

# INDUSTRIAL WORLD

AND NATIONAL ECONOMIST.

DEVOTED TO HOME INDUSTRIES, SCIENCE, COMMERCE, FINANCE, INSURANCE, RAILROADS AND MINING.

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THE  
**Industrial World**  
AND NATIONAL ECONOMIST.

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TORONTO.

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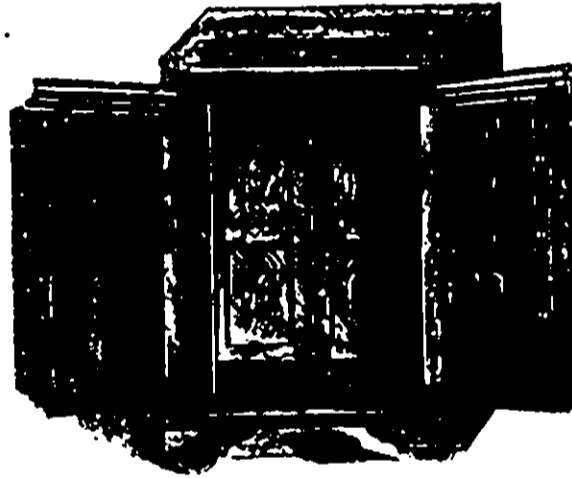
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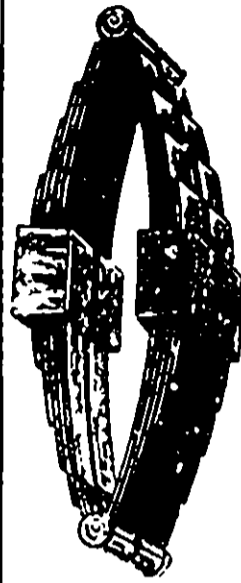
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ABOUT MANUFACTURERS' PROFITS.

A pretty good story of facts just given in these columns shows how manufacturers are expanding in Canada under the genial and life-giving sunshine of the N.T. But, it is said, the country is really impoverished by all this, the profits of a few manufacturers are a robbery of the people. We propose to go back to certain instances for review.

Free Trade writers are like the darkey's "old Virginia" in one way, they "never tire" of describing the glories of England's manufacturing progress. Now, "manufacturing progress" is an imposing expression, and it reads well, especially when applied to the great British Empire. But what does it really mean, or, rather, let us ask, what did it mean in the days when Britain's commercial greatness was being built up? Oo! It just means that British trade and manufactures were prosperous to an astonishing degree, that the country's greatness was built up, and that Britain's industrial strength became the right arm of her political power. We won't take this for an answer, just for the reason that it serves to keep the bottom facts out of sight. We want to get at the bottom, individual facts of the matter, and we are not going to be cheated out of them by mere "glittering generalities" of any kind. What, then, are the tangible, individual facts upon which the whole glittering, dazzling story of British manufacturing progress rests? We may fairly borrow the language of Scripture, with a modification, and say that time would fail us to tell of all, or nearly all, the Baraks or Gibeons who figured in the fight. But let us recall the names of the PASTA, the HOCKSWORTH, the TARRANT, the COCHRAN, the BARNES, whose fortunes were made in manufacturing. Many who are quite entitled to be called successful men made moderate fortunes, as fortune is considered in England; more than a few made fortunes which may properly enough be called gigantic. How were these fortunes made? Here let us still stick close to the individual facts; don't let these facts get away from us. These great fortunes, we say, were in each case made by enormous profits on sales made in markets which the British manufacturer had nearly all to himself. It may be said that the British manufacturer was not protected in these markets, to which the reply might well be made that, where not protected by a tariff of duties, he was virtually protected by the monopoly of British shipping in carrying goods, and British commercial houses in drawing bills on correspondents abroad, which still holds good in both these points. But in the main point of all the British manufacturer had the reality of protection, no matter what the name of the thing might be. He held the market and he made his prices. If you say "no" to this, then account to us for the perfectly enormous fortunes of some British manufacturers, who are now the owners of estates that once belonged to families claiming to have come over "with the Conqueror." Enormous fortunes are also made by manufacturers in the United States. Is this a proof that the Great Republic is going to ruin and decay? Is it a calamity to England that SAUND, MOUNTY and THOMAS BAYLY FORTM, both distinguished Free Traders have made and are still making fortunes out of their almost exclusive possession of certain markets in certain lines? Oh! but, it may be said, their profits are really small in percentage, it is the big business that does it. We reply, no, their profits are actually very large in percentage—far larger than people generally are aware of. Tell it to the mariners that the cotton magnates of Lancashire and Leicestershire made their fortunes out of profits of from five to ten per cent. Or that the great iron-masters of Yorkshire, and Wales, and Clydesdale, made theirs out of the still moderate figures of from ten to fifteen. We say no. These fortunes were built up on actual profits of from fifty to one hundred per cent. What a gigantic evil this must have been, says somebody; how could Britain be anything but a ruined country, with all this going on? Not at all, says McCULLOCH, or McCRAW, as CARLYLE calls him, in his infallible Commercial Dictionary of Free Trade; quite the reverse. The great fortunes made in manufacturing

were the very proofs of how good a thing manufacturing—and Free Trade—are for a country. We ask, then, if profitable manufacturing built up England, how is it going to ruin Canada? Show that the success of a cotton mill or a sugar refinery is a damage to the country. A fortune made by large profits—yes, we say, by large profits—a part of Britain's commercial greatness, if made in Glasgow or Manchester. Further, it may be made in New York or Boston, or Philadelphia, not only with impunity, but with honour. Make it in Montreal or Toronto, however, and you are a public robber. This is really what Canadian Free Traders say, in effect, whether they know their own meaning or not. Immense profits may be made on manufacturing, somewhere or other, but not in Canada. Let BATES make his millions out of the hot blast and pig iron, and give half a million to the Established Kirk of Scotland, by way of solace to his soul. Let BASSANZA make his millions, too, out of an invention the one really valuable point in which was pilated from a man by the name of BRANLY, whom very few have heard of. All right and proper enough, that is what they do in the old country, but if you do it in Canada you will be hanged for it—on a GLOBE gallows. We say, let us get down to the basic principles of common sense in this matter.

ANGLO-FRENCH TREATY NEGOTIATIONS.

The latest information we have of the progress of the commercial treaty negotiations between England and France is contained in the London papers of the 3rd inst. A despatch from Paris dated the day before states that the Joint Commission met that morning, when the subject of woollen goods was discussed. It was expected that the French experts would put in an appearance to give evidence, but they did not do so. Mr. BOGARISTO, of Leeds, who accompanied the English Commissioners, was present for the purpose of replying to their statements, but he was not afforded the opportunity of doing so. The French Minister explained the absence of the experts by stating that he and his colleagues on the Commission had so thoroughly mastered the subject that they did not consider it necessary to call evidence of that kind. The despatch says that a full statement of the case of woollen tissues, prepared by Mr. BOGARISTO, was made by Mr. BROWN, and was so conclusive that the discussion which ensued between the French Commissioners on the one hand, and the English Commissioners and Mr. BOGARISTO on the other, raised no new points, and was confined to details, the French Commissioners promising to examine the samples furnished by Mr. BOGARISTO. It is stated that after the English expert withdrew, some slight concessions were offered by the French upon two of the categories for mixed woollens, but the position of the negotiations upon the subject was not thereby materially altered, nor was any agreement probable without further reference to the two Cabinets, as the difference was one of principle and not merely of figures. Telegraphing on the same day the Paris correspondent of the Manchester Guardian made the following statement:—"Doubt is no longer possible. Our Commissioners will return on Saturday and there will be no treaty. The French offers do not even amount to the status quo, and our Commissioners were, on leaving England, firmly determined not to accept anything less than an improvement on the 1860 terms. The French have certainly made a slight approach towards our requirements, but so faintly that their propositions, although officially noted, are very far indeed even from reaching the point at which a compromise might be entertained. As before, the cotton section is the rock on which the negotiations have been wrecked, although minor points, such as mineral oils, felt hats and leather, still remain in an unsatisfactory condition." A rumour having gained currency that the negotiations had been broken off, the Times of the 3rd instant contradicted it, and pointed out that the negotiations were only again postponed, the British Commissioners returning for fresh instructions. The "Thunderer's" views are thus summarised: It thinks it expedient to repeat what it thinks to be the sound principles on which the country should be guided in the negotiations, and once

