amounted to 322,000 tons alone, while railroad iron had reached the enormous sum of 1,060,000 tons. And we have this enormous increase of production with less than 60 per cent. increase in the population in those branches of trade. If we take the cotton and woollen trades the increase in production is equally as striking, with nothing like a corresponding increase of operative labor; in fact, the population in the cotton districts is declining, and the number of paupers requiring aid in midsummer in those districts exceeds by many thousands the number in mid-winter in 1865. While a view at the export figures of those commodities reveals the following facts, that the total exports for seven months, ending July 31, 1872, are more than double the exports of 1851, and the exports of 1872, over the highly prosperous year of 1865, will be little, if at all, short of the whole export of 1851. In 1870 the average monthly export of cotton yarn amounted to 15,500,000 pounds, of cotton piece goods 272,000,000 yards, of woollen cloth 2,700,000 yards, and of worsted goods 19,000,000 yards. For the first six months of this year the monthly export of cotton yarn has averaged 16,000,000 pounds, of cotton piece goods 284,000,000 yards, of woollen cloth 2,300,000 yards, and of worsted goods 29,800,000 yards. I find by reference to the Registrar-General's report for the quarter ending June 30th, that the excess of births over deaths in England and Wales was 87,797, or 965 per day. The details of births and deaths reveal some significant facts. There has been a great increase of marriages and births throughout the coal and iron districts. In the factory districts there has been neither increase nor decrease to speak of, while in the rural districts the population is decreasing, as it has been for the last forty years. But the natural increase is more than counterbalanced by an emigration of 89,213 persons during the same period. It will be seen that at this time of unparalleled prosperity in the mining and manufacturing industries of Great Britain, there is hardly remunerative work for the existing laboring population, and this is so evident that the prospect of any increase in the working classes is viewed with apprehension by such organs of the moneyed in-

terests as the *London Times*. It is an unnatural thing when the increase of the laboring classes is looked upon with feelings of apprehension, yet such seems to be the case in Britain by those who hold the reins of power. And that such is really the case, notwithstanding her vast resources and appliances to render those resources available for the wants of man upon the least possible outlay of physical force, and so it must continue to be under our present system of labor. I have endeavored to lay before you something of the progress and present prosperity of the greatest industrial community the world has ever seen. In this picture you can behold the triumphs of the mental man in production superceding but not lightening labor. The agriculturists who remain to till the lands of England today, have as much reason to complain of long hours and hard work as their fathers had before the steam plough or reaping machine drove half their numbers from the farms.

No matter from what stand point I view the introduction of labor-saving machinery, so-called—but more properly, labor superceding machinery—as at present applied, the more I am convinced that if there is not a reform of the system of labor the improvements of the age must prove an unmitigated evil, instead of a blessing, to the great mass of humanity, by creating a surplus of laborers and consequent depopulation. Let us take as an instance a land that has sent legions of her sons and daughters to the four winds of heaven—poor Ireland. Behold her a century ago with a teeming population of 8,000,000 souls, turning the Emerald sod with the ancient toy, the primitive spade of Erin—reaping their harvests with the ancient hook, and threshing the grain from their gathered sheaves with the primitive flail—and notwithstanding these primitive means of production, the sons and daughters of Erin enjoyed the fulfillment of the promise in those days to the fullest extent, by having enough and to spare by the sweat of their faces—poverty, a rarity; abject suffering from want not tolerated. And now look at depopulated Ireland of to-day, with barely 4,000,000 of her inhabitants remaining. The God of Nature smiles on the beautiful land as benignly as ever, the loveliness and associations are as inviting and endearing as ever, her sod is as verdant as ever, her soil as capable of giving forth her increase as ever—all her natural beauties and capabilities she still retains, which are now assisted by all the appliances of modern civilization. And what is the result? Extremes of poverty and streams of wealth; the poor-house a necessity and an established institution of the land; and still the people flee from Erin with unabated flow, as though fleeing from a plague—and truly, for the name of the plague is, unjust and unequal distribution of labor and its results.

But this state of things cannot always exist; extremes of poverty and wealth are not the normal conditions of man. The instincts at present moving the masses of man will ere long prove more potent to ameliorate the condition of society than all the class philanthropy of the age, and more wise to properly adjust the systems of society than all the philosophy possessed by the savans of our time.

Feeling that I have already trespassed too much upon your space, I will close.

Yours faithfully,

JOHN HEWITT.

CIGARMAKERS' STRIKE.

(To the Editor of the Ontario Workman.)

SIR,—The Cigarmakers' of this city have for some time past felt their pay to be inadequate to enable them to meet the increasing rates of the times, and at a special meeting held on the 25th of September, it was unanimously resolved to ask for an advance on the scale of prices already paid, or strike, provided it was not granted.

And hence, in furtherance of that resolution, a formal demand for an advance was made on Tuesday, October 1st, and with two exceptions, Mr. F. Drouillard and Mr. Chas. Schuch, resulted in a refusal on the part of the employers to concede the demand. Hence the strike.

I append a copy of the note addressed to the employers, also their reply, which will, I think, fully explain the matter. Trusting you will insert this,

I remain fraternally,

WM. V. TODD,

Chairman Vigilance Committee.

