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ENGLISH INVESTMENTS IN
AMERICAN LANDS — A
PLEA FOR THE
COLONIES.

We are glad to notice that increased attention is being drawn to Canada as a home for emigrants from the United Kingdom. In the Liverpool Journal of Commerce of the 10th of June there appears a long letter from Mr. Mottram-Jones, pointing out the advantages of Canada and the North-West, to those engaged in agricultural and stock-raising pursuits. The publication of such letters cannot fail to be productive of beneficial results. And, editorially, the *British Freeman's Journal* says on the subject—“When a systematical migration into Canada has received practical aid of the Government as well as of private philanthropists, although one may not approve of a forced migration from any country, it is only common sense to look facts in the face and find out as much information for the people who will go away as possible. Though has been said from time to time the value of the wheat lands of Manitoba and the North-West Territory of Canada, but little is known of the cattle-breeding capabilities of the Dominion. English gentlemen of large means have acquired land in the Bow River District. Railways are being made with surprising enterprise. ‘The Bunch Grass Country’ is rapidly growing in public estimation as a beef-making basin. Law and order are undisturbed. The Indians are in this part the strongest upholders of the law. The herds of wild cattle of this prairie have given place to splendid breeds. Considerable facilities exist for obtaining cheap stock, especially of high class bulls, and scarce the acquisition of land is comparatively easy in this early stage of the development of the Dominion. But every day will make it more difficult. ‘The early bird catches the early worm.’ It appears that American railway and speculators are particularly busy in England at present in pointing out the advantages of settlement in the Western

States. Active agents are employed in stirring in glowing colours the resources and the climate of our neighbour's unoccupied territory, and every means that their ingenuity can suggest is resorted to for the purpose of promoting emigration and settlement there. *The London Times*, in a city article, recently drew attention to the nature of some of the land prospectuses which had made their appearance, urging caution on the part of capitalists. Commenting on the *Times* article, *The Colonies and India*, a journal, as its name suggests, published in the interests of the colonists, says in an article entitled “American Colonization with British Capital.”

“With the purely speculative part of these associations it is not our business to meddle. It may be that the prospects before the fortunate shareholders are all that the glowing fancy of the promoters has painted. We shall not hint a doubt as to whether these alternative areas are really gifted with the extraordinary properties with which they are credited. We would do the just to throw a cloud on the perpetual sunshine which is the lot of this favoured region. The directors, without question, have satisfied themselves as to the amber sugar-cane, as well as the large dividends likely to flow from the letting of their farms on lease, either to the British or to American farmers. The city editor of the *Times* has deemed it his duty to give a word of caution to those who intend embarking in these land schemes, and nothing can be more judicious than his suggestions—first, that the companies should inform the public whether they are under any obligation to purchase the lands spoken of on the spot as offered; secondly, that they should send out a competent number of directors to inspect and report upon the purchases. The remarkable thing in the *Times* article is the absolute unconcernousness of the writer that the British public have any other duty in the matter than to inquire whether the proposed schemes are sound from a commercial point of view. ‘The point for them,’ we are told, ‘is the standing and qualifications of the directors.’ ‘The nature of such a business,’ it is said, ‘requires no discussion, the public being already familiar with land companies for doing business in the Colonies and elsewhere, and with the kind of success or failure attending them.’ No discussion? It is then immaterial, in the judgment of the *Times* city editor, whether our population become holders of land in the colonies or ‘elsewhere?’ We can understand the directors of those new land schemes not being particularly interested in the matter. Whether it is the British immigrant or the native American farmer who buys or leases the allotments in this terrestrial paradise, is all one to those who have invested in these projects with a view of higher interest for their capital. But ought there to be no discussion of that part of these schemes which proposes to populate the American prairies with Englishmen, and, of course, to turn them into citizens of the United States? We perceive that one of the prospectuses quotes a sentence from a high agricultural authority, who has shown his confidence in the Association by becoming one of its directors, to the effect that this region is ‘the most suitable for the comfortable and prosperous settlement of British farmers.’ It is on this point that we deem it our duty to add to the warnings of the *Times* one equally pertinent to the question, and surely not less needed by the public. As there is no process by which the British farmer can be kept ‘British’ when he is in the enjoyment of these allotments in Minnesota, so it is clear that by just as many Englishmen as there are to tempt away to these lands will these

companies be robbing the Empire of its citizens, and adding to the power and resources of its most formidable commercial rival. It may be that this is a minor consideration in the eyes of those who get up these schemes, but it is our business to point out to those who intend to share in them as purchasers of lands in the American territory that the British Colonies offer advantages quite as great as any which Minnesota or Dakota can give, with this additional one, that the settler in one of them does not cease to be a British citizen. We have lands in Australia and in New Zealand, in Canada, and even in South Africa, equal, if not superior to any in the State, which may be obtained quite as cheaply, even if we include in the cost the larger passage money. And it is curious that one of the very inducements put forth to shareholders by the Dakota and Minnesota Land Corporation is a quotation from the *Money Market Review*, illustrating the success which has attended the operations of companies investing in the colonies. But if the illustration has any force, it proves something which is not what these American land companies desire to have proved—namely, that the schemes which have hitherto been successful have been, without exception, those which have made the colonies their field of operation.”

Canadians, and residents in all the colonies generally, will be pleased to know that there are some few journals in England which take an interest in the development of their country, preferring to see British capital employed here rather than in enriching the United States. There never was a time when it was more desirable that the advantages of Canada should be urged than the present. Knowing the value and importance of our vast and fertile territories in the North-West, the Americans seem to be making a special effort to place their unoccupied regions in the west prominently before the people of the old world. The Government of the Dominion did also act when it invited British tenant farmers to Canada to see for themselves. It has already brought forth fruit. The circulation of literature bearing upon the nature of the soil, the climate and the general condition of our North-West possessions, the lectures of prominent men before the Royal Colonial Institute, the letters in leading newspapers from travellers who have visited the country, and the editorial comments which have appeared in favour of encouraging emigration to Canada rather than to the United States, have all been of great advantage to Canada; and we hope, now that increased attention is being given to the country, that British journals which have hitherto ignored this country will follow the example of *The Colonies and India*.

PATENTS IN ENGLAND.

In the British House of Commons a couple of weeks ago, Mr. Anderson, member for Glasgow, introduced a bill affecting patents, a subject of interest in this country, and one upon which a discussion took place in the House of Commons last session. On the occasion of his moving the second reading of the bill Mr. Anderson pointed out the nature of its provisions. We give the summary of his speech as we find it in the *Liverpool Courier*. Mr. Anderson dismissed the idea that the bill was for the benefit of inventors only, because the good of the inventor was the good of the public. The heavy tax on inventors had acted as a system of repression, though it had been argued that the heavy tax on patents had been the means of driving out the incomplete, imperfect, and useless patents. This argument was met by the answer that the useless inventions defeated themselves, as there was

a natural weeding out of useless patents by the public not taking them. He drew attention to the fact that the Russian Government actually retained a patent for the Bessemer process, and the German Government for the Siemens process. It was the interest of a country, he pointed out, to stimulate inventive genius to the utmost, and it was done an enormous amount of good would be done to the manufacturing industry. The spirit in which the bill was drawn was that the interest of the inventors and the interest of the public ran in parallel lines—that the manufacturing industry of the country required the utmost amount of inventiveness that could be drawn from the brains of the people, and that that could only be got by treating inventors in a liberal spirit and rewarding them as much as possible. He reminded the House that the principle in America was that the Patent Office should pay its expenses and no more, and that every penny beyond that taken from the inventors was an injury to the country. In America a patent was given for seventeen years for the small charge of \$55. England charged \$875 for fourteen years, or twenty-five times as much for a less valuable privilege. The American system stimulated invention so much more than England that they had 15,000 patents a year where they could only get 3,000. That paid them £30,000 a year, and it was now proposed to reduce the cost of a patent to less than the present sum of £7. The most important inventions of recent times, said Mr. Anderson, came from America—the sowing machine, the knitting machine, the type-setting machine, the electric light, the telephone, the telephone, and so through the whole gamut of inventions, down to the less important, such as mouse-traps, apple-peeler, and a thousand other useful articles. He considered that the reason the Americans could undersell Englishmen in so many articles was—first, because they had more skilled and more intelligent workmen; and secondly because they had superior tools and labour-saving appliances, which were got entirely through the liberality of the Patent Laws. He then proceeded to point out the principles of his bill. First, it was that there should be paid commissioners to do the work, instead of leaving it to the law officers of the Crown, who had far more important functions to perform. The next principle was to extend the period of patents to twenty-one years instead of the present term of fourteen. That, he remarked, might be too long, but at all events it should not be less than seventeen years, the American term. It was true an extension beyond fourteen years could now be got, but that was very difficult and costly. The next principle was that whatever change was made in the terms on which new patents were to be got, all patents in force at the time of the passing of the bill, if it did pass, should at once enter upon the new state and get the benefit of the new charge for the remainder of their existence. The next important point was that there should be some term of grace for the payment of the periodic fees. If the extension in payment did not exceed three months, there should be a fine of an additional quarter of the tax; three months and not six, half tax extra; six months and not nine, three-quarters extra; nine and not twelve months, double the fee. The bill proposed a reduction of the fees, which proposition after all was only tentative, and might be further reduced if the fees then charged were found to be more than sufficient to pay the expenses of the Patent Office. There ought to be no payment beyond the initial payment till six or seven years, instead of as at present three years to enable the inventor to remunerate himself for the

first outlay. The next point was that inventors of the Crown might take out patents, provided they were not connected with the Patent Office. Many of the servants of the Crown desired this exemption, and it was very hard that because a man happened to be in the service of the Crown he was not to get the benefit of any inventive genius he might possess. Two last points was that where the Crown took the use of inventions the remuneration to be paid to the inventors should be estimated not by the Crown but by an arbitrator. He proposed no amendments to the present law. They did not include all the amendments that might be made, he remarked, but they would effect a reform which would be satisfactory to inventors, and be an immense benefit to the country. It might be said that he (Mr. Anderson) was aiming at too much, and that this was a subject which ought to be taken up by the Government. He would only be too happy if the Government would take it in hand, but if they intended to do so they ought to take it up in a liberal spirit. A short discussion followed, and the bill was referred to Committee.

A WEATHER PROPHETIC FULFILLED.

On the 21st of June, Dr. Stone Wiggin, of St. John, New Brunswick, now of the Finance Department, published in this journal a letter signed “Astrophysician,” announcing the approach of a terrible tornado that would in a few days visit this continent. A portion of his letter reads as follows, most of the journals who copied it heading it with the words, “An Astronomer’s Warning”:

“As the moon will be at her inferior conjunction on the 25th, and as the planets will be but a few degrees out of conjunction, I would advise seamen to set their vessels into safe harbours till that date be passed. Terrible gales, accompanied by hail, will blow from the southeast along the Atlantic coast. Brilliant showers of meteors will occur, especially within the tropics. The tides will be unusually high in the West Indies, and hurricanes will prevail on the east side of the Rocky Mountains. The month of July will be excessively hot, owing to the heated atmosphere returning from the equatorial regions.”

Knowing that this gentleman had twenty years ago written a work on Astronomy, these words were considered of such importance that they were wired to every part of the continent by the Associated Press Agent in this city, and the following morning appeared in all the leading journals in Canada and the United States. This gale, here so accurately foretold, and which for its wide area, its violence and destructiveness, had no equal since the settlement of the country, first showed itself in the Southern States, its fury, if possible, increasing as it proceeded northward, where many lives have been lost and millions worth of property destroyed. On Saturday, the 25th of June, it swept over Georgia and Virginia, uprooting trees, throwing down chimneys and prostrating buildings—burying many persons in the ruins—and carrying timber through the air as if made of straw. Thousands of bushels of wheat were literally pounded into the earth, and for twenty-four hours the ballstones lay six inches deep upon the ground. On Sunday, the 26th, it appeared so far east as the Gulf of St. Lawrence, and at Memramcook, N.B., the ball could have been collected in bushels. On Monday it appeared at Washington, doing immense damage to the city and its vicinity. At the same moment it struck into New Hampshire. A Franklin despatch (N. H.) of the 28th says: “During a tornado here yesterday (Monday), ballstones more than an inch in diameter fell. Half the houses in the town had the windows shattered, multitudes of chimneys were swept down, trees uprooted and gardens are everywhere in ruins. Many buildings are severely

damaged, and freight cars at the depot of the Northern Railway were blown off the track." A similar event took place at the same moment at Wabash, Ind., where a whole train of freight cars were lifted from the track and thrown down an embankment. So neatly were they lifted that not a link was broken. The States of Iowa, Illinois, Pennsylvania, Ohio and Indiana, appear to have been the principal sufferers, owing to the loss of life, the immense destruction of private property, churches and public buildings. Western Ontario had a share in this wide-stretching tornado. From Millbrook, Millbrook, Eric, Welland and St. Catharines, came despatches announcing the destruction of property in the form of ruined wheat fields, of rooted forests and fruit trees, and the destruction of buildings, to an extent never before known in these latitudes. At Welland the hurricane was accompanied by hailstones as large as walnuts. In the township of Erin it swept everything before it. A despatch says: "It was terrific to behold trees, rail's timbers of buildings and shingles flying in the air and tossed in every direction." On the farm of Mr. McClure, the barn was swept off its foundation and torn to shreds. Strange to say, that a valuable span of horses which were left standing in the stable tied to the manger escaped unharmed. Mr. Neer, a neighbour, says a thousand dollars will not cover the loss to his buildings and crops. A St. Catherine's despatch says: "Such a storm never before visited this locality within the recollection of any person living." The people of some sections of Canada and the United States have cause to long remember this tornado.

EDITORIAL COMMENTS.

Some interesting industrial notes, taken from the *Toronto Mail*, will be found in another column.

A general review of British volunteers is to take place at Windsor on Saturday, in presence of the Queen. Over 50,000 men are expected on the ground.

Ontario and Island Revenue returns for June show a large advance on the same month last year. For the fiscal year 1880-1881 it is expected that the Finance Minister will be able to show a surplus of at least two and a half millions of dollars.

During June, says the *Indicator*, the United States mints coined \$6,020,500 gold and \$2,413,870 silver, the latter mainly 412½ grain silver dollars. According to the statement of assets and liabilities of the treasury, July 1, there were in the treasury vaults \$62,344,722 412½ grain silver dollars, and \$3,300,949 silver bullion; the silver certificates issued amounted to \$51,166,530, of which the treasury held \$12,055,801.

It is announced in military circles that it has been decided that it is not expedient to confer upon Sir Frederick Roberts the permanent rank of Lieutenant-General in the army in recognition of his recent services in Afghanistan, though he held that rank locally in the field, it being considered that Gen. Roberts' junior position would not justify his supersession of those officers standing before him on the list of Major-Generals.

From the *St. James' Gazette* we learn that petitions to Parliament, praying that "no commercial treaty with France be concluded until the public has had an opportunity of considering its provisions, and that under no circumstances shall any treaty be concluded without containing a stipulation enabling Great Britain to withdraw from the same after one year's notice," are being extensively signed in all the large trading centres, including Liverpool, Birmingham, Glasgow, Leith, Sheffield, Bradford, Hull, etc.; also in the City of London, Southwark, Hackney, and the Tower Hamlets.