again urges those who are in authority not to be led into abandoning these principles in the hope of a momentary advantage. The Times says the opinion of English business men is that the negotiators should remain firm and accept nothing less favourable than the old treaty. Without these, it says, it would be better to have no treaty at all, and in case the negotiations fail it points out that without a treaty the country would be free to act as it pleased for revenue purposes—on just the tariff as it pleased, according to the needs of the moment. Entertaining the possibility of such an ending, the Times concludes: "It will be in some sense a regrettable termination of a well-meant economical experiment if the treaty thus comes to an end, but England will at least not feel any complacency that it is not her fault." The Standard "regrets that the negotiations are again suspended, but it must not be supposed that the chances of the ultimate conclusion of a just and satisfactory treaty between the two countries have disappeared, or that they have by the mere adjournment changed materially for the worse. When the commissioners meet again it will be under much more favourable auspices. The French representatives at least will feel more sure of their footing. They will be entrusted with a larger measure of responsibility, and they will probably be empowered to offer more liberal terms. Certain it is that in the discussions that have taken place many differences have been disposed of once and for all. M. GAMBETTA himself has every reason to desire the conclusion of a commercial treaty with England, and politicians who think very differently from M. GAMBETTA on many subjects, when they look at the existing international relations of France, must wish the same thing. These facts will not divest individuals, or powerful groups of individuals, of their dislike and distrust of every approximation towards Free Trade. The protectionist interest is, and is likely to remain, an influential and weighty one. M. GAMBETTA cannot ignore its sentiment; it remains to be seen whether he can educate its opinions." The Morning Post takes it for granted that the negotiations have ended, it remarking that "The French Minister of Commerce has shown Mr. GLADSTONE'S negotiators the door; has sent them home with their journey for their pains." "On no point of the slightest importance," says the Standard, "would the French concede to the entreaties of the English Government. At the same time our Free Trade Ministers did not dare to accept the proposals of France and abandon the interests of England. In spite of their platform declarations in this country, that the Liberal party was pledged to throw open the ports and markets of England, no matter what was the commercial policy of foreign countries, their heart failed when they had an opportunity of acting up to their solemn declarations. In spite of their past pledges and recent boasts, they were obliged to assume an attitude which suggested retaliation and openly hinted at reciprocity. The hostile action of the French Government against the English cotton fabrics compelled Mr. GLADSTONE to think of the innumerable votes of the sturdy spinners of Lancashire, and, swallowing the principles of the Immaculate Conception and the Divine Bazaar at a gulp, our Radical Cabinet has recognized that it dared not contract a commercial treaty with France which would sacrifice English interests and fetter England's power of retaliation." The Daily Telegraph takes the view that the negotiations have collapsed. It says, "The likelihood of failure was evident since the object of the French negotiators was to introduce a partially protective tariff under a thin disguise." It continues: "The mere change from ad valorem to specific duties was not one that England could by itself object to for our own tariff is mainly based on the latter and simpler plan, but under the pretext of effecting this alteration the French officials sought to gain our assent to what was virtually a reactionary scale. Our representatives, on the other hand, could only consent to changes of form that either reduced the total duties levied on our goods, or, at all events, left them substantially the same. As our friends across the Channel were pertinacious in their design, and as we could not accept terms which, while tying our own hands, imposed new

burdens on our manufacturers, the breakdown of the negotiations was always probable. The result is to be regretted, but no treaty at all would be much better than the convention that was proposed. In the first place, as a matter of principle it would have been injurious to the general cause of Free Trade were France exhibited retracting its steps towards protection under the auspices of an English Cabinet containing Mr. GLADSTONE and Mr. BROWNE. In the second place, we shall now recover our liberty and be as free as we were in 1860 to raise larger revenues from foreign luxuries or to alter the rate of our duties on wine." Notwithstanding the pessimist views of some leading London morning journals, we shall not be surprised to learn of the renewal of the negotiations at an early day. To what extent the advent of a new Government to power in France may influence the situation, is one of the interesting aspects of the case that will now claim attention. GAMBETTA is pronounced Free Trade, and so are some of the leading members of the new cabinet. Will the French Premier insist on putting his views into practice, or will he act upon the principle of forming his policy in accordance with the requirements of the country?

BENEFITS OF MANUFACTURES.

An American exchange refers to the case of a single industrial establishment to point out the benefits conferred upon a community by the existence of manufactures in its midst. It is that of the Cambria Iron Works, Johnstown, Pa., whose proprietors pay out \$103,000 per month in wages. "Thus," says our contemporary, "one and a quarter million of dollars is enabled to be distributed each year to give comfortable homes to the people where agriculture is not possible, and afford good markets for the products of thousands of industrious hands in other employments. If the ten other steel plants do as much, and some of them do a great deal more, then the Bessemer steel industry furnishes the people the living little sum of \$13,500,000 annually, which will drive several little wolves away from the snug, comfortable cottage homes in the more rugged hamlet towns of the land." In this "Canada of ours" we have some political philosophers who regard such a condition of affairs as of questionable benefit. If our neighbours had a policy of one-sided Free Trade instead of that of protection, their manufacturing industries would not be in the prosperous condition they are found to-day.

THE PROVINCIAL FAIR.

Toronto has given the Provincial Agricultural and Arts Association another slap in the face. It will be remembered that at the last annual meeting of the Association it was decided to hold the exhibition of 1882 at Toronto, although that city had not extended the usual invitation, while other places had put forth efforts to secure it. As our readers are aware, Toronto has now an annual exhibition of its own, held under the auspices of the Industrial Exhibition Association. When it was announced that the Provincial Agricultural and Arts Association had decided upon holding their exhibition at Toronto, the question arose, Will the Industrial Exhibition Association (of Toronto) give way for a year or will there be a united exhibition? It was discussed in the press for some time, and now the matter has reached a crisis. The Toronto Association has a lease of the exhibition grounds during the months of September and October of each year, and therefore has the "inside track." A few days ago its officers notified the Exhibition Committee of the City Council of Toronto of their intention to go on with the exhibition next year as usual. At a meeting of the committee held on Monday the following resolution was passed:—

"That the Industrial Exhibition Association having notified the corporation that it is their intention to hold their annual exhibition for the week commencing September 11, 1882, and that they claim the use of the exhibition grounds during the months of August and September in connection therewith in terms of the lease executed between the city and association, this committee, while feeling the honour conferred upon the city in its being selected to be the place for the holding of the next Provincial Exhibition, regret very much that under the foregoing circumstances they feel they cannot recommend the Council to make any provision

whatever for the holding of the said Provincial Exhibition during the month aforesaid." Now arises the question, What will the Provincial Exhibition authorities do in the matter? They decided to go to Toronto uninvited, and now Toronto informs that they are not wanted. Evidently they are in an awkward position.

EDITORIAL COMMENTS.

The Paris correspondent of the London Standard writes: "In consequence of the non-concurrence of England and France in the proposed extension of extradition treaties, there is no probability of any further international agreement on the subject. Failing the cooperation of those countries, no working arrangement would, indeed, be practicable. France is probably less inclined to negotiation than England but she would certainly require some guarantee that political refugees should be tried before a regularly constituted tribunal before entering into an agreement to deliver them over to their Government. It is very doubtful whether the Russian Government could give such a guarantee."

According to a despatch from Washington it is the opinion of leading Republican Senators that no action will be taken in the direction of tariff revision during the approaching session of Congress. It is thought, however, that a commission composed of eminent manufacturers and representatives of both Houses of Congress, will be appointed to determine what changes are advisable. One thing is certain, that while recommendations may be made for the removal of existing anomalies in the tariff, the protective system, under which the manufactures of the United States have rapidly increased, will be adhered to. From that policy our acute neighbours are not likely to depart for many years to come.