Note addressed to the Employers.

Toronto, October 1st, 1872.

GENTLEMEN,—In presenting this matter for your consideration and approval, we wish it to be understood that we do so from actual necessity, and not from any desire to disturb the amicable relations now existing between us as employers and employees.

Please note the inequality that exists in

the prices paid for our labor and the rate we have to pay for the necessities of life—provisions, fuel, house rent, &c.—you will find that we can barely make both ends meet, leaving no margin in case of sickness or any casualty.

You will also observe that whereas the price of the necessities we consume have increased in many cases twenty per cent., in our request we ask for an increase of ten, and in some instances only five.

Trusting that you will give this your earliest consideration, and confer a favor by returning an answer by the 5th inst.,

We remain, respectfully, on behalf of our

Shopmates and Union,

O. REINHOLD.

H. SIMON.

P. KEARNEY.

Cigarmakers' Committee Rooms,
Trades' Assembly Hall.

Reply to Messrs. O. Reinhold, H. Simon,
P. Kearney.

GENTLEMEN,—In reply to yours of yesterday, asking the advance of wages, we have to say that we have fully considered the matter, and much regret having to say that owing to the high prices of tobacco, as well as the low cost at which cigars are imported from countries affording much cheaper labor, are against us as manufacturers. Having to compete, we find it impossible to grant an advance on the prices we are already paying—a circumstance we much regret; but still feel you will agree with us that if we cannot employ our capital to advantage in manufacturing cigars here, we must cease to do so, and endeavor to find a paying enterprise elsewhere, or in some other way.

Yours respectfully,

C. P. REID & CO.

PATHETIC LIVES.

Crazy Black Dick was the name by which a benevolent negro who died the other day in Harrisburgh, Pa., was known. He was an idiot. He seemed to have but one impulse, and very little mind. How he lived we do not know, but he should have had a pension from the State and a gold medal from the Royal Humane Society, and all the orders ever invented to reward those who devote themselves to the public welfare. For Crazy Black Dick gave his whole attention to warning people off the railway track when a train was coming. How many lives he saved can never be known, but he was faithful to his self-imposed duty. Once some officers of the road offered him a free ride to Pittsburgh, and Dick accepted it. But when he got back he was grieved to hear that a child had been killed in his absence, and Dick never afterwards left his post until relieved by death. To us there is something exquisitely pathetic in such a life. Very few ideas could get into Dick's poor head, but the self-sacrificing life of the poor fellow with the clouded intellect was immeasurably more sublime than the most brilliant life of self-seeking in the world. Here was an intellect scarcely superior to that of a brute ennobled by a purpose as sublime as that of an angel.

There is another story which we may have told in these columns before, but which deserves to be set alongside this one of Dick.

In Rock Island, Illinois, there was, a few years ago, and perhaps she is there yet, a woman who had been put in for insanity. It is the inhuman custom of people in some parts of the country to confine lunatics in jails. At the time we saw her she had been there for years, and we could not find that anybody knew to whom she belonged or at whose instance she had been confined. This old woman did not have a cell in the women's department, but in the men's. She was called "The Mother," and wore round her neck a clumsy wooden cross that had been whittled by some prisoner. Her whole time was employed in caring for the prisoners; she patched their clothes and darned their socks and nursed them in sickness. The hardened criminals venerated her, and if any man had dared molest "The Mother," he would have found plenty ready to defend her. Her cell-door stood open, and she walked out among the men who were congregated in the corridor, looking on them all as her sons. Here was an intellect clouded and a moral nature unimpaired. The blessed old Sister of Charity had all the sweet mother-love in her heart, and she was a very angel of mercy to those outcasts.

How many women of culture there are who, failing of the natural objects of motherly tenderness, grow only to care for themselves! How much poorer are they in spirit than this old insane creature who overflowed with love and blessing to those in prison.—*Exchange*.

The cigarmakers' of this city are out on strike. Particulars may be found in another column.

THE GREAT SUSPENSION BRIDGE

Work on the East River Bridge, between New York and Brooklyn, is rapidly progressing. The caisson on the New York side is now completed, and the superstructure or tower has reached the height of 24 feet above high water, 800 cubic yards of masonry being laid every week. There are about fifty men employed on the structure, and they are under the personal supervision of four engineers, headed by Colonel Roebling. Everything possible is done by steam. The stone comes from Maine, and is stored at Rod Hook, Long Island, immediately opposite Governor's Island. A scow plies between the structure and the Island every day. From the scow, the stone is lifted by beam to the dock, where, at a certain point, two tracks come together. The stone is placed on two cars and conveyed to the structure, to the top of which it is raised and placed in its proper position by means of steam derricks. Then the spaces are filled up with concrete composed of cement, sand, and gravel. Even this is mixed by machinery. A revolving shaft is used to perform this operation, which is found to be much more thorough and economical than it could possibly be done by hand. After this structure is completed the next step will probably be the building of anchorages on the New York and Brooklyn sides. These will each be 800 feet inland from the towers, the New York one at the corner of Water and Dover streets, and the Brooklyn anchorage at the corner of James and Mercer streets.—*Scientific American*.