On Saturday morning last the President of the United States was shot when about to leave Washington on a trip eastward. The assassin was arrested. The President still lives; and although his case is not altogether hopeless, it is the opinion of many that he cannot recover. A sketch of President Garfield's career will be found in another column. Telegrams have been received from all parts of the States, Canada and Europe, expressing sympathy with his family.

and the hope that he will recover. The assassin says that political motives prompted him to commit the deed.

The first number of *Bradstreet's* contains a statement of the mercantile failures in Canada and the United States for the three months of 1881 ending 30th June. The following figures show the failures for the first six months of the years 1879, 1880 and 1881:—

1879. 1880. 1881.

No. of failures	1,176	440	322
Actual assets	\$9,245,110	\$3,102,000	\$2,457,040
Liabilities	\$17,040,448	\$6,661,161	\$1,609,577
Percentage of assets to liabilities	61.6-10	49.8-10	40

This is a gratifying exhibit, and is additional evidence of the improvement in the business affairs of the country.

About two weeks ago, a memorial, signed by 253 members of the British House of Commons, was presented to Mr. Gladstone in favour of legalizing marriage with a deceased wife's sister. Sir Thomas Chambers having written to the Premier on the same subject, the latter replied as follows:—"The interests and the embarrassments connected as to time with the Irish Land Bill are too great at present to allow me to speculate on the possibility of our being able to give any aid to your Bill, though I sincerely hope it may be in our power to do so. There will undoubtedly be a great demand for the Bankruptcy Bill, and I am by no means without the fear of some other pressing demands which we could hardly put aside."

A report dated June 2nd shows the number of persons imprisoned in Ireland under the Protection, commonly called the Coercion, Act. The returns also set forth the cause of arrest in each case. It will be remembered that great indignation was manifested after the arrest of the Rev. Eugene Sheehey. The grounds for his arrest are thus set forth:—"Reasonably suspected of having, since the 30th day of September, 1880, been guilty, as principal, of a crime punishable by law, that is to say: assembling with others and unlawfully attempting, by threats and menaces, to compel divers of Her Majesty's subjects to quit their lawful employment, committed in a prescribed district, and being an act of violence, and tending to interfere with the maintenance of law and order."

We have received the sample pages of Lovell's Business and Professional Directory of the Province of Ontario for 1881-82, alphabetically arranged as to places, names, business and professions, with a classified business directory of the city of Montreal. The publishers, John Lovell & Son, say they have already succeeded in taking the business and professional names in nearly 900 places in Ontario, leaving still about 700 places to take. They have a large staff of agents in Ontario and trust to complete taking the business and professional names by the end of August. After the cities and towns are in type, trustworthy agents will be sent to correct the proof sheets, from door to door, and the proofs of villages, etc., will be sent to Post-masters and other gentlemen for correction. The work will be a valuable one for reference.

From the Colonies and India we learn that an ordinance has been issued, prohibiting the sale of intoxicants to Polynesians, Indians and Fijians. By this regulation it is prohibited for anyone to have in possession or to drink any white man's intoxicating liquor, or to fetch it for another to drink, or to obtain it for a native, half-caste, Indian, or Polynesian. Any one offending against this law is liable, for a first offence, to a penalty not exceeding ten shillings; for a second offence, not less than ten or exceeding twenty shillings, and for any subsequent offence to imprisonment for not less than three or more than six months. If intoxicants are found in the possession of any one of the above classes in a native town, any person in authority may seize the same, and hand it over to the magistrate, who shall cause it to be destroyed in the presence of witnesses. The Governor may, in case of any person of the native race whom he may deem qualified by character and general sobriety, grant an exemption from the operation of this law, but such exemption shall be in accordance with the conditions imposed in each case.

An analysis of the Irish census shows a population of 3,159,640, being a decrease of 282,638 since 1871. The population is composed of 2,522,804 males and 2,037,035 females. The decline of the last ten years was spread over all the counties except three. The counties which did not decline were Antrim, Donegal, and Kerry, one of the poorest and most remote localities. In all the others the decrease went on varying from 10.8, or in round number 11 per cent, in Monaghan, to 10.1 per cent in Tipperary, 10 exactly in Carlow, 3.2 in Galway, 1.7 in Cork, and 0.7 in Mayo. It is remarkable that Carlow, the garden of Ireland, and all the other richest tracts of soil, should have suffered most from depopulation. The religious distribution of the population was—3,051,888 Roman Catholics, 635,070 connected with the Church of Ireland, 485,503 Presbyterians, 46,689 Methodists, and the balance was made up of other denominations. The decrease of the Roman Catholics in the ten years was 198,979, of the Protestants 32,328. During the last ten years dwelling houses have disappeared to the number of 58,019, while buildings used as accessories to farms and for business pursuits in towns have increased to the number of 15,228.

From the *St. James' Gazette* of the 24th of June we learn the following facts regarding the progress of the Anglo-French treaty negotiations:—

"There was another joint meeting of the Anglo-French Commissioners yesterday, when the consideration of woolen tissues was again before them and was concluded. There will be a few more meetings, and it is expected that in about a fortnight the commissioners will have completed the immediate business upon which they have been and are at present engaged. The subject of the French tariff was under the consideration of the Council of the Sheffield Chamber of Commerce yesterday, when the President, Mr. F. Brittain, was deputed to have an interview with the commissioners on the 28th inst. As an instruction to him, the council passed a resolution to the effect that it was desirable that any future treaty of commerce with France which recognised the present high duties imposed by France should contain a clause permitting either country to withdraw from such treaty on giving twelve calendar months' notice. Petitions against the proposed treaty are being extensively signed by Sheffield workmen. In the French Chamber of Deputies yesterday M. Tirard, the Minister of Commerce, brought in a bill authorising the Government to prolong existing treaties of commerce. It is unfortunate, says the Standard's correspondent, that this step was not taken earlier, because it will undoubtedly give rise to the idea that the negotiations with the English Government are not proceeding satisfactorily, and that the French Government shrinks from the possibility of having to face the serious consequences to French trade which would inevitably attend the operation of the new general tariff if this were not modified by treaty arrangement."

The London correspondent of the New York World telegraphs in regard to the state of feeling in England on the Anglo-French commercial treaty question: "A more important question than even the land bill is agitating England. Public meetings are held every day in various parts of the country calling upon the Government to inflict heavy import duties upon French goods and to adopt a policy of retaliation against all other protectionist nations. Hitherto the manufacturers and artisans have had a monopoly of this agitation, but the long suffering farmer is now getting on his mettle, for the new French tariff will deprive him of the only market he has for the sale of his surplus products. The duty on horses is decreased, but the duties on most other kinds of live stock are increased, oxen paying 12s. each instead of 2s. 11d., and cows 8s. 5d. instead of 1s. Live and dead game, fowls and turtles pay 8s. per cwt. instead of being free of duty, as formerly. Fresh butchers' meat pays a new duty of 1s. 3d. per cwt., and the rates on preserved meats and extracts are also raised. Skins, wool and horsehair are still free. Cheese, both hard and soft, is to pay double the former duty, and a new duty of 6s. 3d. per cwt. is imposed on fresh butter, while that on salt butter has been increased. The farmer is now joining the mechanic and the movement is making extraordinary headway everywhere. As yet the leading politicians fight shy of it, but everybody sees that it is destined to become the question of the hour, for it is a question of bread and butter. The franchise, the redistribution of seats and reform in the land laws are mere abstract theories compared

with this matter. Mr. Bright, of course, calls the retaliationists fools and other out and out Free Traders urge that England cannot afford to let the world know that she doubts the efficacy of Cobden's teachings, while the retaliationists reply that they are not going to let the country be sacrificed for an idea. The Premier has given great offence to the leaders of the agitation by a letter to the sugar refinery in which he makes light of their claims for protection against continental bounties. An active organization has been formed in the north for influencing future elections, and the working classes are rallying to it in thousands. The French are said to be getting alarmed at the threats of retaliation, and it is reported to-day that they are disposed to modify their tariff in some important particulars, but the Foreign Office professes ignorance."

NATIONAL INDUSTRIES.

(The *Industrial World* will be pleased to receive items of news from its readers in all parts of the country, for publication in these columns. It will take but a few minutes time and a postal card to acquaint us with what is going on in your neighbourhood, and we will always find room for all legitimate communications, which must be accompanied by the writer's name as a guarantee of good faith.)

OUR ONTARIO INDUSTRIES.

We have just received Appendix B of the Agricultural Commission report issued by the Ontario Government. It contains a variety of interesting information regarding the counties of the province, their prosperity, etc. Under each head a summary is given of the local industries—a record which, although admitted to be incomplete, is still sufficient to establish two facts, persistently denied by Reformers—first, that our manufacturing industries are of vital importance, both as affording employment to the people and as providing a home market for the farmers; and second, that such industries, together with agriculture, are developing and prospering under the present tariff.

Subjoined are the detailed statements of some of the industries of the province, no particulars being given of the varied manufacturing branches established in this city and Hamilton.

BRANT.

Nine cheese factories, an iron foundry (in which first class stoves are manufactured), an agricultural implement factory, and six flouring mills, all doing a good run of business; also a large number of mechanical industries dependent on the agricultural population, attest the fact that Brant possesses all the elements necessary to ensure permanent prosperity.

BALTIMORE.

There are extensive salt wells at Kincardine, which give employment to a large number of persons. Large quantities are shipped direct from Kincardine to American ports—the article having a high character and being in much request among western pork packers. There are several minor local industries in Kincardine, which give employment to a considerable number of mechanics and labourers. For instance, there are saw and planing mills, foundries, woolen, wagon, chair, soap, and artificial stone factories; also a brick and tile factory, believed to be the only one in the Dominion.

CARLTON.

The lumber trade gives considerable impetus to agriculture in this district—large numbers of men being employed at the shanties in winter, and at the Chaudiere mills in summer, who consume large quantities of farm products. A considerable trade has sprung up in horses. American buyers coming over periodically and draining the market of surplus stock. Three cheese factories are working, but three others have been closed, not having proved profitable.

The county contains, in addition to the immense saw mills at the Chaudiere, steam flouring mills, woolen factories, foundries, machine shops, and numerous lime kilns and brick yards. The facilities at Ottawa for the establishment of a manufacturing, and, to some extent, a distributing centre, may be said to be unrivaled.

DURHAM AND NORTHUMBERLAND.

Durham has several grist and flouring mills, saw mills, four (custom) woolen mills, a woolen factory (supplying Montreal wholesale houses), one foundry and machine shop, ten shingle mills, and (at Bowmanville) a pork packing establishment, and large furniture and piano and organ factories. Northumberland has two foundries, eight grist mills, three woolen mills, twenty-four cheese factories, eight flouring mills, twelve saw mills, and five shingle mills.

LEEDS.

This county has a large number of local industries, including seven grist and flouring mills, twelve steam and water mills, two saw mills, one barrel stave factory, thirty-six cheese factories, one creamery mill, two woolen factories, one pork packing house at Aylmer, one turning factory, one spoke and hub factory, one large agricultural implement factory, and several carriage and wagon factories. Shipbuilding is

a growing industry at Port Burwell, different railways and works giving employment to about 1,000 hands. Foundries and machine shops, 100 men, and do an estimated annual turnover of \$120,000.

KINGSTON.

Twenty-five mills are at work, the timber, oak, and other woods to export to the United States. This winter employment to the people. The coal burning is also a newly developed industry, which must help to develop the area of uncleared land. There are thirty charcoal kilns in the county, consuming 600 cords of wood weekly. The charcoal is shipped to the United States and used for iron smelting. The descendants of the early French settlers in this county are experts in the boiling of straw hats and in the knitting of woollen socks. These two industries are estimated to produce about \$400,000 annually—the city of Detroit having, it is stated, paid the French Canadian manufacturers £100,000 last year for straw hats alone. The braid is also exported to the coast and even to South America and Mexico, where it is made up into fashionable shapes, and commands a ready sale. A manufactory has been in operation at Walkerville, for the last two years, in the production of glucose (krage sugar).

FRONTENAC.

Frontenac has six cheese factories, two woolen mills, two steam saw mills, a water power saw and shingle mill, four grist mills, one carriage factory, two planing factories, four shingle mills, one iron smelting works, one iron foundry, besides planing mills, saw and door factories, boot and shoe factories, brown factories, tanneries, brickyards, and lime kilns. Shipbuilding is extensively carried on at Garden Island, opposite Kingston.

GALT.

In addition to grist and flouring mills (one steam), three saw mills, one shingle factory, one carriage factory, two planing mills, one saw and door factory, five planter mills, eight cheese factories, five woollen factories, one agricultural implement factory, a foundry and machine shop, a carriage factory, and a limestone quarry.

MALIBRAN.

The county has four flooring mills (one steam), three saw mills, one shingle factory, one planing mill, one cloth and door factory, five planter mills, eight cheese factories, five woollen factories, one agricultural implement factory, a foundry and machine shop, a carriage factory, and a limestone quarry.

MALIBRAN.

Lumbering is about the only industry which provides a market for agricultural products. There is a cheese factory in the village of Minedo.

HALTON.

Among the chief local industries are woollen and paper mills, and hydraulic cement, and mineral paint works. There are also the usual industries attendant upon an agricultural population. At first no cheese factories or creameries have been started.

HASTINGS.

Gold mining is very extensively carried on in Madoc and Marmora, and iron mining is likely to have increased development. Cheese making is the most important industry carried on in the county. The cheese export from the Bay of Quinte district, to which Hastings is the largest contributor, amounted last season to about five million of pounds. There are forty-eight cheese factories in the county.

KINGSTON.

Kent has several grist and saw mills, an iron foundry, three bending factories, three planing mills, one cloth and woolen factory, three carriage factories, two saw and door factories, two steam and heading factories, several shingle mills, and sixteen cheese factories.

LAMBTON.

Lambton is the principal seat of the great petroleum industry in Canada, which, with some salt works, furnishes employment for a large number of hands. The other industries are those always attendant upon an agricultural population. There are nineteen cheese factories in the county, also several steam, grist and saw mills.

LAWRENCE.

There are several large woollen mills at Almonte, and some smaller ones in various parts of the county, employing in all about 1,000 hands; also some saw mills, employing about 500 hands while running in summer, and about 1,000 hands lumbering in winter. There is also a revival of the square timber trade with the expectation that it will in a year or two assume its old proportions. Lumbering gives the farmer the highest prices at his own door, and has materially helped to settle the county. Mining is also extensively prosecuted, and there are ten cheese factories within the county limits.

LEEDS AND GREVILLE.

The united counties contain brick works for the manufacture of superphosphate, four steam saw mills, the usual local industries attendant upon a farming population, nine creameries, and 102 cheese factories, the township rear of Leeds where several exist, but the number is not furnished) fifty-eight cheese factories, some of them on a small scale, very energetically conducted by private individuals, with a view to meeting local requirements in sparsely populated districts. Brockville is a large timber mar-

and its brand is highly esteemed, in both United States and English markets. At Prescott is located the well known stock farm of Mr. Wiser, M.P., in connection with his distillery. Mr. Wiser annually exports to England West Indian beets, which command high prices in that market. He is also paying great attention to the raising of young horses, particularly of the Thoroughbred breed. At Cardinal, on the Grand Trunk railway, there is a research factory. At this place Mr. W. P. Hanson has a farm of 1,000 acres devoted to the breeding of Shorthorn cattle, which he chiefly finds a market in the United States.