An exchange says that "to make some space enough for American consumption annually 100,000 cords of lumber, and to make lucifer matches 300,000 cubic feet of the best pine are required every year. Last and best-wood take 800,000 cords of birch, beech and maple, and the handles of tools 800,000 more. The baking of our bricks consumes 2,000,000 cords of woods, or what would cover with forests about 50,000 acres of land. Telegraph poles already up represent 800,000 trees, and their annual repair consume annually thirty years growth of 75,000 acres, and to fencel all the railroads would cost \$45,000,000, with a yearly expenditure of \$15,000,000 for repairs. These are some of the ways in which American forests are going. There are others: packing boxes, for instance, cost in 1874 \$12,000,000, while the lumber used each year in making waggons and agricultural implements is valued at more than \$100,000,000."

Several American capitalists give notice of their intention to apply to the Ontario Government for letters patent incorporating them as "The Steel Association of Ontario." The objects of the company are thus set forth in the notice published in the Ontario Gazette:—

"The object of said incorporation is the seeking for and acquiring mines in the said Province, the working of said iron mines, the purchase of iron ore, the establishment of smelting works for the manufacture of the several grades and kinds of iron, and works for the production and manufacture of steel under such process and patents as the company may acquire or have the right to use, also for the purpose of manufacturing the several and various articles manufactured from steel and also from iron, and for the sale of all the said products; also for the purpose of buying, importing and selling coal and generally with all the powers incident to and required by such a corporation."

The principal operations of the company will be carried on in the County of Hastings, and Belleville will be the place of business. The Ontario order stood on Saturday that the incorporation would occupy the attention of the Belleville City Council last evening.

The Montreal Times contains the following paragraph under the heading "No New Factories":—

"The Toronto Globe is driven to the last ditch in its opposition to the N.P. It draws a fine line and desires the Government press to point to a single new branch of manufacturing commenced since the N.P. came into force. It says we had cotton factories, ear shops, etc. before the N.P., and that no credit is due the Gov-

erment for the establishment of such industries at different points. The Globe...

way managers and superintendents are well aware of the important advantages...

AN ENERGETIC COMPANY

The present company has displayed an energy which has never been equalled...

CHARCOAL IRON.

The extensive deposits of iron in the Ottawa valley continue to attract the attention of American capitalists...

THE GLOUCESTER SILVER MINES.

The work of sinking shafts and developing the silver mines on the Nigadoo, Gloucester County, is still carried on...

The Gloucester Mining Company have temporarily suspended operations. Their property is on an other branch of the Nigadoo River...

THE SYNDICATE WORKSHOPS

Our Montreal correspondent says: The Syndicate workshops and locomotive works were again discussed to-day...

Three gangs of men are at work on the Sault branch of the Canada Pacific, and 1000 more have left for the same...

Work has been completed on contract 15 of the Canada Pacific Railway. A valuable set of silver plate and a banquet by the men...

Railroad corporations are said to have no souls, but we have reason to entertain a very different opinion...

LUMBER TRADE.

THE BRITISH MARKETS

(James Smith & Co's Wood Circular) Liverpool, Nov 1st, 1884. There has been a decided improvement in the consumption...

Colonial Woods - Yellow Pine The import has been considerably larger than that of last October...

Our Montreal correspondent says: The Syndicate workshops and locomotive works were again discussed to-day...

Notre or Europe Woods - Fir Timber: The arrivals during the month have been on a very small scale...

United States, &c - Pitch Pine The import for the month consists of 100,000 feet, chiefly heavy timber...

that the falling off in the production of hewn will amount to something like one half of that of last year...

It has been learned from an entirely trustworthy source that the interest of the late Mr Reynolds in the St. Lawrence and Ottawa Railway has been purchased by Mr. McLure...

Mechanical Engineer - The locomotive is the highest type of machine work in point of durability...

A locomotive is being built at the Grant Locomotive Works, Paterson, N.J., which will burn neither wood nor coal...

The past season has witnessed unusually large additions to the population of Canada by way of immigration...

The French Ministry resigned yesterday, whereupon President Grey summoned M. Gambetta to the Elysée...

The United States Naval Advisory Board reports that only twenty warships of the navy are fit for active service...

Advisers from Anticosti state that owing to the failure of the fisheries the utmost destitution prevails...

NATIONAL INDUSTRIES.

[The Industrial World will be pleased to receive items of news from its readers in all parts of the country...

KINGSTON'S LOCOMOTIVE WORKS

The Kingston Locomotive works were started upwards of twenty-three years ago by the late John A. Merritt...

REORGANIZING THE ESTABLISHMENT

to its utmost limits and in re-organizing the number of its workmen to a point never before attained...

THE STANDARD ENGINE.

The company has already turned out and delivered to the Credit Valley Railway Company three out of eight new passenger engines...

SPIRIT OF THE COMMERCIAL AND INDUSTRIAL PRESS.

SOME TARIFF TRUTHS

(Chicago Industrial World)

The doctrine of free trade is, that wherever a duty is imposed, the amount of the duty is added to the price, not only of the foreign article imported, but of a similar article manufactured in this country. But this theory is contradicted by facts which fall daily under our observation, and by experience under long past tariffs. After the protective act of 1842 had been in operation a few years, a great variety of articles of American manufacture so fell in price as to be sold for less than the amount of the duty. In each case this was true of coarse cotton cloth, nails, glass, pins, and many other products. Of course the duty was not, in these instances, added to the price, for the duty exceeded the price. Who believes that the duty of twenty cents per bushel now imposed on wheat is added to the price of that grain of domestic growth? If the duty is not added to the price of home produced wheat, why should the duty on pig iron or on steel rails be added to the price of the same articles made here? Judged by experimental tests, the free trade rule, to make an Irish bull a rule under which every example is an exception. One error of the so-called "nationalists" that the duty must necessarily be added to the price is in overlooking the great law of supply and demand—a law which inexorably regulates the market price of every commodity. A protective duty can have no effect whatever on the market for an article which is already abundantly supplied within the country where the duty is laid. Even direct, express prohibition of the import of such an article would not raise its price, much less a duty not prohibitory. Suppose the prohibition to be a natural law of trade. For example, natural conditions prohibit the importation of raw cotton into this country from India; the importation of ice from Greenland; the importation of newspapers from London to supply us daily with news. It is obvious that this does not increase the price of raw cotton, or of ice, or of newspapers here; and the result is the same when the prohibition is by legislation, instead of by an edict of nature. Suppose our tariff laws prohibited the importation of raw cotton, would that raise its price here? Of course it would not; and why? Because the supply of cotton raised in this country exceeds the demand. So of every other article of which we can produce a sufficient supply. It may not be furnished at all without a protective duty, but the moment this duty is laid, American competition, skill, and ingenuity will bring down the article to the lowest point at which a profit can be made. It is utterly impossible to keep up the price of any article unreasonably for any length of time. Competition will not permit it. The moment it is discovered that any branch of business is extremely profitable, capital rushes in, and continues to rush in, like water seeking its level, until an equilibrium is restored. Even British capital would be embarked in manufactures here, if exorbitant profits could be steadily realized. But that condition of profits cannot be long maintained. Every law of trade forbids it, and every man's common sense tells him, that the gain in any branch of business which is free to all will be shared by all, until the profits are reduced to a reasonable point. So well is this understood that, soon after the election of Mr. Tolt, the event was hailed by Mr. Buchanan, who became Secretary of State under the incoming administration, as a fortunate result for those engaged in manufacturing industry, on the plea that Mr. had saved them from the competition which in the event of Mr. Clay's election would have reduced their prices and destroyed their profits, because the latter's election would have created such a strong belief in the uninterrupted continuance of the protective policy as to stimulate the investment of capital in furnaces and factories, and thereby multiply production and the rivalry of trade. But while a protective duty is not a tax upon the consumer, whenever the article on which the duty is laid can be and actually is manufactured in this country, in quantity sufficient to supply the demand, it is true that a revenue duty is in many cases a tax, and adds to the price of the article its own amount. In this distinction between a revenue and a protective duty no reference is had to the sum of the duty, but only to its object and effect. If it is really protective, and stimulates to a sufficient supply, it is not a tax added to the price of the domestic article; however large the duty may be; and if its only end and effect is to produce revenue, it is a tax, however small its amount. A duty on tea or on coffee is solely a revenue duty, at whatever rate it may be levied, as no amount of duty can at present cause the production of those articles here. The effect of such a duty would certainly be to enhance price. If the article could be grown here with the same labor as abroad, day's work for day's work, and if the duty were protective, capital would rush into that new branch of agriculture in this country, and domestic competition would soon furnish them cheaper than Java or Brazil. But since they cannot be thus reduced in price by American ingenuity, and the duty would be for revenue only, the price would be enhanced and the consumer taxed.