TRAVELLERS' GUIDE, TORONTO TIME.

GRAND TRUNK EAST.

DETROIT TO TORONTO.

	a.m.	p.m.	p.m.	
Detroit - Leave	6.50	4.00	6.30	0.00
Port Huron -	9.25	7.00	9.00	0.00
Sarnia -	10.20	0.00	9.45	0.00
London - Leave	11.20	7.30	a.m. 2.45	p.m.

	p.m.	a.m.	a.m.	
Stratford - Leave	1.50	0.00	1.25	9.15
Guelph -	3.45	7.00	3.10	11.05
				p.m.

TORONTO TO MONTREAL.

	p.m.	a.m.	a.m.	
Toronto -	6.22	0.00	5.37	1.05
Whitby -	8.00	0.00	7.07	8.55
Oshawa -	0.00	0.00	7.15	9.07
Bowmanville -	0.00	0.00	7.35	9.35
Port Hope -	9.25	0.00	8.30	10.30
Cobourg { Arrive	9.40	0.00	8.55	10.45
{ Leave	9.55	0.00	9.15	11.00
				a.m.
Belleville -	11.30	0.00	11.15	1.00
				p.m.
Napanee -	12.15	0.00	12.00	2.05
Kingston -	1.10	0.00	1.35	3.15
Brookville -	3.00	0.00	3.35	5.15

OTTAWA -

Ottawa -	10.00pm	0.00	12.00 noon
Prescott Jn { Arr	3.00	0.00	
{ Lve	3.35	0.00	4.10
Cornwall -	5.50	0.00	6.25
Montreal - Arrive	8.00	9.10	9.30

GOING WEST—MONTREAL TO TORONTO.

	a.m.	p.m.	p.m.	
Montreal - Leave	8.00	5.00	6.00	9.00
Cornwall -	11.00	0.00	9.15	11.40
				a.m.
Prescott Junction	1.10	0.00	11.25	1.30
Ottawa - Arrive	3.45	0.00	0.00	6.15
				a.m.
Kingston -	4.05	0.00	2.00	4.00
Cobourg -	8.25	0.00	6.15	8.10
Bowmanville -	9.35	0.00	7.35	0.00
Oshawa -	10.00	0.00	8.00	0.00
Whitby -	10.12	0.00	8.12	0.00
Toronto - Arrive	11.30	0.00	9.30	11.00

TORONTO TO DETROIT.

	p.m.	p.m.	a.m.	a.m.	
Toronto - Lve	11.30	3.45	7.30	11.45	5.30
					p.m.
Guelph -	1.50	5.28	9.25	1.55	8.35
Stratford -	3.30	7.45	12 n.	3.45	0.00
London Arrive	0.00	9.10	2.10	p.m.	10.45

	a.m.	p.m.	
Sarnia -	6.45	0.00	3.30
Port Huron -	6.35	6.45	3.30
Detroit - Arrive	9.15	11.00	6.05

GREAT WESTERN RAILWAY.

MAIN LINE—GOING WEST.

	a.m.	p.m.	p.m.	p.m.	
Suspension Br.	7.00	12.40	4.40	9.50	1.20
Hamilton 7.20	9.00	2.10	6.20	11.30	2.55
					a.m.
Paris -	0.00	10.25	3.23	7.37	12.55
London -	6.45	12.50	5.25	0.00	2.45
					p.m.
Chatham 1.05	3.30	7.50	0.00	5.05	8.07
Windsor 4.20	5.15	9.20	0.00	6.45	9.25

MAIN LINE—GOING EAST.

	a.m.	a.m.	a.m.	a.m.	
Windsor -	4.20	7.45	8.25	11.30	7.45
Chatham -	6.05	11.20	9.55	1.10	9.10
London -	6.00	8.40	0.00	12.35	3.55
					p.m.
Paris -	7.40	10.20	0.00	2.10	6.05
Hamilton -	9.10	11.35	0.00	3.35	7.25
Sus'n Br -	10.55	1.00	p.m.	5.35	9.30

TORONTO TO HAMILTON.

	a.m.	a.m.	p.m.	p.m.	
Toronto - Leave	7.00	11.50	4.00	8.00	
Hamilton - Arrive	8.45	1.40	p.m.	6.00	9.40

HAMILTON TO TORONTO.

Hamilton - Leave	9.10	11.30	3.35	7.40
Toronto - Arrive	11.00	1.25	p.m.	5.30

NORTHERN RAILWAY.

Moving North.

	a.m.	p.m.	
Toronto -	7.00	4.00	Collingwood 5.05
Newmarket 8.50	5.30	Barrie -	6.50
Barrie -	10.30	7.35	Newmarket 8.50
Collingwood 12.20	9.20	Toronto -	10.35
arrive p.m.		City Hall	

Moving South.

	a.m.	p.m.	
Toronto -	7.30	3.45	Mt. Forest 5.00
Orangeville 10.35	6.50	Orangeville -	8.30
			p.m.
Mt. Forest -	1.00	9.20	Toronto -

11.30 8.50.