JENKINSON ADDRESSES

The county possesses three large mills, some agricultural implement factories, four woolen and numerous saw and grist mills, a wire and bolt factory, sixteen cheese factories, several foundries, brick factory and several cabinet factories, and the manufacture of water lime is carried on extensively. Iron has been found in the township of Sheffield of good quality, but whether it exists in paying quantities is still to be decided. Silver has also been discovered in Sheffield and Angle.

LINCOLN

Stone quarries in the township of Weston give employment to about 150 men who draw their supplies from neighbouring farmers. There are several steam saw mills in Calstock, four mills, two others, paper pulp, cotton and woolen mills and saw, axe, and knife factories in Grantham; also several saw and gun mills and machine shops in Grimsby and Niagara townships. Only three cheese factories are reported in this county.

MIDDLESEX

There are forty-one cheese factories in the county, and in addition to ordinary industries attendant on a farming population there are three saw mills, one flax and two woollen mills, one stove factory and one tile yard. The grazing of cattle for exportation to England is rapidly developing into an important industry. The oil works of Middlesex are very extensive, and not only do they supply a large proportion of the home markets, but considerable quantities are shipped to Europe. London has a large establishment for the manufacture of dairy cars, and several furniture factories. It has also one of the largest breweries in the Dominion.

SUFFOLK

Suffolk has twenty-two cheese factories, one vegetable canning factory, one agricultural implement factory, one woollen, sixteen saw, six shingle, and one planing mill, one saw and door factory, and seven grist mills. The woollen mill at Port Dover employs about one hundred hands when running in its full capacity. The principal streams—the river Lynn and Big Creek—have excellent water privileges.

ONTARIO

The returns are incomplete under this head. There are seventeen saw and shingle mills reported, also eleven grist mills, four cheese factories, one agricultural foundry, some woollen factories, tanneries, three planing mills, three turner shops, one furniture factory, seven carriage factories, two carding mills, two tile yards, and other mechanical industries attending an agricultural population. In Guelph are located three large agricultural and other machinery factories, also one of the largest furniture factories in the Dominion. There are also malleable works, a scythe and fork factory, a stove foundry, a tinware factory, carriage works, and the Columbus woollen mills. Whitchurch has a large agricultural implement factory.

OXFORD

Oxford has forty-eight cheese factories and three creameries, eight flouring mills, five saw mills, two carding mills and three oat mills. There are also several extensive agricultural implement factories, a cheese box factory, carriage and wagon factories, and a drain tile yard, in addition to the ordinary industries attendant upon a farming community. Oxford is entitled to credit for having been the first county in Ontario to enter largely into cheese making on the factory system. This system was introduced by the late Mr. Harvey Harrington, of Herkimer county, N.Y., who settled in Oxford in 1863 or 1864.

PEACE

Peace has four cheese factories, sixteen flouring mills, two foundry and machine shops (employing about one hundred and fifty hands), one large woollen mill at Streetsville, when in full work, employing one hundred and fifty hands. There is also a large red sandstone quarry in operation in the neighbourhood of Brampton. Among farmers butter making is the most important dairy industry.

PEMBROKE

There are several small industries in the incorporated village of Norwood, in the township of Asphodel. There is a steam bending factory, where are produced wagon and sleigh materials which are shipped to different parts of the world. Iron mining is carried on extensively in the township of Belmont. There are eight cheese factories working in the townships of Asphodel, Belmont, Summer, Dumaine and Smith.

PREScott AND RUSSELL

Preston has six cheese factories and one creamery. There are sawmills at Rockland, in the county of Russell, em-

ploying about one hundred and fifty hands.

PRINCE EDWARD

The county has twenty-four cheese factories, and there are some woollen factories and mills reported in Hallowell township. There are no other industries except those usually attendant on an agricultural community. The cheese made in this county—averaging 25,000 boxes per annum—aggregates in value from \$150,000 to \$200,000.

QUEBEC

There are a woollen factory in Admas, saw and grist mills and a cloth factory in Bromley; iron founders, two steam cabinet factories, a woollen mill, three grist and two saw mills, two axe factories, a planing mill and sash factory, and a cheese factory in the village of Renfrew, some steam mills, a woollen factory and two foundries in the town of Pembroke, and a carding mill, two grist and two saw mills in Wilberforce. Lumbering is looked upon as the great industry of the county, but it is carried on almost wholly by outsiders.

SAUGATUCK

These are almost wholly confined to lumbering and to the hemlock bark trade. There are, however, several steam flour mills, some shingle mills, several saw mills, four cheese factories, pail, broom, and glove factories, a lath mill, and two woollen mills in the county. At Brinston, in Tecumseh, bee farming is carried on a large scale.

STORMONT, DUNDAS AND GLASSBERRY

There are, in all thirty-one cheese factories and seven creameries in the counties; also several grist and saw mills, iron foundries, carding mills, and three very large cotton and woollen mills, in the town of Cornwall, which within a very few years has considerably more than doubled its population, and which is the county town of the united counties. Important canal works, now in progress, have caused a large expenditure in the neighbourhood, and farmers are now paid high prices in cash for nearly everything they produce.

VICTORIA

There are six cheese factories and one creamery in Victoria, and several saw, shingle and grist mills, but no other industries, save such as are generally attendant upon an agricultural population.

WATERSLOO

Waterloo has a good exhibit of local industries, many of which help towards providing a market for agricultural products. There are twenty grist, three linen and flax, one linseed oil, tea woolen, twelve saws, one scutching and two oatmeal and barley mills; seven foundries, six stave, one lathe, one cabinet, one children's carriage, and eight cheese factories; four tanneries, two breweries, three creameries, one butter factory, one cigar box factory, and some cigar factories.

WELLINGTON

The city of Guelph, the county seat of Wellington, has large manufactures of sewing machines (which have a world-wide reputation), musical instruments, and woollen fabrics. There are also a carpet factory, stove foundries, eagles and agricultural works, saw, bone and oatmeal mills, and brush, barrel, furniture and cigar factories and breweries. Butter making and pork packing are carried on on an extensive scale. There are seven cheese factories and one creamery in the county.

WESTWOOD

There are seven cheese factories reported as in operation in the county; also grist, saw, paper and woollen mills, and an agricultural implement factory—the latter at Ancaster. The city of Hamilton is noted as one of the principal manufacturing centres of the Dominion, almost every industry being represented there, and it furnishes an excellent market for agricultural products.

YORK

Omitting the city of Toronto, which has no municipal connection with the county of York, and which has large and varied manufactures, there are, in addition to other local industries dependent upon or providing a market for agricultural products, three flouring mills reported in St. Jacobs; two cheese factories, two tanneries, two carding mills, seven saw mills, and seven grist mills, in King; milling, farm implements, carriage and wagon, and two cheese factories, in Markham; two agricultural implement factories in Vaughan; six grist, one woollen, and three paper mills and three tanneries in York; and flouring, saw and paper mills, a tannery, a woollen mill, a hat manufacturing, and furniture manufacturers in Newmarket. Some lumbering is still carried on in the county.—Toronto Mail.

THE CANADIAN ACADEMY ART EXHIBITION.

Halifax, 4th.—The art exhibition of the Canadian Academy was opened at Halifax on Thursday evening in the old Provincial Building, the second flat of which was granted for the purpose by the Local Government. A committee of the Academy, L. R. O'Brien, president, have been in the city and conducted the arrangements for holding the exhibition. The following Canadian artists are here: F. M. Martin, R.O.A., Toronto; James Smith, R.O.A., Toronto, R. W. Watson, A.R.O.A., Hamilton; Jas. Watson, A.R.O.A., Montreal; J. W. H. Watt, A.R.O.A., Ottawa; F. Shaw Day, Kingston; J. A. Fraser, W.

Douglas, Toronto. The exhibition will be thrown open to the public to-morrow. You enter the building through the Pall Mall street door, and passing through the corridor you reach the council chamber at the south end of the building. This is divided into three compartments by the erection of two moveable screens, which display the pictures to the best advantage. This compartment is lighted in the day time by two of the windows in the south end of the building. The windows on the east and west being closed at night a very effective light is obtained from two additional large gasoliers which have been erected, giving a central light overhead in each compartment. Within the rooms are displayed the water colour and standard works such as pencil drawings, Indian ink and other pictures. Here are seven specimens of the artistic ability of the French; also a number of loaned pictures, among the contributors being Lady McDougall, Admiral McLennan and others. Several diploma works from the national collection at Ottawa, are displayed. Among the artists, whose works are exhibited in the department, are President O'Brien, Messrs. Martin, White, Hailey, Griffith, Fraser, Fowler, B. Smith, Nullard, Creswold, Burppell, Raphael, Matthews and Duncan. The library, adjoining the Council Chamber, is used for architectural and industrial designs. The collection is small. The next room is occupied by loaned oil paintings. The Assembly Room comes next where are displayed master pieces of Canadian oil painting, and among the exhibitors in this department are Mr. G. Harvey, of Halifax; Messrs. May, Vernon, Morgan and Athol, Nova Scotia; Miss Fanny M. Jones, Halifax; Mr. J. O. Miles, of St. John; Mrs. Schreiber, of Toronto; Messrs. Watson, C. Brinsford, Tupper, Edson, Paul Reel, Raphael H. Perre, Sandham, Harris, of Charlottetown, and Bell Smith.

The exhibition will remain open for two weeks. The rooms are well filled with pictures, and the exhibition is said to be fully equal in merit, if not superior, to that held at Ottawa last year. The Governor-General looked over the show this afternoon, and made several purchases.

NIAGARA FALLS

The following letter from Sir William Thompson, of Glasgow University, appeared in a recent issue of the London Times:

Sir,—Your leading article in the Times of yesterday on the storage of electricity alludes to my having spoken of Niagara Falls as the natural and proper chief motor for the whole North American Continent. I value the allusion too much to let it pass without pointing out that the credit of originating the idea and teaching how it is to be practically realized by the electric transmission of energy is due to Mr. C. W. Siemens, who spoke first, I believe, on the subject in his presidential address to the Iron and Steel Institute in March, 1877. I, myself, spoke on the subject in support of Mr. Siemens' views at the Institution of Civil Engineers a year later, in May, 1878, in answer to questions put to me by the Select Committee of the House of Commons on Electric Lighting. I gave an estimate of the quantity of copper conductors that would be suitable for the economical transmission of power by electricity to any stated distance, and, taking Niagara as an example, I pointed out that, under practically realizable conditions of intensity, a copper wire of half an inch diameter would suffice to take 26,250 horse-power from water-wheels driven by the fall, and, losing only 20 per cent. on the way, to yield 21,000 horse-power at a distance of 300 British statute miles; the prime cost of the copper amounting to \$60,000, or less than \$3 per horse-power actually yielded at the distant station.

I remain, sir,
Your obedient servant,
Wm. Thomson.

The University Glasgow.

IMMIGRATION

The books of the Immigration Office at Ottawa show for the past six months, which closed on the 20th of June last, a most gratifying condition of affairs.

The arrivals show a large percentage of increase over last year, but the labour demand in this section has exceeded the supply and Mr. Willis has found no difficulty in securing good positions for all who come under his charge at excellent wages.

The demand about Ottawa is almost entirely for farm and general labourers and servant maid-servants, and there are no mechanics, but the labouring class forms the staple of the articles sought for. For farm servants the wages rank good. For men for the harvest season \$15 per month is freely offered with board, and to those wishing employment by the year, \$12 a month with board is the general price. Wages to servant girls vary from \$4 to \$7, according to the work required of them; and in several cases where married men have been enquired for the offers have been \$12 per month with board and a dwelling and fuel free. Where the man is not boarded about \$17 per month is the pay given. Although not able to supply the wants of the local labour market, Mr. Willis has frequent applications from parties at a distance. Among others now in his hands is one from Messrs. Purcell & Co., at Prince Arthur's Landing, who are anxious to secure good men for their works and pay them from \$1.75 to \$2 per diem. A short time ago he sent them up nine Hungarians with whom they expressed themselves highly pleased.

The following is a comparative statement showing the number of arrivals during the corresponding six months, ending June 20th, 1880 and 1881:

	1880.	1881.
Arrivals via the St. Lawrence...	254	444
from United States....	37	147
Total.....	291	591

Of this number there were—

Males	231	357
Females	112	142
Children	121	131
According to nationality there were—		
English	138	132
Irish	93	102
Scotch	58	51
Werners	101	102
Scandinavians	23	23
French and Belgians	31	25
Other countries	14	14
Their occupations given were—		
Farm and general laborers	137	270
Mechanics	35	47
Clerks, traders, etc.	28	42
Female servants	41	42
Others who went to Quebec	60	151
Remained in Ottawa	347	602
Went to Manitoba	14	22
Western States	1	1

The exhibit is certainly a satisfactory one, the interest is large and the general satisfaction shown by those who have settled in this vicinity gives every reason to suppose it will continue, especially as plenty of work is to be had at fairly remunerative prices. The demand for help during the first few days of the half year just entered upon is proportionate. As the first and third were not working days, only two days' application can be said to have been made, and they number over twenty. This is, of course, not including the request of Messrs. Purcell & Co., who do not specify what number they would like to secure the services of

Having recently spent some days in examining this historical treasure, we cannot forbear calling the attention of students of American history to its riches, now so happily, through the enlightened liberality of the Canadian Government, being made accessible to those upon this side of the Atlantic. At the same time we can, from our own experience, assure all who desire to consult its stores, that the unfailing courtesy and the unwearied aid that Mr. Dryunner and his assistants will extend to them will make their visit to the vaults of the Department of Agriculture at Ottawa, where the archives are kept, a sunny memory, and will give all American visitors an exalted idea of the excellence of the Canadian civil service, which they will long to have that of their own country strive to emulate.

BRITISH AGRICULTURAL NOTES.

The early wheat fields are now advancing under very favourable conditions of weather, the prevailing high temperature suiting the present stage of growth of both cereal and root crops. The showers of the last fortnight have saved the turnip crop in many cases, and added half a ton per acre to the growing hay. As a proof of the favourable conditions, it may be mentioned that the grass seeds sown in the Royal Agricultural Show Grounds at Derby on the 1st inst. have grown into award, which is already being mowed. The season has suited potatoes, which generally promise well. In the aggregate harvest prospects remain satisfactory.

The grain markets have continued firm in price under renewed complaints from America of damage done to the winter wheat fields by severe weather. Canada also complains of cereal prospects in the old provinces, while from Manitoba reports are received that the average of the crop is double that of last year, and the condition fair. The wheat shipments from America have been liberal, 225,000 qrs. wheat, 83,000 qrs. maize, 63,000 bags of flour to the United Kingdom, and the great total of 150,000 qrs. wheat and 100,000 qrs. maize to the Continent. The current imports of the United Kingdom have also been good—230,600 qrs. wheat (804 lb.), 176,400 qrs. maize (480 lb.), 63,870 sacks flour (380 lb.), 683,000 cwt. of oats, barley, beans, etc.

Farmers' home supplies keep very scanty, and fall short of local demand; value strong at full quotations. The wheat average made at Derby this week was over 4/-, or about 3s per qr. above the average price of the United Kingdom.

The finest sorts of foreign wheat have advanced 1/- per qr. in London, Liverpool, etc., from a week ago, and a healthy demand exists; but speculation does not enter the market, and current sales are to millers for present wants. The price made for best American and Australian wheat is 4/- to 5/- per qr. Flour has, coincidentally with wheat, risen 3d to 1s per sack. The wheat and flour trade exhibits strength. A return to dry and warm weather has helped oats and maize to recover from last week's depression in demand, although quotations cannot be said to be higher. Barley and beans continue unaltered in value. The Corn Exchange of Thursday and yesterday mostly quoted 6d and 1s per qr. advanced on wheat from the previous week. Oats ranged from 18s to 20s per qr. The French and other continental markets remain steady.