In short, a protective duty, when it causes a sufficient domestic supply, does not raise the price and is not a tax on the consumer, while, on the other hand, a revenue duty, not increasing in any degree the domestic supply, but operating only on the foreign article, does enhance the price, and is a tax on the consumer. But it is asked if a protective duty does not raise the price of the domestic manufacturer why is it wanted? This is a fair question, often heretofore put, and it demands in answer in reply, let us say that the manufacturer does not ask legislation to increase his price. He asks only to be given the American market. Give him this and home competition will reduce his price to the lowest living point. With home competition he is willing to compete because his rivals are on the same general level of advantages and drawbacks with himself. He knows that that competition is, and can calculate its effect, but he is not able to overcome it, and he is not able to be over-whelmed periodically or occasionally, perhaps at times of his greatest embarrassment or of least preparation, by the refuse surplus of the crowded markets of the old world, then he cannot fall to be prostrated in the unequal contest. The freedom of comfort wages paid to American laborers—wages essential to their position as integral units of the source of all political power—render the American manufacturer weak to compete successfully against the unscrupulously aggressive movement of foreign traders based upon slavery or subsistence wages. That destructive encroachment is warded off by the tariff barrier, behind which production pursues its activities in safety, accumulates an ample supply, and through a healthy competition reduces prices to the lowest point consistent with fair profit.

ACCIDENTS TO WORKINGMEN

(Chicago Industrial World)

It is estimated that during the last ten years fully half a million people in England alone lost their lives from accidental causes in mines, on railways and in factories. Some writers even claim that this loss instead of being five hundred thousand is actually double that number. We have not at hand the estimated loss of life from the same causes in this country, but while it is doubtful if the aggregate loss is as great as in England, the actual figures, were they known, would be sufficiently appalling to call for a careful consideration of the causes of this great destruction of human life and the remedy, therefore, if any there be. In considering this matter, it would be well to bear in mind that carelessness and ignorance are the two great promoting causes of most accidents, and that the accidents that arise from what are considered inevitable causes are few, comparatively speaking. It is a wonder, not that so many accidents through carelessness do ensue, but that there are not more. Go into the workshops of the country and it will be found that scarcely a day passes but some workman risks being maimed or killed by his careless movements in and about the machinery. Men soon accustom themselves to move about works filled with machinery in the most reckless and careless manner, evidently unmindful that at any moment their clothing may be entangled in it and before they could be extricated the loss of a limb, or some disfigurement of the person would ensue. Engineers frequently are careless in the management of their engines, endangering thereby their own lives, and the lives of the workmen. They sometimes leave their engines unattended for a long period, or they neglect to keep the working parts in order, and especially to see that the boiler is sound and in a safe condition. The carelessness of railroad men is proverbial. Brakemen grow heedless and in a moment of thoughtlessness, fall between the cars and are crushed to death, or they run their feet carelessly into a frog and before they can extricate it, the switching train comes along and runs over it and the careless brakeman thereafter goes minus a foot. In mines too, thousands of accidents result from the negligence of the men in allowing the hoisting machinery to get out of order, or in neglecting the proper precautions in relation to the dangers incident to the use of explosives, or to entering places where poisonous gases are likely to be found. In all such instances the careless workman soon forgets that "an ounce of preventive is better than a pound of cure." The new workman, free with the thoughts of the dangers of his occupation is often less liable to be injured through carelessness than the older workman, who, having passed the dangers successfully for a period, fancies himself secure from them thereafter. Men encounter dangers by a sort of their ignorance of them. Thus a workman near by to an engine whose unwise pressure of steam is all unconscious of his danger because of his ignorance. Did he know the unsafe working of the engine he would not be slow in giving it a wide berth. The man in the mines who has had no experience with the fire-damp may run into a deadly pressure without knowing what terrible dangers he will encounter. And the carpenter whose scaffolding falls because he was not sufficiently informed relative to the strength of the timbers of which it was composed, may be cited as an illustration of the fact that ignorance is not always bliss. Thus in a thousand ways can injury and death be courted by the workmen through

his ignorance or through his carelessness. It will not be denied that with the greatest care, and with the most enlightenment accidents sometimes cannot be prevented. The engineer on a locomotive may be ever so cautious and vigilant, his trade into an obstruction on the track which he was unable to see in time to stop his train, or it may be in attempting to stop the train the air-brakes refuse to operate, or it may be that a workman on the Milwaukee road near Luton Ill. In such instances human knowledge or care would seem to be inadequate to avert the dire calamity which is about to result. But as we have said, these unavoidable accidents are, in the majority of cases, preventable. The laws of this country, as well as of England, have attempted to protect the workman from such accidents arising from his neglect, carelessness or ignorance, so far as they can. To this end rigid mine inspection laws have been passed, and a careful supervision over the operations of the mines has resulted. The inspection of the most staid character. Thus if the inspector comes along and finds the chains used in connection with the hoisting apparatus in the least defective, he condemns its use at once, and through every department this close inspection is followed out. Of a like character of laws is the recently passed factory inspection act by the common council of this city. This act empowers the inspectors to see that the machinery is properly protected by guards, that there is sufficient ventilation, and that the factories are provided with a proper number of fire escapes. The law can go a great way in preventing accidents, but it cannot provide brains for the operators, nor can it instill habits of cautiousness, where these habits are lacking. The rules and regulations of factories, railroads and mining companies can be framed with a view to prevent accidents. And a horridly special danger incident to the business is likely to ensue, the workmen being pointed or verbal notice, should have their attention directed to it. This should especially be done in all cases where there is an inherent defect in the machinery. These notices should not be general in character, but should be specific, pointing out the identical danger to be avoided. It is unnecessary to state that it is the duty of the manufacturer to keep the machinery in good and safe condition. A wise prudence should teach him to do this, for in case of any negligence on his part in this respect, he may be liable for damages even to his workmen, especially if the defects in the machinery were such that the workmen did not observe them. Laws will do much, rules and regulations will do much, the careful warnings of the superintendents of works, mines and railways will do much towards lessening the number of accidents, but education and enlightenment will do much more. The educated workman is warned of danger by his knowledge of it, and with a full knowledge should come a proper care.

THE PROGRESS OF SILK CULTURE.