Forage is in improved request at about 5s per load advance from a fortnight ago; clover, 7s to 12s per load; hay, 8s to 12s; straw, 3s to 4s per load.

Cattle and sheep are difficult to sell all over the country at reductions in price, which the public might expect to share, but which is denied them by retailers.—*S. James Gaskell*, June 25.

At Versailles France, on Monday a deputation of Irish and Irish Americans deposited wreaths at the foot of General Hoche's statue. A poem was read. A banquet was given and patriotic speeches of the forces despatched were delivered by Rev. J. H. Pepper, Davis, Egan and General MacAdam. Stephens said only a few words of a non-political nature. Egan said: "To-day we are fighting against landlords; to-morrow we may be fighting for independence."

The trial of persons charged with the murder of Abdul Aziz commenced on Monday at Constantinople, with a public examination. Nouri Pasha admitted having ordered Abdul Aziz to be put to death by command of a commission composed of Midhat, Ruchdi and Mahmoud Pashas. Midhat, in a long speech, denied the existence of such a commission, and maintained that Abdul Aziz survived. The witnesses were then examined to prove that Abdul Aziz was murdered. The prosecutor demanded the penalty of death against the actual assassin and fifteen years hard labour for Midhat, Ruchdi and Mahmoud Pashas. The assassin confessed the assassination was ordered by Nouri Pasha. The replies of Ruchdi were systematic denials, but it was shown in the speech of Midhat to be self-contradictory. Midhat declared he would never have degraded the revolution, which he glorified in, and which was accomplished without bloodshed. Mahmoud energetically denied participation in the crime. The diplomatic corps and a large number of spectators were present.

SPIRIT OF THE COMMERCIAL AND INDUSTRIAL PRESS.

CONFISCATION ADVOCATED AS A POLICY

Monetary Times

Mr Henry George, of California, author of *Progress and Poverty*, and of a pamphlet on the Irish Land question, has taken to the stump. Last week in Albert Hall, Toronto, he stood up to advocate the wholesale confiscation of private property in land. A local reporter, who heads his report of the lecture, "The next great struggle," as if any man in his senses believed that the next great struggle would be to confound the rights of private property in land, undertook to vindicate Mr George from the sin of *Kernaylam*. If there is something worse, in that line, than confiscation, it would be well to know what it is. It is added that the aims of the lecturer are in the main identical with those of the Land League. The truth is Mr George advocates a policy which is the very reverse of that of the Irish Land League. The object of the League is not the destruction of private property in land; but to make the peasants the proprietors; the League's policy, is not to tax all land to the full amount of what it would rent for, or to increase the taxes on it at all. Mr George's theory is that there never should have been any private property in land, as if anyone would cultivate it if there could be no private ownership of the soil; and his aim is to confiscate all rent by changing the rent charge into a tax, which is to go to the State; while the proprietor, who paid for his land, is to get nothing. The reporter tells us that the audience was in agreement with the lecturer; and if this was so, though hard to believe, we can only say so much the worse for the audience. Before he delivered this lecture, Mr. George's views were well known. He has elaborated his theory, at great length, in his *Progress and Poverty*; and in his pamphlet on the Irish land question he distinctly takes the ground that the Irish agitators are on a wrong scent. He admits that the Irish land laws as they now stand at present, are more favourable to the tenant than the land laws of the United States. But in vain will he appeal to the Irish tenant at most wants a change of proprietorship; he wants to become the owner of his land, and to be free from the landlord's power. The Irish tenant, as far as I can see, does not want to be a slave to the landlord, but to be his master. The Irish tenant, as far as I can see, does not want to be a slave to the landlord, but to be his master. The Irish tenant, as far as I can see, does not want to be a slave to the landlord, but to be his master.

have been capable of supporting only a few savages. If land in cities increases rapidly in value, the fact is due to the labour expended upon it, in the shape of buildings, etc. Exceptions may prove but they cannot govern the rule, and wherever unproductive land has greatly increased in price, its possession was generally open to competition. If the lucky owner is envied the profit he makes, the truth will not seldom be found to be that he kept it so long because no one else wished to make the acquisition on terms which, as the event proved, would have made him a large share in the profits. Land is not the only thing which, in a course of years, greatly multiplies in value. Suppose a piece of land sold and the proceeds invested at compound interest. Money at compound interest has the faculty of increasing; indeed in this respect, it has one advantage over land. For a few years, land may and frequently does, increase faster than money; but there comes a maximum, which it is impossible to pass, a decline in value at some stages is not unknown. But money at compound interest, if it increases less rapidly, during an ordinary life time, has no maximum which cannot be passed; on the contrary, the longer the time, the greater the increase, since the ratio is geometrical, and the money may be rolled on to double in a given number of years, and to go on doubling with every cycle. If private property in land is to be abolished, on the ground that land may sometimes increase in value without the exertion of the owner's labour, money at compound interest must share the same fate, since it is in a higher degree obnoxious to the same objection. This talk of confiscation is of course very wild talk. But when confiscation is openly advocated in the public lecture room in our midst, it is better to notice the aberration than to shut our eyes. No doubt we are all very secure from confiscation; but the doctrine of confiscation cannot but be dangerous in its tendency, and it is not lost labour to combat it at the outset, even though the necessity for doing so may seem dubious or remote.

THE NATIONAL POLICY AND ITS FRIENDS.

(Halling Morning Herald.)

The towns of this Province, like the cities of the Dominion, are rapidly coming into line with the Liberal Conservative party. Truro showed herself, in the late election, to be a staunch National Policy stronghold. So also did Pictou, Westville and the Acadian Mines. New Glasgow, it is evident, is rapidly emancipating herself from the shackles of Carmichaelism, and, having got very near to it during the late contest, will no doubt be a sound, thorough-going Protectionist stronghold by next general election. Windsor, Kentville, Dartmouth, Amherst, Sydney, Annapolis, in fact all the towns of the Province, except Yarmouth, are strongly Liberal Conservative. It is, no doubt, wise in them to be so. The life of a town, the growth of a town, is intimately connected with the development of manufactures. The villages of England have grown into towns, and the towns into cities, by reason of the development of manufactures. Some English towns are, like Amsterdam, as the proverbial saying puts it, "built on herring bones." But, even in these cases, it is the near presence of the large manufacturing cities which make the herring fishing so profitable that whole towns are enabled to pursue it and to grow to a good size. The encouragement of manufactures not only builds up the towns and villages and creates new towns, but, by multiplying consumers, by opening new chances for our population to get work, it gives the farmer and the fisherman a home market, and it gives their boys and girls a chance for employment at home. Thus, the National Policy binds town and country together. It prevents anything like that petty jealousy which is sure to exist between town and country under a policy which creates no bond of sympathy, but on the contrary suggests antagonisms, when the farm produce is not used within the country. To find the citizens employed in the manufacture of articles needed by the country there soon arises no

of Nova Scotia. It made the farmers anxious only to know the state of the markets in the United States—what prices were selling for in Boston, in Buffalo, and so on. In the same way, in the import trade, the city was getting more and more away from the people of the country. But, under the National Policy the fisherman sees that in a home market he has his best market, and he grows more anxious that a cotton or woollen factory should be started than whether the feeling of the slaves in the Spanish West Indies is going to cut down his market in that part of the world in fish. The farmer sees the future on which he and his have dug and delved for years increasing in value because it is in the neighbourhood of a factory. He sees the same thing going on with him as was experienced in the United States—the farm changing into the profitable kitchen garden, because of the development of manufactures. He sees his daughters and his sons securing better employment, and he sees a future of hope and of promise before him and them. Underneath the National Policy is the principle of patriotism, supporting and sustaining it. We are doing our countrymen and women good while receiving benefit ourselves. That is the chief feeling. It is a mutual feeling. It is a sensible feeling. It links the practical in with the sentimental. A powerful practical good linked in with one of the most powerful sentiments the human mind is awed by. It cannot, therefore, be wondered at, that the Party of Progress, appealing to this powerful sentiment in so practical a way, should find itself stronger year after year in the towns, the farms, the fishing villages of the country. Its opponents have nothing to appeal to. They are driven to a policy of obstruction. They dearly love to chronicle or to record the failure of an enterprise calculated to enlarge the market of the farming and the fishing classes. They rejoice when any new development seems likely to sustain a severe check. They are exceedingly glad when something occurs to prevent the rapid realization of success to any scheme. From the unstatesmanlike position they have assumed towards the N.P., they have been forced to place themselves in antagonism with every movement of progress. They secretly rejoice in every failure. They are, by irresistible force, compelled to be obstructives. They cannot help it so long as they oppose Protection. They must present themselves before the people as obstructives, and being that they must every year grow weaker and weaker in all the centres of business activity and political intelligence.

OUR FISHERY ADVANTAGES.

(St. John Daily Evening News.)

Are our people doing all they might to profit by their fishery advantages? Are they taking the pains necessary for curing and packing to secure the highest prices in the markets which the part supply? Are they not allowing foreign fishermen to outstrip them in these important matters? Why should Norwegian fishermen surpass Canadian fishermen in the care and skill they bring to bear on the preparation of codfish for market? Why should American fishermen leave Canadian fishermen in the lurch in the matter of preparing mackerel, alewife, herring and shad for sale? Then, why should not our fishermen share the lucrative deep sea fishery? Whole towns in the United States live by the profits of the deep water mackerel fishery, prosecuted hundreds of miles from home. Whole fleets cross the Atlantic from France to the Banks of Newfoundland to gather fortunes in codfish from those wonderful prolific grounds. Neither the French nor the Americans can build and equip small wooden vessels fit for the deep sea fishery as cheaply as we can. The people of neither country take more naturally to the water than our people. Yet we are doing nothing in the deep sea fishery save wealth untold quite within our reach. Warms in the deep waters untouched by man. This state of things ought not to continue. The inducements to a change are great. There is the prospect of immediate handsome returns for capital invested and labour expended. The would be found in the successful prosecution of the deep sea fishery the means of extending a profitable West Indian and South American trade, which would directly benefit various branches of industry. We should hope that the local incentives to enterprise will have their proper effect.

The British Government, having resolved to take no action this session on the Oaths Bill, and also prevent Bradlaugh's taking his seat, the latter will probably try to forcibly enter the House on Monday. Protection will be taken, and if Bradlaugh is accompanied by a large body his supporters are not to be admitted within the gates of the Palace of Westminster.

Another Nihilist manifesto has been issued, this time roundly accusing the Russian Government of using torture to the murderers of the late Czar. It was stated, because of the dreadful sufferings inflicted on them that the convicts were unable to stand under the gallows at their execution. Moreover it is asserted that Rasputin declared the crowd immediately before his death that he and his fellow prisoners had been tortured, although he could do only in the briefest manner, because the bonds of the drama.

PRESIDENT GARFIELD

At this time a sketch of the career of President GARFIELD will prove of particular interest. The following is from the pen of an old friend —

James Garfield's father was Abram Garfield; his mother was Abigail. They were married in New Hampshire, where both had resided, and a few years later Abram removed with his wife to the North-western part of Ohio. Buying a tract of 80 acres to the Township of Orange, Cuyahoga County, he erected upon it a log house. The settlements were few, and a large portion of the State was still covered with forest. In the middle of this forest Abram Garfield erected his modest log cottage, miles away from any other house. In this humble dwelling, on the 19th of November, 1818, was born James Abram Garfield. He was the youngest of four children, one of whom was then a boy of nine years, and the others girls, aged respectively, seven and eleven years. Before the younger Garfield was two years old the strong, broad-breasted man who bound these lives together was borne out of the low doorway and laid in a corner of the wheat-field forever. The family were not only poor, but in debt. But the brave mother went to work bravely. Fifty acres of the little farm of 80 acres were sold, and she and the elder children went to work upon the remainder. Thomas, the elder boy, who was now 10, hired a horse and ploughed and sowed the small plot of cleared land, and the mother split the rails and fenced in the little house lot. But the corn was running low in the bin, and it was a long time till harvest. So the mother measured out the corn, reckoned up how much her children would eat, and went to bed without her supper. For weeks she did this. But the children were young and growing, their little mouths were larger than she had measured, and after a while she omitted to eat her dinner also. One meal a day, and she a weak and fragile woman! Is it to be wondered at that she is worshipped by her children? The harvest came at last and want was driven away, and it never again looked in with gaunt jaws upon the lonely widow. Neighbours, too, soon gathered round the little log cottage in the wilderness. The nearest was a mile away; but it came often to visit the lonely household. They had sewing to do, and the widow did it; ploughing to do, and Thomas did that; and after a time one of them hired the boy to work on his farm, paying him \$12 a month for fourteen hours' daily labour. A school had been started in a neighbouring district, and Thomas wanted the other children to attend it; so he worked away with a will to earn money enough to keep the family through the winter. The shoemaker came at last, and made the shoes, boarding (at a part of his pay) and then Mehitable, the elder sister, took James upon her back, and they all trudged off to school together—all but Thomas. He stayed at home to hew the barn, thresh the wheat, shell the corn, and help his mother to secure a scanty living for them all from the little farm of 30 acres. So things went—Thomas tilling the farm or working for the neighbours and James going to school and helping his brother merrily and evenings, until one was 13 and the other 21 years old. Then wanting to make more money than he could at home, Thomas went to Michigan and engaged in clearing land for a farmer. In a few months he returned with \$75, all in gold. Counting it out on the little table, he said, "Now, master, you shall have a frame house." All these years they had lived in the little log cottage, but Thomas had been gradually cutting the timber, getting out the beams, and gathering together the other material for a new dwelling; and now it was to go up, and his mother was to have a comfortable home for the rest of her days. Soon a carpenter was hired, and they set to work upon it. James took as handily to the business that the joiner told him he was born to be a carpenter. This gave the boy an idea. He would set up for a carpenter, and, like Thomas, do something to help his mother. During the next two years he worked on four or five farms, going to school only at intervals; but he then had to rood all that coal! he learned from Kirkham's grammar, Pike's and Adam's arithmetic, and Morse's (old) geography. It so happened that about this time James, the young carpenter, got a job to build a wood-shed for an illiterate man who lived about ten miles from the Garfield house, in what is now a suburb of Cleveland, where he carried on the business of "black salter," a person who boils down lye and makes impure salterates. This man talked often with James, and had brains enough to see that the boy was very smart, very intelligent, and very faithful in his work; so when the shed was finished, he made a proposition to James in words like these:—"You kin read, you kin write, and you are death on figures, so stay with me, keep my 'counts, and 'lead to the salterer.' I'll find you, and give you \$14 a month." Fourteen dollars a month was an immense sum to a boy of his years, and he accepted the offer. But not long was James the chief clerk of the man of salt. One day he appeared at his mother's door, covered with the dust of a ten miles' tramp, his small possessions slung to a stick in a bundle on his back, and started that good woman by telling her that he had come home to stay. When she asked, "Why is this, my son?" he told her, in a few indignant words, that one of the women of the salt man's household had spoken of him in his presence to a sister as their "servant." His very blood boiled at the appellation, and he hastily tied up his extra clothing in a handkerchief and marched into his employer's presence with the blunt announcement that he was going home, and the reason. The man of salt struck him to the ground from this sudden recollection, but entrained dignity was not to be denied him with a meanness of character.

At the end of the trip, he returned home. After a few days he was borrowed a few tools and some plates and spoons of his, and with two other young men, started for Ober Academy. There they kept house together, sleeping on straw ticks or the grass. Garfield studied hard, and distinguished himself all the rest. Mornings and evenings he was worked at odd jobs, evenings until 8 P.M. which his mother had given him to go to bed, and neither hours nor hours ever had to assist him to the extent of a dollar after that. The spring term he let, he took a contract to chop down and haul cords of wood for \$25, and after this he was able to abandon the drudgery and live free, involved in housekeeping. He now became a boarder at a cost of \$1.00 a week for board, washing and lodging. He had not time to speak of, and he was very poor indeed, but he said nothing. Everybody knew him then as always, and among others who were captivated by his mildness and tenderness was Lucretia Rudolph, the sweet daughter of a farmer living hard by. They were poor from the start, and they have been poor ever since, for she has long been Mr. Garfield and the happiest of wives. It was years before the likes of the two young people were noticed, but from this time forward she exerted a marked influence upon the boy student, inspiring him to even harder work and a desire to rise above his surroundings. Garfield kept busy at work, studying and teaching and caring for his academy, out of debt and with a little fund in bank toward his college expenses. Then he entered Hiram College in Portage County, paying a considerable portion of his college expenses in his services as fire-sweeper and bell-ringer of the institution. His room became the most popular place there. In a little while he was selected as assistant teacher, and proved to be a most successful one. Here he joined the Church of the Disciples, and became a most efficient worker in the faith. He soon began to preach, and as a preacher won great popularity. In three years at Hiram he fitted himself for the University. He had a little money, and a kind friend volunteered to loan him a few hundred dollars, which sufficed, with what he could accumulate vacationing to earn him through. He wrote to several eastern college presidents, and only one of them evinced in his response the smallest personal interest in his young correspondent. This was Mark Hopkins, President of Williams College. He graduated with the highest distinction, and left behind him at Williams a record absolutely perfect. From Williams he was invited back to Hiram as professor of Latin and Greek. In 1851, while teacher Latin and Greek at Hiram, Garfield married to Miss Lucretia Rudolph, a former schoolmate at Chester Academy. In 1859 Portage and Summit counties sent him to the State Senate by an overwhelming majority. He was in the Senate when on the 1st of January, 1861, the unarmed star of the West, on its peaceful mission of mercy freighted with food for General Andrew's brave besieged and starving little band in Fort Sumter was beaten back by the furious fire from United States cannon manned by rebel hands and directed by rebels, and narrowly escaped destruction, and when the call of President Lincoln for 75,000 men was read in the Senate Chamber he sprang to his feet and moved that 10,000 troops should be 20,000 troops and \$200,000. The troops were quickly mustered in, and Governor Dennison offered young Garfield a colonelcy, which he felt it his duty to accept. He entered the army as a civilian, with but the slightest knowledge of battle-fields, in October, 1861. Before November closed he was a soldier, drilled and experienced. He was the Colonel of the Forty-second Ohio, and of his thousand raw recruits—many of them his pupils at Hiram, and all his personal friends—he soon made able and determined soldiers. He was quickly placed in command of the small Union army in the State of Kentucky. Gen. Beall, a practical soldier, thoroughly scientific in all methods, selected Garfield as the best man to meet, with 1,000 men in hand, an 11,000 force who were a hundred miles away under Colonel Cramer, the resourceful Hampden Marshall, with an army of unknown numbers, in a friendly country and therefore with abundant supplies. After a day and night of such desperate battle as was rarely seen in all the years of deadly conflict, Garfield, with his little boys, had driven the enemy out of his street, held in the highlands, had silenced his gunners, had strung the hillsides with Confederate dead. The battle of Middle Creek made Garfield a Brigadier-General. His hero's services at the battle of Chickamauga two years later, made him a Major-General and practically terminated his military career. He was sent to Congress to take the seat so long occupied by Giddings and Wade. He was sent somewhat against his will by his officers, who felt lost without his wise counsel and his sunny presence. He felt that honor and duty required him to remain in the army. He left the decision to Mr. Lincoln, who advised him to lead his military career to the nation by taking his seat as a soldier in army legislation. So Garfield was convinced, and on December 4th, 1863, the youngest General of the army became the youngest member of Congress.

Recent events in his career are familiar to all. The Civil War, the rebellion, con-

Recent events in his career are familiar to the reader. At the Republican convention at Chicago in June 1880, rather unexpectedly, he received the nomination, and became leader in the great political contest of that year, General Hancock being the Democratic leader. The result was a victory for the Republicans. Four months ago the new President was installed in office.

a sailor boy. It was a terrible blow to the poor woman. At last she consented to his going to Cleveland, but she stipulated that he should first try to procure some other respectable employment. Then the boy with his small bundle of clothes upon his back and a few dollars in his pocket, departed, amid his mother's prayers and blessings. He walked the whole way—seventeen miles—and arrived at Cleveland just at dark. The next day he sought for a place as clerk, but found none. At night he ventured down among the ships. He walked on board a dirty fore and aft schooner, and said if his name was wasted. The drunken captain let loose a terrible volley of oaths, which hurried him ashore nearly frightened out of his wits. He was afraid to seek employment on schooners now, so he concluded that he would try the canal—that would be a step in the right direction. So he hauled up his cousin, Amos Lotcher, who was the captain of a canal boat on the Erie and Pennsylvania Canal, the western terminus of whose route was Cleveland, got a situation not exactly on the bounding billow, but on the bank of the palest bore that trudged the tow path. On dark night, as the boat entered a deep river, he was caught in a coil of rope which he was sawing, and was thrown into the river with one end of that one rope still in his hand, the boat moving steadily onward, and leaving him far astern. He took in the whole position in one agitated mental glance, knowing that to help was near. He framed in his heart what the lips could not utter in those watery depths, the little prayer

Rumors have been in circulation concerning offers alleged to have been made to the shareholders of the Consolidated Bank. One story was that the Molson's Bank had offered 25 cents on the dollar for the assets; another was that the Ontario Bank was in treaty with the wreck of the Consolidated. In conversation with Mr. Campbell, the manager of the Consolidated Bank, a reporter learns that there is no truth in either of these stories. The manager further says that while the shareholders want to sell out their assets, the price many of them want to get is about thirty cents. The offer of the Exchange Bank is 22½, and the bank officers will give no more. The meeting for the final discussion on the matter will be held next month, when the closing meeting of the shareholders may be expected. Should the Exchange Bank's offer be accepted, very little will ever be heard of the Consolidated Bank's affairs, save the payment of the shareholders out of the wreckage.

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RAILWAY MATTERS.

THE GRAND TRUNK RAILWAY

The other day a special meeting of the Grand Trunk Railway Company's shareholders was held in London, England. Sir Henry Tyler presided. The proceedings were characterized by great unanimity of feeling, and the capitalists present thoroughly endorsed the action of the directors in all they had done within the last few months in behalf of the road. The act passed by the Dominion Parliament relating to the company was unanimously approved, and pronounced very satisfactory in every way. The shareholders were greatly pleased with the bargain made with the Toronto, Grey and Bruce Railway Company, for the leasing and running of that road. The chairman made a highly satisfactory statement regarding the financial condition of the Grand Trunk, and showed that the corporation would begin the new half year with at least £23,000 to the good. Altogether the meeting was a very creditable one, and everybody seemed encouraged at the prospects held out by the directorate for the business future of this important and enterprising undertaking. It is not at all surprising that such a sentiment should prevail to a very large extent, when one comes to look into the system under which the Grand Trunk Railway is managed and conducted. The present staff of officers has no superior in the world. The most rigid economy is practised in every department of the road. In little as in great things, the administration has adopted a uniform system of economy, and that system is adhered to in the strictest possible sense. To Mr. Hickson, the indefatigable general manager, this desirable state of things is eminently due. Mr. Hickson is a practical man, a born railway manager, and an enthusiast in his profession. He is master of his department, familiar with all the details of his office, and his capacity and judgment are unfailingly utilised in the conduct of the enterprise, in which his heart and mind are unselfishly centred. The success of the Grand Trunk of late years must be attributed entirely to him. All the great features of the road, all the extensive changes instituted in its running facilities, and in the development and enlargement of its traffic, are due to the general manager, who has never rested until he has seen his plans adopted and carried out. Such a man must prove invaluable to any company, and his management of the Grand Trunk is a model of splendid executive and administrative genius. Just now the great Canadian line is engaged in a most important undertaking, and one which will, to a considerable extent, revolutionise the traffic of the road. The business has so increased of late that it is impossible to get along with the present limited track accommodation. Accordingly the company have taken steps to lay a double track between Montreal and Toronto, the portion of the road which bears the heaviest business. The work will go on gradually, and the sidings will be extended between different stations. These sidings are to form the nucleus of the double track. The first section has been begun already, and the work is reported to be progressing satisfactorily. It lies between Toronto and Belleville. The next section of importance is the line of road lying between Stratford and Sarnia. Work upon it has also been commenced. It is not stated yet when the completion of the double track may be looked for, but it is confidently expected that by the end of the year the greater part of the immense undertaking will be finished. The financial state of affairs is reported to be most excellent, the stock for the improvement of the road having sold remarkably well. With a double track, the Grand Trunk will be in a position, for a time at least, to hurry along the enormous freights which the growing industries of the country press upon it, without great delay. It is impossible to over estimate the advantages to the public and to business men which this improvement in the transit facilities of the company will bring about. Of course the line will benefit largely by its enterprise, but the public advantages will be very great also, and the sooner the work is completed the better it will be for all concerned.—*Quebec Chronicle*.

ANOTHER OBJECTION REMOVED.

The new railway line which is now being projected from Duluth to Winnipeg, will afford, when completed, an important outlet for the produce of the North-West. The engineer in chief of the road is now in Duluth with a large party of engineers, who will at once engage in the survey of the line. The enterprise emanates from Boston, in which city the company has been formed and five million dollars subscribed towards the work, so that the enterprise is a serious one, and is promised to be pushed to an early completion. The projection of this railway is a practical answer to the charge so freely indulged in against the Government last winter, that the arrangement with the Syndicate for the construction of the Pacific Railway involved an absolute monopoly of railway lines in the North-West by that company. If such a contention were well founded, it would be impossible for this new company to enter upon the construction of a railway from Duluth to Winnipeg. The answer given to the Opposition charge was that a monopoly would be avoided by the granting of local charters by the Manitoba Legisla-

tive, and it is to be presumed that the extension of the new line from the boundary to Winnipeg will be constructed under such a charter. Having reached Winnipeg the question of monopoly no longer obtains, the contract with the syndicate, in so far as it excludes independent lines, applying only to those running south of the main line of the Pacific Railway. The traffic which this new company will obtain must be derived mainly from the country north and west of Winnipeg, and it is probable that the road will be continued beyond Winnipeg in a north-westerly direction, thus affording a competing line through that country, to the advantage of settlers and the promotion of settlement. With the projection of the railway from Duluth to Winnipeg disappears before the light of actual experience the last of the charges made against the policy of the Government in relation to the construction of the Pacific Railway.—*Montreal Gazette*.

CANADIAN RAILWAYS.

The *Daily News* says the struggle respecting Canadian railway stocks continues, the purchasers showing a preponderating force. Today an enormous quantity of Grand Trunk and preference stocks were bought at 94. Powerful operators concerned are hopeful of cornering their adversaries and taking up the stock. The American roads are weakened by the half suppressed war freights and Vanderbilt's interest in the Wabash and trunk lines. How long the antagonism will continue is unknown, but denial of the liability to again break out would be simply ridiculous.—*Globe special*.

CANADIAN PACIFIC RAILWAY.

Earnings of the Eastern Division.

The earnings of the eastern division of the Canadian Pacific Railway, formerly Canada Central, for the week ending June 14th, compared with the corresponding week of 1880, were:—

	1880.	1881.
Passengers.....	\$2,367	\$3,367
Freight.....	6,836	6,443
Mails and Sundries.....	267	294
	\$8,510	\$10,006

An increase over 1880 of \$1,484. The aggregate traffic from January 1st to June 14th, as compared with the corresponding period of 1880, was:—

	1880.	1881.
Passengers.....	647,972	690,973
Freight.....	77,826	131,272
Mails and Sundries.....	8,007	8,761
	\$133,840	\$210,028

An increase over 1880 of \$76,223. The increase per mile during the same period has been \$176.80.

ONTARIO AND QUEBEC RAILWAY COMPANY.

An adjourned meeting of the provisional directors of the Ontario and Quebec Railway Company was held at the Queen's Hotel on Thursday last, when the following gentlemen were present: Hon. J. R. Thibaudeau, Hon. Peter Mitchell, Messrs. Duncan McIntyre, A. B. Chaffee, H. S. Howland, C. J. Campbell, Adam Brown, J. Lockhart Gordon, Hector Cameron, M.P., E. B. Osler and Mr. Lumaden, Chief Engineer of the road. The final subscription of the capital stock, amounting to \$1,000,000, was made, and \$100,000 of the first call deposited. It was said that the meeting for the election of the permanent board would be held in Montreal on the 19th July. The publication of the two weeks' notice was ordered.

At a conference held subsequently with Colonel Grey, Chairman of the Board of Directors of the Great Western Railway, and Mr. Broughton, General Manager of the Company, the hearty co-operation of the company in the scheme was promised. Communications were read from representatives of the Quebec Government road and other railways, expressing a desire that the Ontario and Quebec Railway might succeed.

The charter for the Ontario and Quebec Railway was procured during the last session of the Dominion Parliament in the face of a strong opposition from the Grand Trunk interest and the holder of the rival charter for the Toronto and Ottawa line, representations being made by these that the Ontario and Quebec Railway was altogether unnecessary, as the Toronto and Ottawa line covered the same ground exactly. The plea advanced to the House by the promoters of the new inter-provincial railway scheme, it will be remembered, was that the projected Toronto and Ottawa line had lapsed into the hands of parties friendly to the Grand Trunk, and that it was to the interest of Ontario to have competition. After a hard fight they gained their object.

The termini will be Toronto on the one hand, where the line will be fed by the Northern, the Hamilton and North-Western, the Toronto, Grey and Bruce, the Credit Valley, the Canada Southern and the Great Western railways, and Ottawa on the other, where it will connect with the Quebec system of railways.

The precise route of the central portion of the line has not been located, but the company are bound by their charter to connect with Peterborough. Mr. Lumaden, O.V., has been at work for the past two months between Ottawa and Peterborough, and reports a country through which a railway can easily be constructed. Nevertheless there is some very rough land in the mineral districts

of the Mississippi and Marquette which cannot very well be avoided. It is thought, however, that these regions will afford valuable traffic once the line has been built.

Some of the directors referred to above stated in conversation after the meeting that the work would be proceeded with beyond question, no matter what the opposition might do. They do not anticipate serious obstruction, but think that the rival line will give way. They estimate the importance of the line as very great, and express their willingness to put the project up to any amount.