This branch of industry, now rising into prominence among the interests of nations is one of great antiquity. From all that can be gathered it appears to have arisen in China, long before the Christian era. It formed a staple of export to the Roman Empire, and was an article of luxury against which Pliny complained as one of the causes of that immense drain of the precious metals, constituting one of the most perplexing problems of the science of finance. The secret of silk manufacture, however, was discovered, and the Chinese monopoly broken up in the sixth century of the Christian era. It spread, however, very slowly. Several silk manufactures rose in Athens, Thebes and Corinth for the raising of the worms and the manufacture of the silk into fibers and fabrics. The Venetians imported these Greek fabrics into Western Europe, and drove a thriving trade in silk goods. The Moors imported the silk culture and manufacture into Cordova, Murcia, and Granada, in Spain, about the year 910 A. D. In the year 1130 A. D. Roger, King of Sicily, erected a silk manufactory at Palermo, and another in Calabria, there settling to work artisans whom he had taken captive during his expedition to the Holy Land. In the fifteenth and sixteenth centuries this industry had been domesticated in France, but it was not till 1564 that the production of the raw material had been fully established. In 1629 the silk industry of London formed themselves into a corporation, which as early as 1661 embraced 40,000 persons. The silk industry has also had a great expansion in Holland, Belgium, Switzer land and Germany. The introduction of silk culture into America was almost coeval with its first settlement by the English. In the early period of Virginia colonization James I strongly urged upon the London company energetic measures for the cultivation of the mulberry. In a characteristic letter to the company, he enjoined upon its members diligent application to the culture of silk in all its branches, rather than to the growth of tobacco, against which he published his celebrated "counsellor." The members of the company addressed themselves to the enterprise so strongly recommended by the King, but its speedy dissolution prevented any very effective action. In 1631, however, during the Commonwealth, the culture of the mulberry was resumed in Virginia, that tree having been found to be indi-

genous. In 1660 a corporation was formed in silk upon by Virginia silk worms, was won by Charles II. The superior points of tobacco culture, however, introduced with the silk culture, which disappeared from that State before the close of the eighteenth century. In 1718 the Spaniards introduced it into Louisiana. Its introduction in Georgia was an object of strenuous exertion both on the part of the colonists and of the Imperial Parliament. Private donations and grants of land were voted for that purpose. In 1733 a splendid robe of colonial silk was made in England and worn by Queen Caroline on great state occasions. A large silk establishment was set up at Savannah, which in 1735 is stated to have absorbed 10,000 pounds of cocoons, an aggregate which in 1760 had enlarged to 20,000. During this period the annual export of raw silk ranged from 500 to 1,000. These were the only days of silk culture. The attention of the planters after the revolutionary war being directed exclusively to the more profitable cotton culture, the silk culture was never revived. In South Carolina this interest, it appears, had some prosperity in the ante-revolutionary times. Silk culture was also encouraged by parliamentary bounties in Pennsylvania and New Jersey. In 1770 Dr. Franklin sent home from Europe mulberry cuttings, silk worms and eggs. The following year a silk establishment was set up in Philadelphia which for several years worked up large quantities of cocoons. New Jersey is said to have a few mulberry trees and produced a few silkworms of good quality considered by the States, as did also Massachusetts and Connecticut. In 1810 the silk crop of the United States was estimated at 60,000 pounds, worth about \$250,000. In 1814 it had increased to 400,000 pounds, worth about \$1,500,000; by the census of 1850 it had risen to 14,763 pounds. The census of 1860 exhibited a still smaller aggregate, viz., 11,944 pounds, the last census, 1880, reports 383 silk factories, producing \$49,753,255 in value of silk manufactures.

As a nation we have special advantages in the prosecution of this great industry. The Pacific slope, especially seems to combine all the higher requisites of success. The soil of this region is admirably adapted to the white mulberry, which is propagated with little effort, and grows with great luxuriance and of exquisite quality. California eggs have attained a high reputation in Europe, and especially in France, producing worms which are exempt from most of the diseases which destroy so large a proportion of the worms of these regions. The fabrication of silk, of course, properly belongs to manufacturing, and not to agricultural industry. In 1860 we had but 95 establishments for the manufacture of silk and fancy goods, fringes and trimmings, whereas now we have 383, a most remarkable increase in twenty years. The principal seat of the silk industry in the United States is Paterson, N. J., which has 730 power looms and 530 hand looms in operation. When we state that the people of the United States imported last year over \$44,000,000 worth of silk goods, the scope of expansion of the silk enterprise is enormous.

RAILWAY MATTERS.

INTERCOLONIAL RAILWAY.

Sir Charles Tupper was the recipient of a very complimentary address at Campbellton, presented on behalf of the citizens by a committee consisting of Messrs. W. Mott, A. J. Vennor, Malcolm Patterson, Robert Sinclair, John Henderson, K. Dawson, John McAllister, and Charles Murray. Sir Charles in his reply said— He was much pleased at receiving this tribute of respect and confidence from the inhabitants of a place so situated as to be able to judge of the condition of the railway under his management. He had the honor, in company with Sir Leonard Tilley, of going to Quebec in reference to the survey of the line, and its construction had been made a condition of Confederation. The first government grappled with the important undertaking and succeeded in its essential carrying it out. When the present Government took office the intercolonial was owned in a condition far from promising, or, he might rather say, from promising. The average annual deficit between the income and the working expenses was a half million, the government felt that an earnest effort must be made to improve the condition of this disastrous to the work and injurious to the people along its route and the several provinces. To effect that object the first step was to restore if possible the equilibrium between the receipts and expenditures. When, in order to get necessary funds to equip the road, and keep it in efficient order, it was necessary to ask Parliament to levy a half million of taxes yearly on the people—and the excess of expenditure over income had been as high as the equities of a million—a great clamor would undoubtedly have been raised for the transfer of the road to a company, which would not have been beneficial to the interests of the people along its route. When the Government took office they determined to put in practice the professions they had made. All parties are in favour of economy in the abstract, but few individuals like to have it applied personally to themselves. He had felt this duty, in the interests

of the whole people, to put in practice the most rigid economy and had been cordially sustained by the authorities connected with the maintenance and operation of the road. In the centre of the railway management he was glad of the opportunity of acknowledging their services and returning them his thanks. The carrying out of his system of economy would have been utterly impossible, without injury to the service, but for the mainly co-operation of the employees of the road. In Mr. Price, district superintendent, he had found a gentleman who heartily sustained him in carrying out the policy of economy, though it bore severely against himself. He was assisted in a lower station, with a reduction in his salary of one-hair, and went to Albany dutifully without a murmur. He (Sir Charles) had great pleasure in restoring to Mr. Price his former salary and giving him a high position, as he was one of the most deserving and able officers on the road. He (Sir Charles) felt that he might fairly challenge any road in the continent on the point of efficiency and equipment in rolling stock, although the half million of deficit had been wiped out and a small balance placed on the right side of the ledger. He felt that it was not worth while discussing questions of economy with the administrators of the late administration when there was so conclusive an illustration of the policy of the previous and the present Governments. Was this policy of economy profitable and carried out with the cordial co-operation of the opposite party? Not at all. The Government had been assailed bitterly in the press and in Parliament because of its economical management. Attempts had been made to injure the road, and had the statements of the Opposition in regard to it been believed people would have sought other lines of communication and avoided this as they would a pestilence. But the attempt to ruin the road had, fortunately, failed, and today the mouths of its detractors were closed by the testimony of one at railway men from abroad as to its efficiency. He felt justified from his own observation and from the testimony of others, to speak of the Intercolonial as being in the highest state of efficiency, and to challenge comparison with any road on the continent. To his able coadjutors he mainly attributed this state of things. Mr. Schrieler and Mr. Pottinger, and the assistants in different departments, had labored successfully to make the road what he wished it to be, and he found everywhere an increase in passengers, traffic and receipts. The people here know what had been achieved—know from what condition the road had been lifted into its present proud and progressive position.

The Rat Portage end of section E. C. P. R., is being ballasted.

The Canada Pacific Railway is now running 200 miles west of Winnipeg.

The summer rates to Manitoba and the North-West were advanced Monday.

Central Hudson officials are taking steps to stop gambling on board their trains.

Electric light has successfully been introduced in the Pullman cars of the Brighton Railway Company.

The Grand Trunk pay roll at Brockville office, including half the men from Mon rail to Belleville amounts to \$16,800 monthly.

Another large Mogul engine, for use on the western districts of the Grand Trunk, arrived from Montreal yesterday morning.

There is a rumour going the rounds in railway circles that the present management of the Toronto, Gray and Bruce will be changed.

Orders have been given in England by the mechanical superintendent of the C. P. R. for a number of locomotives to be delivered this year.

It is said the Pullman Palace Car Co. will shortly raise the rates one-half to satisfy the aristocracy and shut out the poorer class of travellers.

The Northern Railway Company have sold by tender fourteen old locomotives to the Dominion Iron and Metal Company. The price was \$11,300.