The promoters of the older company are in the meantime not idle, and are rapidly locating their line. Judging from present appearances, one or the other of the two lines will be an accomplished fact. The *Kingston Whig*, in a recent issue, contained the following reference to the Toronto and Ottawa Railway:—

"The engineers and surveyors engaged upon the survey of this line have left their camps at Maberly and are again at Sharbot Lake, being busy endeavouring to find a line south of the lake as an alternative route. A rumour says they find the southern route utterly impracticable, as the line would be all in curves but without any very heavy work. The route across a string of islands has been tried, but it proves all but impossible, at least for a good line. The route already located north of Detan's mill is considered very good indeed. Messrs. A. Hogg, J. Paterson, D. G. Charles, P. Sykes, H. W. Bacon, are registered at Perry's Hotel. Mr. H. Lumaden, of the Ottawa and Quebec Railway, is also registered at the same place. Railway matters are booming at Sharbot Lake just now, but the Toronto and Ottawa engineers seem to hold the inside track; at least they work with a will, and their work speaks for itself."

Mr. Campbell, of Port Perry, has commenced to purchase the right of way for the Toronto and Ottawa railway between Peterboro' and Madoc, and where the line crosses the Brookville and Ottawa railway. It is expected that work will be actively begun within a few days in constructing the line.

The traffic returns of the Midland Railway for week ending June 21st, 1881, were:—Passenger and mails, \$1,927.91; freight, \$8,006.86; total, \$9,935.87, as compared with \$6,828.67 for the corresponding week of 1880, being an increase of \$3,108.20; and the aggregate traffic to date is \$143,438.72, being an increase of \$14,006.81 over 1880.

The traffic returns of the Great Western Railway of Canada for the week ending 26th June, 1881, are as follows:—

Passengers.....	\$12,562
Freight and live stock.....	45,707
Mails and sundries.....	2,938
Total.....	\$69,207
Corresponding week last year.....	\$69,942
Decrease.....	\$3,735

The earnings of the Chicago & Northwestern Railway for the twelve months ending May 31 amounted to the large sum of \$19,318,742.11, an increase of \$1,969,393.07 over the previous twelve months. There are very few railways in this country which earn \$20,000,000 a year, but the North-Western, with several hundred miles of new lines in full operation, will show much larger returns even than this for the ensuing year.

The railroad committee of the New York State Senate has reported adversely the bill passed by a large majority of the Assembly some two months ago, to create a board of railroad commissioners. The committee state that the commercial and manufacturing interests of the state are overwhelmingly opposed to the bill, and declare that the powers now possessed by the state engineer and surveyor are sufficient for the regulation of the railways.

The proposition of the American Syndicate to build the Island Railway has been laid before the Provincial Government. The syndicate ask a grant of lands from Esquimalt to the Seymour Narrows, 140 miles long and 40 miles wide. They will commence the road within nine months of the date of the agreement and complete it in two and a half years. All the papers favour the acceptance of the proposal. It is thought the Government will agree to it. The matter attracts great interest on the American side as well as here, because the land asked for contains all the good coal land on the Pacific. Americans are prospecting the belt for minerals and coal.

The Oregon Short Line, now being built by the Union Pacific railway company, from Granger, Wyoming, to Portland, Oregon, will be about 850 miles long. The distance from Omaha to Granger, on the main line, is 876 miles, making the total distance from Omaha to the waters of the Pacific at Portland, 1,726 miles. This is nearly 200 miles less than the distance from Omaha to San Francisco by the Union Pacific and Central Pacific roads, so that the new line may properly be called the short line to the Pacific coast. The intention was to form a junction with the Oregon Railway & Navigation company's road at Baker City, Oregon, but it appears to have been decided to push on as soon as possible to Portland.

We have to record the continued satisfactory condition of railroad earnings. Forty-five roads reporting for May show aggregate earnings of \$16,708,664, against \$14,243,197 for the same month in 1880, an

increase of \$2,466,467. This increase is partially accounted for by the increase in mileage, which rose from 29,905 miles in 1880 to 32,905 miles in 1881, but there was an actual increase of earnings per mile of about 3 per cent. Statistics for the first five months of the year are given by forty-three roads. Their earnings from January 1 to May 31 aggregated \$83,442,750, against \$84,913,903 for the same period of 1880, an increase of \$9,471,774. Nine of these roads reported decreases amounting to \$1,001,117, bringing the net increase down to \$8,499,657. Net earnings, which are figured up to and included in April, are favourable, and indicate a gradual recuperation from the effects of the disastrous snow storms and floods of the past winter and spring.—*Railway Review*.

A firm of scalpers at Indianapolis, in revenge for the efforts of railway officers to prevent them from carrying on an unlawful business which affords natural places of resort for ticket takers, pass forgers and other swindlers of travellers, have attempted to annoy some of the roads by filing complaints against their employees for desecration of the Sabbath in performing their customary duties as engineers, conductors, etc. The scalpers may have the satisfaction of showing that lawsuits are a game at which two can play, but they cannot command any sympathy from fair minded men for their course. The railway companies are doing the public as well as themselves a service by suppressing these illegitimate establishments, while the scalpers are simply showing a petty spite, to the injury of the public as well as the railways, by invoking a nominal law to interfere with railway traffic. They are foolish if they think that such a course will frighten the railways into abandoning opposition and allowing them to keep their "fences" for stolen and forged tickets in operation.

The position of the South Shore Railway & Tunnel Company as to the construction of the road does not appear to have changed very materially of late. It was announced about a month ago that in a few days thereafter a meeting would be called and the company finally organised. There has, however, some conflict of the interests involved, and until these matters are settled little will likely be done. The South Shore road from Pottadam to Montreal was to have been built, but it now appears as though that road would conflict with the St. Lawrence and Champlain Junction Railway, in which the Southeastern people are very much interested, and with which they hope to connect their road by a much shorter line than was at first anticipated. What may come out of the apparent chaos of the present time it is difficult to say. The St. Lawrence River Tunnel Company, the rival company, claims to have the best of the two charters, and already has made the offer to the S. S. R. & T. Company that provided the latter will submit to them their contracts alleged to have been made with the different railways, they will guarantee to raise in England the necessary funds for the construction of the tunnel. To this proposition no answer has been received.—*Witnes*.

As soon as the legislation regarding the government bonus to the Pontiac Railway has become law, a meeting of the directors of the Pontiac and Pacific Junction Railway Company will be held in the City of Ottawa, at the Company's usual place of meeting, for the purpose of taking action in the matter of locating the road. As the government has limited its bonus to a length of 85 miles the line to be chosen must necessarily be one that will combine the most commercial value with serving the interests of the County through which for the most part it will run. We may therefore look for the surveying party at a very early day. All the crossing places that have been advocated and probably some that have never been mentioned will be most carefully examined and reports made out and submitted for the decision of the board of directors. We should like to see the amount of stock taken by this County and by private individuals foot up to at least \$4,000 per mile for the 85 miles, as this amount with the \$6,000 from the government will make \$10,000 per mile, a sum quite ample to give the undertaking a financial value in the money markets of the world, and will enable the company to float its own bonds for the balance that will be required to build and equip the road with the requisite rolling stock.—*Advance*.

At a meeting of the Directors of the Toronto and Ottawa Railway Co. on Tuesday the following report was read:—The directors beg to report to the shareholders of the company that since the last general meeting a bonus of \$200,000 had been voted by the city of Ottawa towards the construction of the line. Several bills were presented in the last session of the Dominion and Ontario Legislatures for the incorporation of companies to construct new lines between Toronto and Montreal. The bills presented in the Ontario Assembly were rejected. The bill of the Ontario and Quebec Company applied for to the Dominion Parliament was passed. Your directors took the necessary steps to represent how unjust the passage of this bill was to the present holders of the stock of the Toronto and Ottawa Company, who were making every possible effort to complete the construction of their line and in connection with which large sums of money had already been expended. It is unnecessary to refer to what took place in detail, or to say more than that the Parliament thought it proper to grant an Act of incorporation to the promoters of the Ontario and Quebec road. Nearly the whole of the line of the company has

now been surveyed and located, the rights of way are being acquired, so as to have every reason to expect that they will be in position to commence active operations in the construction of the road at an early date. The Engineer's report is highly satisfactory, and they prove that a road can be secured on a route considerably easier of construction, and with satisfactory alignments and grades. The directors and the Government of the Province of Quebec in respect to a connection between the railway proposed to be constructed by this company and the railway owned by that province, but no agreement for making such connection has up to the present time been arrived at. Your directors thought it also desirable to communicate with the Canada Central Company in reference to a connection with that company's line at Carlton Place, either of a temporary or permanent character. A definite reply from the Canada Central Company has not yet been received. The shareholders will be called together at an early date in order to consider and, if so decided upon, authorize the issue of stock bonds, etc. Signed, Wm. Gooderham, jun., President.

A telegram from the Russian frontier states that a corps was recently found in the river near Thoornischew with a label upon it, on which was written the word "Traitor." It is supposed that the death was due to an act of Nihilist vengeance.

The Duke of Sutherland sent to a San Francisco theatre for a box. The manager returned the money with the ticket, saying that he would be glad to consider the party as guests. The Duke replied that he wouldn't use the box if he couldn't pay for it.

A. G. Thompson & Co., of Toronto, shipped last week to English market 2,000 head of cattle, and 3,000 sheep. This is their last heavy shipment of the season, as the price is now lower than any time since 1841. When grass beef comes in it is expected business will revive.

The Irishmen who tried to fire the Town Hall at Liverpool seem to have been caught by a brother Irishman, known as Peter Casey. This recalls O'Connell's alleged dictum, that if one Irishman is to be roasted, there's always another ready to turn the spit.

Sara Bernhardt, who always has a keen eye to the future, has already arranged her tomb at Pere la Chaise. It is of black marble, under a canopy, with a huge "Bernhardt" on it. It is much better to do this sort of thing during life, as survivors may not take nearly as much interest in the matter.

The *Morning Post* states that Mr. Boehm has received from Mr. Shaw Lefevre an order to execute the statue of Lord Beaconsfield, which is to be placed as a national memorial in Westminster Abbey. Dean Stanley and Mr. Mitford have already held consultations as to the most appropriate site.

The Commissioners appointed to frame a charter for the city of Newton, Mass., promises provision under which "when an appointment has been made,

MINING NEWS.

MINING IN ONTARIO.

Excitement Over the Gold Find
in Kaledar.

May 21st.—Yesterday, after being lead a great deal about the amazingly rich gold vein that had been lately opened in the township of Kaledar, in the county of Addington, I started from this point to visit the spot and see for myself. Leaving home early in the morning I drove eastward through the remaining portion of the township of Kaledar to the east of this village, through the entire width of the township of Kaledar and nearly the whole length of the township of Kaledar, where I reached the little village of Flinton, which is a very modest specimen of an Ontario backwoods hamlet. The country through which the road leads contains a fair share of tolerably good land, the rest of which is better adapted for grazing than for grain growing purposes, while the remainder is very barren and sterile, being composed of low ridges of granite, trap, and crystalline limestone, with occasional bands of slate. There is more or less of settlement all the way along, though the farms beyond Bridgewater are for the most part of a not very extensive character. In brief, the entry is just a fair sample of what one may expect to find almost anywhere along the southern edge of the Laurentians.

At Flinton, after the horses had been fed for I was not long in learning that the newly discovered gold mine was the chief topic of conversation among men, women and children. There was, in fact, a pretty genuine gold craze existing, which threatened to become of a decidedly "virulent type." A walk of about three miles over a road the greater portion of which was tolerably good, brought me to the mine, which is located, I believe, on lot three in the sixth concession of Kaledar, the concessions numbering from south to north and the lots run east to west. The mine and the property on which it was found now belong, as I understand it, to Mr. John Palmer, who has been well known in this region ever since the gold excitement of 1868, one of the most disastrous and indefatigable of prospectors. Mr. Palmer I discovered to be a very courteous and intelligent gentleman, who was not at all elated over the brilliant prospects before him, and who was very quick to discountenance and dispel all the wild talk that has been indulged in concerning the new discovery. He showed me the vein where the opening had been made, and pointed out to me a small show of gold, about one-third the size of a pin-head, that was firmly imbedded in the solid quartz, remarking that, until that afternoon, there had been another show near it that was fully twice or three times as large, but it had been broken out by some rascals who had visited the spot earlier in the day. The opening is made just where the vein appears to strike a heavy bed of slate or trap of a silty structure. I did not carefully note the character of the dyke, and from the peculiar situation of the vein at this point it is difficult to at the present stage of its development to determine its thickness. It is very certain, however, that there is a large quantity of dark red or rusty looking quartz in sight, and that the vein is evidently one of very considerable weight and strength. So far as can be seen at present the quartz does not appear to carry anything more than an appreciable quantity of sulphurets, or manganite, and the very small speck of gold already mentioned was the only show of the precious metal I was able to discover. The quartz, however, carries numerous small flakes of white mica, which, having become slightly stained with copper or iron pyrites, look very much like particles of free gold. Mr. Gauvin was quite aware of the nature of these shows, but I am inclined to think he finds it as trouble to let his numerous visitors run away with the idea that all these shining particles are gold than it would be to carefully explain to each and everyone of them the exact nature of the ore. In answer to my questions, he assured me that, while he thought the vein fairly rich in gold, he was quite sure that no veins had as yet been found in it. He was greatly amused at the wild stories that were being circulated about the property, but was at a loss to know how they could have originated. It is easy to understand, however, how people who take everything that glitters for gold could be deceived into thinking this a wonderfully rich property. Of course, I do not say that the vein may not ultimately turn out to be exceptionally rich, but at present it is even problematical whether or not it will prove worth working, though I should incline to the opinion that it could be worked at a fair profit. Until the ore shall have been carefully tested it will be impossible to pronounce upon its value as a property with any approach to accuracy or certainty. In the meantime it would be almost impossible to describe the excitement that has been created far and near by the new discovery. Two cautious Californian miners of '49 have again and again "resurrected" to say that it surpasses anything he ever saw in the Golden State, and "learned men" who do not know quartz from mica, and who never saw a piece of gold bearing quartz in all their lives, are pronouncing eruditely opinions on the "surface indications," jumping at the conclusion, of course, that all leads must

necessarily become richer as they are worked to a greater depth. The simple truth is that very few of the Californians of the early thirties knew anything of quartz mining at all. They have had some experience in alluvial digging, but that leads them no more about quartz mining than digging potatoes would. Nearly every farmer in the vicinity of Flinton whom I met had what he averred to be a show of gold from the new mine, but in all the samples of quartz thus shown me I did not see a trace of gold, though the stratum miles that was scattered through most of the specimens thus shown me looked very like gold. Some who talked to me about the "gold mine" before I saw it assured me that I could see the gold hanging like miniature feathers from the rock; others saying that the particles were so large that one could easily see them when standing twenty or thirty feet from the opening. A farmer who owns a partially cleared lot adjoining one on which gold has been found has put up the price to \$120,000, but I have not heard that anyone has tried to purchase it at that figure. He does not know that the vein crosses it, but even if it does not he expects to sell his farm by the square foot at fancy prices for building lots.

While all this absurd nonsense is being talked about the new discovery, it must not be set down as a settled fact that the whole thing is a "sell" or humbug. On the contrary, it is an undoubted fact that the vein contains gold, and it is not impossible that it may prove very rich, but in the meantime all this absurd talk about its extreme richness is premature. I am of opinion that it is neither better nor worse than many gold bearing veins in North Hastings which have been known to carry gold, but which have lain unnoticed and unworked ever since the subsidence of the first excitement incident to their discovery. By-and-by someone with plenty of capital will make a very pronounced success in gold mining in North Hastings, and then, I have no doubt, very many of these deserted claims will become really valuable. As far as this Kaledar discovery is concerned, it may be worked profitably from the outset, but it is more probable that ere long it will by lying idle only to come into notice when some enterprising man or company having plenty of money to spend shall have proved beyond the shadow of a doubt the great value of those north country gold fields.—Correspondence of *Globe*.