The first car load of lumber for the new car shops of the eastern division has arrived in Perth. Half a million feet of lumber will be needed for the buildings.

John Gould, a switchman in the Detroit yard of the Detroit, Grand Haven and Milwaukee, had his foot caught in a frog. He was run over by a switch engine and killed.

The general manager of the Occidental railway met Sir Charles Tupper at Quebec to make arrangements to form a connection by means of a terry between the Occidental and Intercolonial railways at Quebec.

The receipts of the Occidental railway for the week ending Oct. 15 were \$21,339, an increase of \$7,528 over the corresponding period last year. The increase from July 1st to Oct. 15 was \$98,608 over the same period in 1886.

When the new Mogul engines were put on the G. T. H. it was intended to use them only between Belleville and Toronto, but it has been necessary to run them as far west as Quebec in consequence of heavy grades and increasing freight business.

TORONTO PRICES CURRENT.

Table of current prices for various commodities including Groceries, Hardware, and Drugs.

Table of current prices for Oils, Paints, Hides and Skins, Leather, Produce, Provisions, SALT, ETC., Boots and Shoes, Liquors, and Tariff Convention.

WEEKLY REVIEW. Toronto, Nov. 10th, 1911. The weather continues broken and the country trade is reported in a weak condition. Business generally is reported quiet. Payments are very satisfactory.



R. H. Smith & Co. Sole Manufacturers in the Dominion of Canada of the 'SIMONDS' SAWS ST. CATHARINES, ONT.

SALE OF PHOSPHATE LANDS.—On Wednesday a sale of provincial phosphate lands took place at Quebec. About one-fourth to one-third of the lots offered were sold.

CEREAL PRODUCTIONS OF THE UNITED STATES.

The New York Sun furnishes the following interesting statement respecting the cereal productions of the United States, the figures being collated from the Census Bureau statistics:—

Table showing bushels of various cereals: Barley, Buckwheat, Oats, Rye, Wheat.

Illinois is by far the greatest of the grain-producing States. New York, which formerly occupied that place, now lags behind even Kansas and Nebraska in the production of Indian corn and wheat.

In a short time our own North-West will become an important rival of our neighbours best wheat-growing territories. The specimens that have come east from Manitoba and the 'regions beyond' are equal to the finest productions of the Western States.

A high official of the Canadian Pacific railway in Montreal stated yesterday that Ottawa would get the workshops if it would give a greater inducement than Montreal.

It is stated that the Government has decided to transfer to Winnipeg the registration branch of the Dominion Lands Department, the survey branch remaining at Ottawa.

The Government steamer 'La Conception', which went ashore near River du Loup, has been hoisted off in an apparently unimpaired condition, and has been taken to Quebec in tow.

According to the monthly weather review of the meteorological service for the Dominion of Canada for October, 'probabilities' were sent daily to upwards of six hundred places.

height, and one arrived at the time the storm was at its height. High winds occurred at two stations where no warning was issued.

THE WOOL HOUSE. WINANS & CO., 13 Church Street, Toronto. All grades of foreign and domestic WOOL. Beam Cotton Warps, every variety, at mill prices.

Canadian Pacific Railway. Emory's Bar to Port Moody. NOTICE TO CONTRACTORS. Tender for Work in British Columbia. SEALED TENDERS will be received by the undersigned up to noon on WEDNESDAY, the 1st day of February next, in a jump sum.

NAPANEE BLANKET MILLS. Special to the Trade: Constantly on hand WHITE BLANKETS, SHANTY BLANKETS, HORSE BLANKETS ETC. ETC. ETC. HAVING SPECIAL FACILITIES For the manufacture of Every Description of Blanket. I am prepared to offer at a VERY LOW FIGURE. Arthur Toomey, NAPANEE.

The productions of these mills continue to have a decidedly high reputation in the trade. The proprietors are determined to maintain the quality of unsurpassed excellence they have heretofore held.

The Hon. D. A. Ross has declined, on the plea of ill-health to contest Quebec county in the Liberal interest at the coming provincial general election.

MONTREAL PRICES CURRENT.

Table of Montreal prices current, categorized by Groceries, Syrups, Molasses, Raisins, Beans, Peas, Lentils, Potatoes, Onions, Apples, Pears, and various oils and fats.

Table of Montreal prices current, categorized by Flour, Wheat, Corn, Beans, Peas, Lentils, Potatoes, Onions, Apples, Pears, and various oils and fats.

Table of Montreal prices current, categorized by Lard, Butter, Tallow, Soap, and various oils and fats.

Table of Montreal prices current, categorized by Sugar, Coffee, Tea, and various other commodities.

Textual content on the right side of the page, including a 'WEEKLY REVIEW' section and a 'MERIDIAN TIME' section, discussing economic and scientific topics.

17. It is proposed to have standard time determined and disseminated under governmental authority.

18. Each city and town of importance to have a public time signal station electrically connected with a central observatory for the purpose of receiving and disseminating standard time with precision.

19. Each time signal station to be provided with automatic apparatus for dropping time balls, or otherwise denoting the standard time, hourly, or as other circumstances may require.

20. All railway and local public clocks to be controlled electrically from the public time signal stations.

21. It is proposed to have a general system of co-ordinated time would be a ready means of meeting the difficulties to which I have referred.

It would render it practicable to secure uniformity, great simplicity, perfect accuracy, and complete harmony. The times of places widely differing in longitude would differ only by entire hours.

It must be evident that the system of co-ordinated time would be a ready means of meeting the difficulties to which I have referred.

following the sun during each diurnal revolution of the earth, we should have twenty-four well-defined local days only; each local day would have a fixed relation to the others, and all would be governed by the position of the sun in respect to the prime meridian.

Resolved—1. That the unification of initial meridians of reference for comparing longitude is of great importance in the interests of geography and navigation.

Resolved—2. That the selection of a zero-meridian for the world would greatly promote the cause of general uniformity and exactness in time-reckoning.

Resolved—3. That in the interests of all mankind it is eminently desirable that civilized nations should come to an agreement with respect to the determination of a common prime meridian, and a system of universal time-reckoning.

Resolved—4. That the Governments of different countries be appealed to immediately after the close of Congress, with the view of accelerating if they would be disposed to assist in the matter by nominating persons to confer with each other and endeavor to reach a conclusion which they would recommend their respective Governments to adopt.

Resolved—5. That in view of the representations which have come to this Congress from America, it is suggested that a conference of delegates who may be appointed by the different Governments be held in the city of Washington, and that the conference open on the first Monday in May, 1882.

Resolved—6. That the gentlemen whose names follow be an executive committee to make arrangements for the proposed meeting of delegates, and to take such steps as may seem expedient in furtherance of the objects of these resolutions.

Dr. P. A. Barnard, President of American Meteorological Society, New York.

Capt. George M. Wheeler, Corps of Engineers, U.S.A., Washington.

Chief Justice Daly, President of the American Geographical Society, New York.

Justice Field, Supreme Court, Washington.

General G. W. Cullum, Vice-President American Geographical Society, New York.

General W. B. Hazen, Director of Meteorological Bureau, Washington.

Judge P. A. B. Abbe, American Geographical Society, New York.

Professor Cleveland, Abbe, Signal Officer, Washington.

David Dudley Field, American Geographical Society, New York.

James R. Francis, President, American Society of Civil Engineers, Boston.

Dr. Daniel Wilson, President of Toronto University, Toronto.

John Langton, President of H. C. College, London.

Dr. J. H. Mackay, President of Queen's University, Kingston, Ontario.

Resolution—That the Italian Government be respectfully requested to communicate these resolutions to the Governments of all other countries.

After full discussion the committee agreed to report favorably and to recommend the following:

(RESOLUTIONS)

The committee consider that a year an International Council should be appointed by the Governments to consider the question of an initial meridian, having in view not only the question of longitude, but especially that of hours and dates.

Since Christmas Day, 1066, when William the Conqueror was crowned in Westminster Abbey, England has been governed by 31 kings, 4 queens, and 2 Protectors of the Commonwealth.