THE MINING INTERESTS OF THE DOMINION.

Of our great natural sources of national wealth none has perhaps been so little attended to, up to the present time as the rich and varied mineral deposits which are distributed over the whole Dominion. Our agricultural, lumbering and shipping interests have been developed with an energy which speaks well for the people of so young a country as ours is, but mining, the great industry upon which, next to farming, the future welfare and importance of the Dominion must necessarily depend, has been comparatively neglected; and it is only of late years that capitalists have begun to realize the immense advantages that would accrue to themselves individually, and to the country generally, from the development of the regions where the economic minerals abound. There can be no doubt that this awakening interest has been stirred into activity by the wonderful success which has attended almost all the efforts of our American cousins to develop to its fullest extent the mineral wealth which nature has bestowed on them. The great gold rush to the Pacific slope thirty years ago has long subsided. The mad speculation, the feverish excitement and the blunders of that stirring time have almost vanished, and mining in California and throughout the United States has become one of the stateliest and most systematic, as well as the most profitable of business enterprises. Mining appliances of every description have been perfected to miraculous degrees, and the science of mineralogy has been prosecuted above all others, so that the Americans may justly be said to be the miners of the world. Many countries have profited by this example, but we who should have learnt the lesson first have been almost last. It is true that there was a small rush when gold was discovered in Cariboo; the copper and silver deposits of the Lake Superior region have attracted some attention, the Nova Scotia fields have been weakly worked; and a languid wonder has existed at the presence of gold in the Chaudiere valley. But up to within the last couple of years no real attempt has been made to bring those immense deposits of mineral wealth under way, and to them subserve the purpose of enhancing our national strength and prosperity. Americans and Englishmen have come over and bought our birthright, but the amount of native Canadian capital and energy that has been expended in developing our mineral resources is exceedingly small when compared with their vastness and importance. Now, however, we think we see the dawn of a better era. For the past, many excuses may be assigned, chief among which are our national juvenescence and verdancy, and the generally unpropitious state of trade during the last decade. We hope these are the only excuses, and that there is not behind them a sluggishness to appreciate the bounties of nature at our disposal, as well as a lack of energy to seize hold of them. Commercial prospects are now brighter than for many

years past, and we are fast shaking off those disadvantages which always clings around a new country in its early progress, so that these matters are the only ones that have kept us from making the best of our mineral resources. We may reasonably look forward to a great revival in this branch of industry in the immediate future. That this revival has already been inaugurated is not difficult to perceive. The settlement of the trans-continental railway question has given a decided impetus to the investigation of the inexhaustible deposits of copper along the north shore of Lake Superior and in the islands of that inland sea. The old foggy style of mining that has so long kept the Nova Scotia mines in the background is being rapidly replaced by more economic methods based on scientific principles. The phosphate regions of the Ottawa valley have at last been appreciated, and the output of the mines there is increasing at a remarkable rate. In Ontario the iron industry is waking up, though the lack of coal seriously hampers it yet. Important discoveries of gold in different parts of the country are having their effect on the unoccupied capital which is so abundant at present. The Chaudiere valley is beginning to receive its due share of attention. Lastly, the mineral interests of Newfoundland, though not comprised in the Dominion, are worthy of mention. There the mineral regions of the island have been subject to a most thorough survey, with highly satisfactory results. Nickel and copper ores are found to abound in great quantities and within easy mining reach. The exports from Newfoundland of copper and nickel alone for the last twenty years amount to over \$4,000,000, and this export has been increasing greatly during the past few years. On the whole, it may be safely said that the mineral wealth of our country will not long remain undeveloped as it has done in the past, but that scientific research and on-going application of capital will speedily divulge its real value, and by its means raise our country to its proper position among the naturally wealthy countries of the world.—The Shareholder.

THUNDER BAY.

During the week there has been quite an excitement among the various mining interests of the district. Numbers of capitalists and mining experts have been to Prince Arthur's Landing in connection with various enterprises. The most promising of these is the property known as the McKellar Island, and which has been sold to a company to be known as the McKellar Island Silver Mining Company, Limited. The organization of this company with a capital of one million dollars has just been completed. There will be one hundred thousand shares of the par value of ten dollars. The work on the Island is to be pushed forward as rapidly as possible. All the necessary buildings will be erected at once. The shaft is down 125 feet. It is proposed to crosscut into the main vein—and also to run an adit into the main shaft at a depth of about 80 feet from the surface. The vein extends downward a mile and will be sunk from 900 feet level and the ore stopped out. A large quantity of rich ore has been obtained from this point of the mine, and there is more to come, which, under the new arrangement, can be brought to the surface without being reduced.

In view of the existing state of affairs in general, we think we may safely say that the long-expected mining boom has been safely inaugurated and is now well under way.—Scintill.

Mr. J. W. Biston has returned from his prospecting tour of the gold fields on the Rossian river. Ten borings were made in different localities, defining accurately the situation of the bed. In four of them coal was struck at a depth of 25 ft. The seam varied in thickness from two to six inches, and extended in a north-westerly direction, being at least three-quarters of a mile in breadth. Further search and deeper borings were prevented by the fact that the implements provided were inadequate. Dr. Hannah, of Victoria College, Cobourg, has pronounced the coal to be a very superior article of the bituminous kind.

CHEAP BUILDING A FRAUD.

The Irishman who went into a store to buy a pair of boots, and upon being asked what else he wanted replied that he desired the largest pair he could get for his money, was no more foolish than the man who tries to see how large a house he can build for the smallest expenditure of money. Yet every day we see hundreds of examples of this kind of foolishness, and a large amount of the poor building that is being done arises from this prevailing desire to spread over the greatest amount of surface for the least amount of money. Men who set out to build a residence often think that it must be as large and as showy as a neighbour's, but they do not wish to or perhaps cannot make the same expenditure in constructing it that was necessary in building the other. The result is that a system of cheapening is undertaken all the way through, from cellar to roof. The first slighting begins with the foundations; perhaps brick is employed instead of stone for the foundation walls, or perhaps the cheapening process commences in the purchase of the lumber, or other material entering into the construction of the buildings. This so-called economy lies in the way of hiring cheap carpenters, buying inferior lumber, poor glass, cheap hardware and poor nails, as well as substituting an inferior roofing material for the best, may, in the first instance, make a saving in the cost of erecting the building, but is such

probably the owner who has to replace the worn out and leaky roof with a new one will not think so, likely the parties looking "square eyed" through the streaky window panes will also hold to a different view, as will the owner, who is compelled to replace his brick wall in a short time with new materials, or find that his building will be cracking and moving out of shape. The tendency to over-build, or to unduly enlarge, is very great, but the builder before allowing himself to do so would do well to count the cost, present and prospective. The true policy is to build substantially. If one's purse to not look enough to admit of erecting as large a house as may be desirable, and at the same time make it in accordance with a sensible design, and to finish it as it should be finished, it is far better to restrict its dimensions, and put the amount thus saved into better materials, and to increasing the necessary outlay for work upon it. What we have said about building residences will apply equally to the construction of mills and factories. If only a certain sum can be devoted to erecting works, it certainly is not an evidence of good judgment to see how extensive these works can be made, regardless of the manner of their erection, or the quality of the materials entering into their composition. It may be, and doubtless is, true that greater care is requisite in building certain kinds of works than others. Thus it would not be safe to slight the foundation work or the frame work of buildings where heavy machinery is to be operated, while buildings only intended for sheltering machinery or material from the weather might possibly be less carefully constructed. The item of repairs should always be considered, when building a house or shop. Leaky roofs, rotting clapboards, poor brick, failing paint, cheap locks, cheap screws, cheap knobs, and cheap window fastenings, are all annoyances which not only keep the owners in a constant state of trouble, but they are expensive luxuries which cannot well be afforded. Besides, a cheaply built house or factory is like shoddy cloth or cotton velvet, always presenting an undesirable and played out appearance. We are not contending now for what might be called ornamental building, reference being only made to substantial work,—work that shall last, and look well more than a day after the contractor has been paid and has left the job. It is true economy to build well, to use the best materials, to have work thoroughly and conscientiously done, even if by so doing the building is reduced in proportion or the expense is considerably more than it otherwise would be. Cheap building is a fraud.—Chicago Industrial World.

The International Machinery Exhibition, annually held at Breslau, will take place next month.

The convention between the German steel works is reported to be definitely abandoned, the great increase in production by the Wendel and Stumm works having totally altered the condition of affairs.

Six months ago a party of hunters tried to smoke out a fox that had taken refuge in a hole ten miles west of Somerset, Ky. In so doing they set fire to a bed of coal, which has been burning ever since.

The design and construction of a bridge over the Forth officially occupy the attention of four eminent engineers of Westminster, and more will be heard of the Forth bridge and Forth Bridge Company in a short time.

The men employed at Krupp's great works, at Kassel, Germany, are working night and day in supplying orders for large guns. Roumania has ordered 100; Greece, 700; Sweden, 50; Holland, 120; and Italy, 400.

Whilst the Anglo-French commercial treaty is being agitated, commerce is declining between the two countries. Imports for the first five months of the year have decreased 62,000,000 francs. Last year England exported to France \$150,000,000 worth of British manufactures.

The deposits of manganese near Châlucet, in the department of the Indre, are now being actively worked, and the Terre-Noire Company has secured a contract for 3,000 to 5,000 tons per annum from three different mines, the ore from which contains respectively 60, 54, and 40 per cent of manganese.

Like many other iron companies, the Skerne Ironworks Company (Limited), which failed two years ago and was reconstructed at the beginning of last year, has lost money on the year's working to the extent of £8,601. The company are large manufacturers of ship plates at Darlington. The report just issued states that the losses are due to the purchase of 10,000 tons of pig iron and other raw material at high prices, just prior to the unprecedented fall of iron in the spring of last year.

Extensive steel and iron works are being put up in Russia by British capitalists. Members of parliament and others, representing some of the wealthiest commoners, are engaged in developing and utilizing the mineral resources of Southern Russia. Near to Odessa, where there are coal and ironstone in abundance, they are now erecting ironworks, which they are now augmenting with steel works. Machinery weighing 155 tons, part of a total of 304 tons, will shortly be followed by the makers, the proprietors of the Highfield Works, Bilton, for dispatch to Odessa.

PRESIDENT GARFIELD.

Washington, 6th, 6 a.m.—Mrs. Edson, one of the attendants in the sick room, says the President rested well the most of the night.

Col. Jackwell, one of the watchers during the latter part of the night reports that the President passed a quiet night. The President remarked this morning that he felt considerably refreshed by the rest obtained during the night.

Dr. Bla and Woodward feel very much encouraged at the President's condition this morning. His pulse at this hour is about 110.

8 a.m.—The President passed a most comfortable night, and has slept well. His condition has remained throughout as favorable as when the last bulletin was issued. His pulse is becoming less frequent; it is now 98, temperature 98°, respiration 23.

12.30 p.m.—The President remains as comfortable as at date of last bulletin. He takes nourishment well. Pulse 100, temperature 100, respiration 23.

New York, 6th.—Washington specials to the *Herald* say it is a curious fact that since the mob of doctors have been turned out the President has begun steadily to recover. There are four in attendance now. What they have done for the President except prescribe rest and repose it is difficult to see. No two of them agree as to the location of the bullet.

The *Tribune* says there are said to be a number of auspicious and unknown characters about the city of the vagrant stamp, in view of what possibly may be a crazy mania for notoriety through murder. The police contemplate arresting them.

The delicacy of Arthur's conduct and all his expressions since his arrival are beginning to win for him a warm place in many hearts, which a week ago would have found it difficult to put a charitable interpretation upon any act or word of his.

General Sherman said last evening:—Out of my abundant experience with gunshot wounds in the army, and from a careful observation of the course of events since the shooting of the President I predict he will recover. He will pass every danger in point in the race to health, such as he did that of last night.

The *World* says there is a growing impression among those who have seen him that Guitreau is more knave than fool. This *World*'s opinion.

The *Sun* says the President stated yesterday:—I am very anxious to live, indeed, and if necessary I would let them cut my limb off inch by inch; still I have to die I am ready to go. Keep your courage up."

Considerable alarm is expressed on account of the many half, or all, crazy men continually turning up in the Capitol. A young malefactor climbed a fence at the White House grounds last evening, and started the guards by telling them the President sent for him. This morule man at the gates seemed determined to force his way in saying that he had a preparation which would cure the President's wounds.

Mrs. Garfield was with her husband a few minutes this morning. They conversed quietly together. She came away apparently increased confidence. Subsequently she expressed a wish for the preservation of certain newspaper articles on the shooting, remarking that she wanted the General to see them when he got well. It is stated that should the President recover, Guitreau will have a hearing and an examination by a board of physicians on August 2nd.

12.55—A slight rise in the pulse of the President, since the official bulletin, at 12.30 a.m., has been caused by changing the bed, and the movements of the patient's body, which it necessitated. The symptoms are still regarded as very favorable.

1 p.m.—Unofficial—Unless an unfavorable change occurs no further official bulletins will be issued until 8.30. Experiments are being made with different sorts of apparatus to cool the President's room.

2.30 p.m.—The heat to-day is intense. The President does not suffer much from it, however. The President's condition at this hour remains unchanged, all rumors to the contrary notwithstanding.

3.30 p.m.—Unofficial—Among the favourable symptoms in the President's condition to-day is the fact that he is beginning to find fault with the doctors because they do not give him enough to eat. He called this afternoon for beefsteak, but it was not thought prudent at present to allow him to eat such hearty food. He grumbled a little but consented to compromise upon being offered an egg, and say no more about it. The egg was given him. He wished to know this afternoon whether he could not be permitted to hold a Cabinet meeting, and evinced a general disposition to talk, which his physicians were obliged to discourage and restrain. His symptoms continue favorable.

Washington, 6th.—The following despatch was sent by the surgeons in charge to the consulting surgeons:—1 p.m.—Since our telegram yesterday the case has continued to progress favorably. The President was quiet and comfortable during the day and needed no morphine until bed time last night. His mind was perfectly clear, but he obeyed our injunction to refrain from conversation. During the afternoon he had several small solid natural evacuations from the bowels. The first also the accident. They occurred without pain and discomfort, and contained no trace of blood. During the early evening, from 7 to 10 p.m., he was troubled occasionally by acid eructations, but on suspending the administration of nourishment for a time this symptom disappeared. At 10.30 p.m. one quarter grain of morphine was administered, being the only morphine given since our telegram to you yesterday. He slept very well during the night, and expressed himself feeling quite comfortable, though weak this morning. At 8.30 this morning his pulse was 98, temperature 98°, respiration 23. Tenderness in the lower extremities to touch considerably diminished. He is taking with much relish every two hours some chicken broth, made more nutritious by raw egg.

Albumen. A 12.30 p.m. to-day his pulse was 100, temperature 97, respiration 23. We will continue to keep you informed of the progress of the case. Signed, Bliss, Barnes, Woodward, Robards.

Washington, 6th, 12 m.—Dr. Bliss says the President's condition and symptoms at this hour are satisfactory and satisfactory.