One king, William III, reigned in conjunction with his wife, and one queen, Mary Tudor, associated her husband, Philip of Spain, with her in the Government. Four Sovereigns were of the Norman dynasty, and reigned 88 years, eight were Angevins, or Plantagenets, and reigned 245 years, three were of the House of Lancaster, and reigned 63 years; three of that of York, and reigned 24 years, 5 were Tudors, and reigned 117 years, six were Stuarts, and reigned 99 years, and there have been six Sovereigns of the House of Brunswick, which has existed now for 167 years.

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POSTAL TIME-TABLES.

POST OFFICE, MONTREAL.

MAILS TO AND FROM QUEBEC, MONTREAL, AND OTTAWA.

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POSTAL TIME TABLE.

POST OFFICE, OTTAWA.

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ARRIVAL AND DEPARTURE OF MAILS.

RAILWAY TIME-TABLES.

ST. LAWRENCE & OTTAWA RAILWAY.

ON MONDAY, SEPTEMBER 24, 1881, TRAINS WILL RUN AS FOLLOWS:

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DOMINION TRADE REGISTER

INDUSTRIAL DIRECTORY

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WELLAND VALLEY MANUFACTURING CO.
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EMIL THORNTON & CO.
H. N. TADDA & CO.
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COTTON MILLS.
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GLASSWARE.
GLOVE MANUFACTURERS.
HAMMERS.
HUBS, SPOKES AND BENT GOODS.
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PAPER MANUFACTURERS
SAW MANUFACTURERS
SEWING MACHINES, ETC.
STEREOTYPES, ENGRAVERS, ETC.
STOVES.
TELEPHONES.
TRIERS.
WIRE WORKS.
WOOLLEN MANUFACTURERS.
WOODEN GOODS.
WOOLLEN MANUFACTURERS.
PETROLEUM.

LOUIS NAPOLEON'S COURAGE

I asked Changarnier his opinion as to the courage of Louis Napoleon Changarnier. It is great in theory but small in practice. At Strasbourg, when the regiment on which he depended refused its support, he ran and was found in a state of object terror hiding under a carriage. In the Boulogne attempt, when he had got half way across the Channel he became alarmed and wished to turn back. The people about him called for champagne, and kept him to his purpose by making him half drunk. As he approached and no friends appeared, his alarm returned. The first troops that met him were under the command of a sensible old officer, who, when he saw the strange procession accompanied by the tame eagle, and was told that Louis Napoleon was at his head, instead of joining him summoned him to surrender. Joubert had said that at Strasbourg Louis Napoleon had not dared even to use a pistol in his own defence. He collected this me, kept a pistol in his hand, and fired at the officer, but his hand shook so that, though the man was not five paces off, he missed him and wounded a poor cook who, in his white apron, was standing at a door to see what was going on. Louis Napoleon turned, ran into the sea, and got into a boat. A boat from the shore was pulled after him. He gave himself up, begged them not to hurt him, and said that he had 200,000 francs in his pocket which he would give them. He was landed, and begged M. Adam, the maire, to take the 200,000 francs. Adam said he would take care of them, but with business-like habits, close to count them first. It was lucky for him, for when it was counted in presence of the crowd, there were found to be only 120,000. This sum, when he was on trial before his peers, he claimed, and the cruel Government of Louis Philippe let him have them. Senator: Did he show courage at Magenta? Changarnier: No never crossed the Rhine. He was smoking in a house during the whole time. At Solferino, where he was two miles in rear, he did not move or give an order, but he smoked fifty-three cigars. We know this, as he always carries with him little boxes, each of which contains fifty cigars. Once a spent ball came near him, but that is the only occasion on which he could be considered as under fire. I saw a letter from one of the Cent-Suisses to his mother: "You need be under no anxiety about me. I am with the Emperor, and, therefore, out of danger." In fact, none of them were hit.—Suisse's Contributions

ORIGIN OF SOME SOCIAL CUSTOMS

In primitive states, the conquered man surrenders himself, his weapons, and whatever of his clothing is worth having; hence stripping becomes a mark of submission. Cook, for instance, relates of some Tahitians, - they took off a great part of their clothes, and put them on us. In another tribe the ceremony is abridged to the presentation of the girdle only. In Abyssinia inferior strips to the girdle before superiors. A further abridgement is found among the natives of the Gold Coast, who salute the Europeans by slightly removing their robe from the left shoulder; but even there special respect is shown by completely uncovering the shoulder. In other tribes they also doff the cap. Hence, it seems that the removal of the hat among European people, often reduced among ourselves to touching the hat, is a remnant of that process of unclothing himself by which in early times the captive expressed the yielding up of all he had. Not less interesting is the explanation of the origin of shaking hands. From kissing as a natural sign of affection to kissing the hand as a compliment, the transition is easy and requires no further explanation, for a simulation of affection, no less than submission, is an essential part of propitiatory ceremony. If, of two persons, each wished to make an obsequious gesture by kissing his hand, and each out of compliment refused to have his own hand kissed, what will happen? Just as when leaving a room each of two persons, proposing to go first, and there will result at the door, way some conflict of movements preventing either from advancing. If each of two tries to kiss the other's hand, and refuses to have his own hand, there will result a raising of the hand of each by the other towards his own lips, and by the other, a drawing of it down again, and so on alternately. Clearly, the difference between the simple squeeze to which this salute is now

THE MONEY MARKET.

Table with columns: BANKS, Capital, Dividend, Closing Price. Includes entries for Canadian Bank of Commerce, Bank of Montreal, etc.

Table with columns: INTEREST PAYABLE, WHIRRY PAYABLE. Includes Dominion Gov't stock, 5 per cent, etc.

MONTREAL STOCK REPORT.

Table with columns: NAME, Capital, Dividend, Closing Price. Lists various Montreal stocks like British North America, Canadian Bank of Commerce, etc.

often abridged, and the old fashioned hearty shake exceeds the difference between the hearty shake and the movement that would result from the efforts of each to kiss the hand of the other.

Kissing, we have said, is a natural expression of affection; and it is curious to note the analogous manifestations among animals and some of the lower tribes of men. A dog displays his affection for his master by licking his hand. A cow distinguishes her lamb by the olfactory sense, and apparently derives pleasure from its exercise. The same sense is used among men not only to distinguish, as in the case of Jacob and Isaac, but also as a mark of affection. Among the Mongols, for instance, it is found as a mark of paternal affection, instead of embracing, while the Europeans do not kiss each other in the western fashion, but apply the lip and nose to the cheek and make a strong salutation.—Chamber's Journal

London was given in New York yesterday in the Star route cables to the effect that frauds were infamous and that the parties implicated should be prosecuted against indictment.

London correspondent of the Globe in connection with the British emigration—that is, excluding foreign—some interesting facts are apparent. Canada has many emigrants as the whole of the other colonies put together. During the June quarter the ministers having for the United States showed a decrease, while an increased number left for Canada. The Irish emigration shows a decrease everywhere. The population of the United States and Canada stand in the proportion of 121

to 1, but the British emigration to the two countries during the June quarter was only as 7 to 1, and in the September quarter as 8 to 1. This certainly tends to show the favourable position which Canada is occupying at the present time, and that the claims of the colonies as against those of foreign countries for a share of emigration are beginning to receive some attention from the British public.

Commenting on Lord Randolph Churchill's reference to the trade question in his recent Hall speech the Morning Post says—

"We do not believe that all nominal Free Traders are bigoted, and to their common sense Lord Randolph Churchill and other advocates of a fair commercial policy may confidently appeal. It should never be forgotten that, while our control over imports is direct, our control over exports is indirect. When foreign countries put heavy duties upon the articles we export, it means that they wish to pay as little as possible towards our workmen's wages; in other words, that they desire to foster their own manufacturers of every sort duty free, it means that we are animated by precisely the opposite spirit, that we do not wish to foster our home industry, and do not care a straw for the prosperity of the British workman. The fundamental delusion at the bottom of the belief is undoubtedly the belief that the duties levied on imported goods are taken directly out of the pockets of the importing nation to go into the pockets of the exporters. The truth is the matter is that these duties go to swell the revenue of the importing country; and what is obtained from one quarter is not wanted from another. At the present moment Great Britain, the one Free-Trade country in the world, is far less, comparatively, prosperous than America or France, the special advocates of Protection."



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Days and Pensions. New house and  
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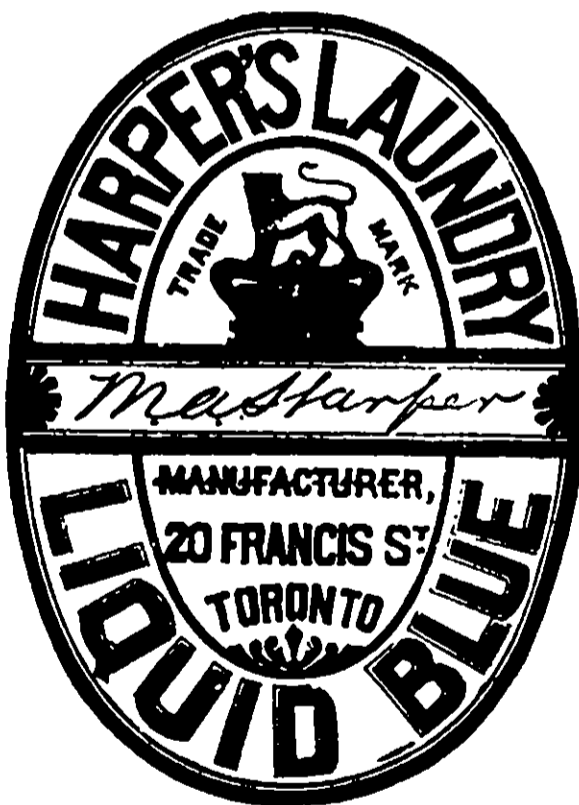
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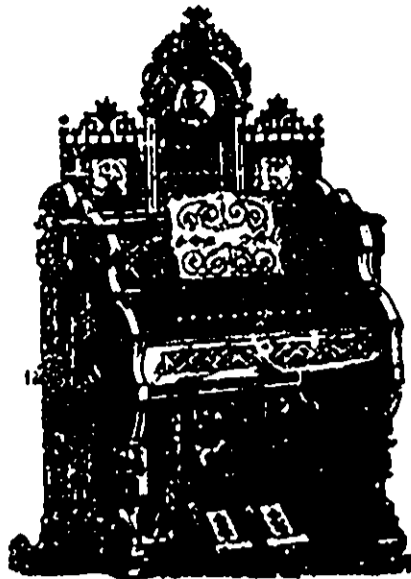
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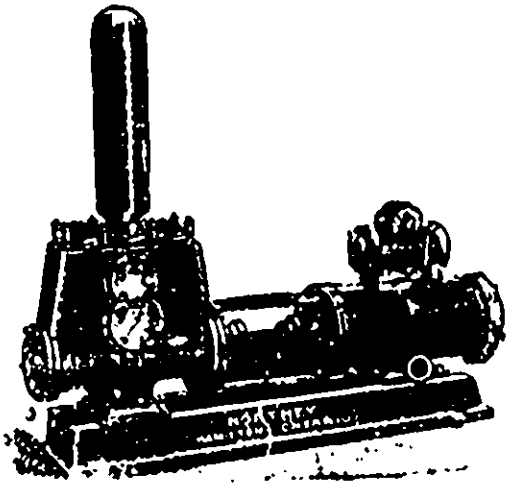
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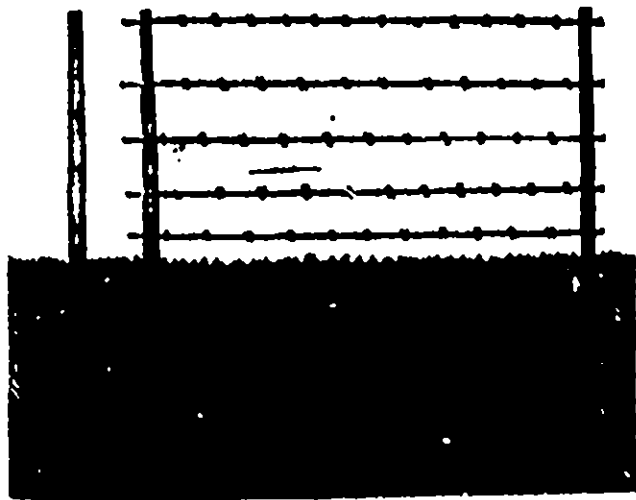
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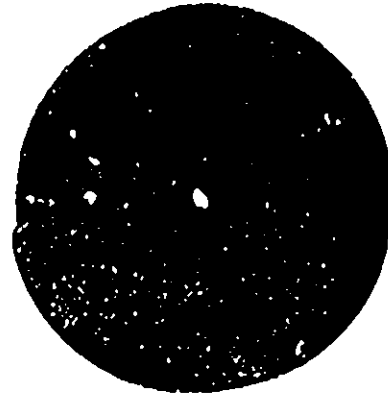
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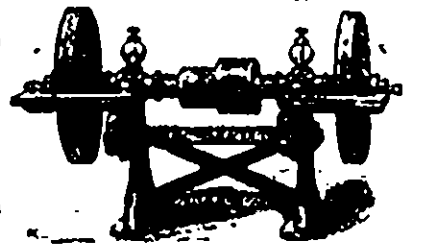
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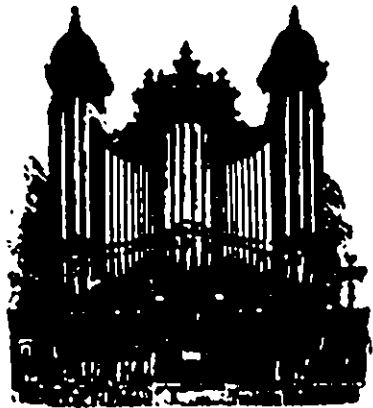
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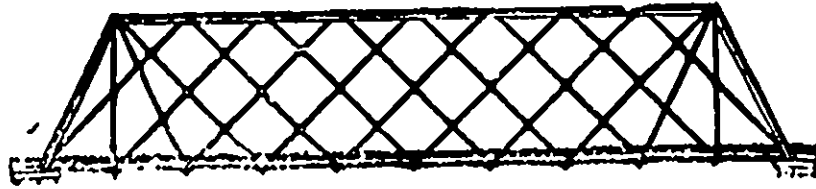
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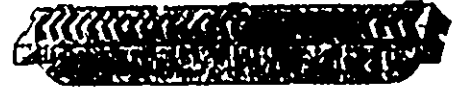
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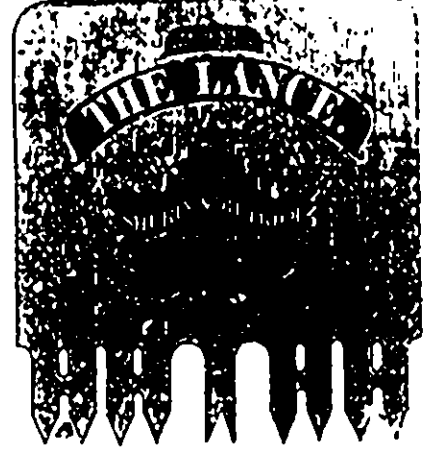
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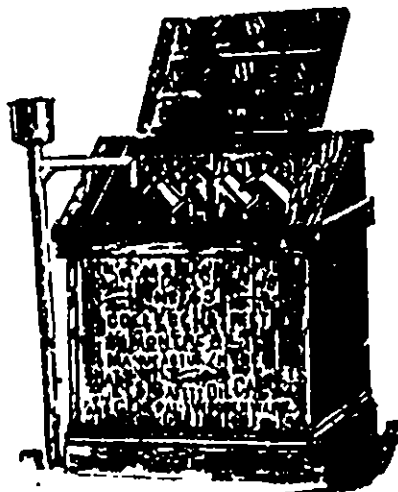
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