Washington, 6th.—The following dated New York, was written to Garfield last fall by Guitreau.—Dear General.—I, Charles Guitreau, hereby make application for the Austrian rotation barge about to carry a wealthy and accomplished ladies of this city. We think to this we might represent this nation with dignity and grace. To the people of first come first served, I have faith you will give this application favourable consideration. The letter was shown by Garfield as a curiosity, and he afterwards referred to it humorously as an illustration of unparalleled audacity and impudence.

Washington, 6th.—It has been suggested that if the President recovers there should be a national celebration to give expression to popular rejoicing.

Washington, 6th.—Bulleit's official at 8 p.m.—The President's condition continues as favourable as at the last report. He passed a very comfortable day, taking more nourishment than yesterday. Pulse 104, temperature 100°, respiration 23. Unless unfavourable symptoms develop no further official bulletins will be issued until to-morrow morning.

Washington, 6th, Midnight.—The President passed a most comfortable day, and his condition to-night in every way was as satisfactory as could be expected. He has taken more nourishment during the past 18 hours than at any time since he was wounded, and the food has all been retained and perfectly assimilated. To relieve him as far as possible from the oppression caused by the intense heat his physicians this evening put into operation a simple refrigerating apparatus, which it is thought will render the atmosphere in his room to-morrow much more comfortable than to-day. Although only a few hours have elapsed since the apparatus was put in operation it made a very perceptible change. The day has been a comparatively quiet one at the Executive Mansion, for the reason that bulletins to a great extent relieved public anxiety and decreased the number of visitors. At midnight the President was resting quietly and all his symptoms were encouraging.

Washington, 7th, 1 a.m.—Unofficial.—The President is resting quietly, as are also his physicians and attendants. Everybody about the Executive Mansion is a great deal encouraged. 2.50 a.m.—The President continues easy. No change in his symptoms.

REORGANIZATION OF THE ARMY.

The *Times* contains a summary of the scheme for army organization. In future cavalry regiments are to have two lieutenants and colonels, three majors, five captains, and two lieutenants, besides the adjutant, who in future may be selected either from lieutenants or captains, and will be supernumerary of their rank. They will hold their appointments for five years—renewable in certain cases for two years more. The organization of a home battalion of infantry will be altered so far that the lieutenant-colonel at the depot will serve with the home battalion, and he will be replaced at the depot by one of the majors of the battalion. Quartermasters are to be allowed the rate of pay assigned to 15 years' service as such, after a total service of 30 years, including 10 years as quartermaster; or at the age of 50, with 10 years' service as quartermaster. The widows of quartermasters are to receive the same pension as lieutenants, and the retiring pay of an officer of that rank will be £200 a year, with a reduction of 10% for each year of service less than twenty years (counting rank service as half time), but there will be a minimum of £50 a year. Riding masters will participate in the rules affecting infantry, quartermasters, and a schoolmaster after eleven years service, on re-engagement, will become a warrant officer. With respect to retirement, officers compulsorily retired on account of age will be allowed the maximum pension of their rank; but retirement on account of age will be governed by army rank, thus steadily increasing the value of brevet promotion. General officers who have not reached the age at which they would be retired, but who have been unemployed for some time, will lose 10% a year of their retiring pay for each year they are below the compulsory age, but the reduction will not be greater than 100%. The tenure of battalion command is fixed at four years, and after the end of six years a lieutenant-colonel will be promoted to the rank of full colonel. A lieutenant-colonel, whether first or second in command, after four years as such, will be made a colonel, but he will not leave his regiment until the six years have expired, when he will be entitled to a colonel's retired pay. The number of generals on the active list is to be reduced to 140; and as on the 1st of July there will be an excess of 50 over this number, it has been decided to absorb every second vacancy, in the artillery, in consequence of some officers having entered the service late in life, some captains are to be permitted to serve until 42 years of age—instead of 40. On the question of pay, second lieutenants will be allowed the first increase of pay after two years, subject to passing an examination, and there is a slight increase in the pay of all officers. Majors, captains and lieutenants promoted from the ranks will be allowed to complete 20 years' service (rank service reckoning as half) and will retire on a minimum of £200 a year. The number of rewards for distinguished services are to be reduced by one-half. The promotion which is to take place on the 1st of July is to be present and not by the new territorial regiments, but subject to the return of officers who may have been compulsorily retired under the warrant of 1878. With the new double-battalion territorial regiments, an officer abroad will be promoted to exchange into his affiliated battalion at home without loss of regimental

privileges and the facilities of being able to use home, if he wishes, will be greater than they are at present, for his regiment will have eight companies abroad and twelve at home.

MISCELLANEOUS NOTES.

A statistician has calculated that a pair of rabbits would in four years have descendants to the number of a million and a quarter.

Philadelphia and New York are connected by more telegraphic wires than any other two cities in the world, the number being 110.

The Hindoo begin the creation as a mere astronomical epoch when all the planets were in Aries, or nearly 2000,000 years since.

Four soldiers died at Aldershot on Tuesday as the result of the oppressive heat. Forty are in the hospital, some of whom are not expected to recover.

A bridle is reported to have lately said:—"I told all my friends to have my name put on my presents, so that if divorced George should not be able to claim them."

Intense heat prevailed throughout Europe on Tuesday. At Paris 90° in the shade was registered. There was a great electrical disturbance and heavy rain in London Wednesday.

In ancient times young ladies before their marriage used to wear their hair uncovered and untied, flowing loose over their shoulders, but when they entered the wedded state they cut it off and assumed some sort of head gear.

Fake ears, says the *London Lancet*, are the new "fashionable adjunct" in Paris, and have already been noticed in the London drawing rooms. They are described as "pearly" and "shell-like." The hair is allowed to cover the ugly things made by nature.

Grain has been found in the excavations at Herculanum which was charred at the time of the destruction of that city 1800 years ago, and yet the shape is perfectly preserved so that you can distinguish between the different kinds of grain.

A writer in the *British Medical Journal* asserts that in the last thirty years there has been a gradual diminution in the size of people's heads. The change was first observed by hat manufacturers, who have reduced the average hat two sizes during that time. Cause not stated.

Algiers possesses a river of veritable ink. Two streams, one starting from a region where the soil is ferruginous, the other from a peat swamp, meet and form the river, whose inky constituency is due to the mixing of the iron and gallic acid which the two tributary streams respectively contain.

A despatch from Santa Fe, Mexico, announces the finding of thirteen bodies, all Americans, at Band Hills, forty miles south of Hapsco. They are supposed to be the bodies of a surveying party. A detachment of troops has been sent to ascertain particulars. It is supposed that the party were massacred by Apache Indians.

A practical joke was recently played at Salisbury, England, upon two of the leading dignitaries—a Chancellor and an Archdeacon. A letter, apparently in a lady's handwriting, was sent round to various persons, inviting them to lunch with the Archdeacon, and tradesmen were honoured with sundry orders, which were obeyed; in one instance three tons of coal were duly delivered. A boy's school was among the visitors invited.

At the beginning of the thirteenth century the ports of England ranked London, Boston, Southampton, Lincoln, Lynn, Hull, eighty years later: Boston, London, Hull. Towards the close of the sixteenth century Lynn was the most important port; then came Hull, Yarmouth, Exeter, Bristol, while Boston had gone down to number ten in rank, and Newcastle was looming up. Fifty years later Bristol was winning the race, to have her nose put out of joint in another half century by Liverpool.

A St. Petersburg correspondent writes that in the latest budget of the Russian Empire, the division allotted to the household expenses of the late Czar includes fifteen hundred rubles for providing birch brooms (Rubbed Broom) for cleaning the Winter Palace. Estimating the cost of each at the retail price in St. Petersburg, he finds that no less than eighteen thousand of these brooms have been used every year for the Winter Palace! Nearly fifty must then have been worn to the stamp every day in the late reign.

In olden times English tramps prayed for deliverance from Hell, Hull and Halifax. This is explained by the chronicler Fuller, who relates that there was a peculiar "Gibbet law" offering special facilities for the banishing of the idle and discontented in Halifax, while they avoided Hull because it was terrible unto them as a town of good government, where vagrants met with punitive charity. "Punitive charity" is good, and might be applied with advantage to this erring and straying season in many places outside of Hull.

Mauritius, though not larger than an average English county, has an annual public revenue exceeding £700,000, and an annual trade, including exports and imports, valued at nearly £5,000,000 sterling. Thus "the Malta of the Indian Ocean," as it was called by M. Thiers, while ranking as a first-class naval and military station with Gibraltar, Malta, Hong Kong, and Bermuda, is also a wealthy colony, carrying on a valuable trade with Great Britain and British colonies.

The *Morning Post* announces that it is the intention of France to mobilise 120,000 for service in Africa. This extraordinary step, it is said, is based upon the

necessity of immediately securing the tranquillity and safety of French possessions in Northern Africa. The French Minister of Foreign Affairs will address the representative to the powers explaining the motives of the movement, and giving them to understand that France is prepared to take further measures if necessary for the protection of her interests wherever they are invaded.

The number of vessels plying between the United States and Europe is 5,210, of which 4,657 are sailing vessels and 553 steamships. The sailing vessels are distributed among the various nations as follows:—1,370 are British, 1,025 Norwegian and Swedish, 84 American, 698 Italian, 300 German, 105 Austrian, 215 Spanish, 64 Russian, 67 French, 49 Dutch, 23 Danish, 28 Portuguese, and 2 Belgian. Of the steamers, 447 are British, 35 German, 1 Spanish, 14 American, 13 Belgian, 9 French, 6 Dutch, 5 Italian, and 6 Danish.

Young men who are graduating from the various colleges, and are casting about for occupations which to support themselves, will of course not fail to note the advantage offered by the profession of jockeying. The English jockey who rode Iroquois a few minutes the other day got \$5,000 for winning the race. Pedestrianism, as practised by Howell, and rowing, as practised by Hanlan, are also attractive callings for the ambitious young man who has assiduously devoted his four years in college to athletic sports.—*New York Sun*.

An English peer and some friends were returning from the races. In the adjoining compartment were eight bookmakers who, cleaned out by successive failures, were travelling without tickets, hoping by a turn of good luck to escape payment. At least one of them hit upon a brilliant idea. Pulling his cap down over his eyes and buttoning his coat went to the carriage of the noble lord and his friends, and, assuming an official air, collected all their tickets. These he distributed among his friends, and on reaching London the noble lord narrowly escaped seeing himself and his friends taken into custody for attempting to defraud the railway company. It was only by paying their fare a second time that they escaped from the clutches of the railway servants.

Two Madison avenue sisters, one a dark brunette and the other a light blonde, are described by the *Cincinnati Enquirer* as fashion correspondents as so anxious about harmony in colours that each has a past of their parlour furnished and decorated with special reference to her own complexion. When receiving callers, each stays as much as possible at her own end of the room. The same writer says: "A young novice at a convent retired the other day from the institution, refusing to become a down-right nun because she had concluded that the black habit was unbecoming to her. If she can hear of a religious order whose garb is light blue she will doubtless join it devoutly."

Dr. Russell, the celebrated "Times correspondent," who accompanied the Duke of Sutherland in his visit to this country and returned with him to Scotland, impresses one less as a man of great intellectual power than as a well-balanced Irish gentleman, blending with the world's common sense of a Garrick Club Englishman, a great deal of the suavity and Celtic succulence of a gay Irishman, a sleepless shrewdness and indefatigable observation being typified in his small, quick, sharp eyes and the upper part of his head, while his love of song, wit, wine, and women, but expression in the rich epicurean mouth. A diabolical amount of wideawake information about things and men is combined in a most genial way in him, with a nature of fascinating bonhomie and manly generosity and kindness.

The Panama Ship Canal has to encounter unexpected obstacles. It is stated that the engineers have sunk a shaft 100 feet in depth without finding rock. This shaft was sunk near the Chagres River, where it is proposed to construct a dam to divert the water of the river so as to make it part of the canal. This dam is to be over a mile in length, 150 feet in height, 3,150 feet thick at the bottom, and 780 feet thick at the top. The basin or lake formed by it is expected to contain many million tons of water. If the foundation for so great a structure cannot be had at a hundred feet below the surface, its building seems quite problematical, and the ultimate accomplishment of the whole project is rendered doubtful.

There is a growing doubt among the ablest biologists as to there being any fixed relation between brain structure and mental function. Sir J. Lubbock has pointed out that, though the anthropoid apes ranked next to man in bodily structure, ants claimed that place in the scale of intelligence. Once he had watched an ant working, and it worked from six in the morning to ten at night without interruption, carrying 187 larvae to its nest. Prof. Calderwood said that it became apparent that anatomical structure was not in itself adequate guide in determining comparative importance in the scale of organic existence, and that even comparative brain structure could not be taken as a sole test of the measure of intelligence. The whole order of ants presented quite exceptional difficulties for the theory of evolution, and also for the theory of intelligence, which seeks to account for it by complexity of brain structure.

Horse racing in England dates properly from the commencement of the last century, and since 1700 there have been but four members of the Royal family who vigorously supported the turf by owning race horses. The four Royal patrons are Good Queen Anne; Frederick, Prince of Wales, the father of George III, who once lived at the Dur-

hams, near Epsom, now Lord Roberts' residence, where Mr. Gladstone goes to recruit. The Duke of Cumberland, brother to the last mentioned Prince, and George IV. Perhaps the sailor, King William IV., "Billy Bully," as Greville calls him, may be included among them, because he succeeded to his brother George's ship, and had the rare distinction of winning first, second and third for the Goodwood Cup in 1830. But his connection was quickly terminated.

In the British navy officers and men may wear all the face hair they can grow, but in the army, except on foreign service, beards are tabooed. In most of the continental armies similar restrictions are in force, but in Belgium they are more liberal, and during the present month the Minister of War has issued a general order to the effect thatasmuch as beards have been prohibited, he must remind all commanding officers that, by a ministerial decision of 1870, all the men in the army may wear their face hair just as they please. In France waiters are rigorously prohibited from wearing a moustache, and the same rule obtains in leading restaurants in New York. A gentleman lately got a young man in one of those establishments, but, though very anxious to go, he loved his moustache better than lucre and declined the place.

We have been informed that it is the intention of the N. B. Land and Lumber Company to survey and locate a number of lots on their lands immediately in the rear of New Denmark, and that Mr. Richard Hollamby has been named to do the work. If this is the case, they could not have chosen a better place or a better man. There is a magnificent stretch of woodland lying towards the east and north of New Denmark; and the experience of the last few years warrants the belief that, if a road is made through it, the lots will readily find purchasers, if the price is put at a reasonable figure. Lord Elphinstone and Sir John McNeill express themselves as very much pleased with the character of the country, and although, of course, their personal examination has been hasty made, the information placed at their disposal has been such as to enable them to form a very reliable opinion.—*London Capital*.

The vindictive spirit shows in some of the outrages in Ireland assumes a ludicrous form. The practice of obliging bailiffs to eat their processes has been exposed in an instance which is reported from Meath, County Westmeath. A farmer residing near the town had the misfortune to find one of his cattle very ill. A village veterinary surgeon prescribed a copious dose of oyster oil, but, unfortunately, the only vendor of the drug in the neighbourhood had been "Boycotted." The farmer had no alternative but to lose his cow or enter the forbidden shop. He waited until nightfall, when he ventured into the shop and procured half a pint of the oil. He was not unobserved, however, and had not proceeded far on his way home when he was met by some Laois Leaguers, who asked him if he did not know that St. Léon's shop had been "Boycotted." He pleaded dire necessity, but in vain. The bottle was taken from him, his mouth held open, and the whole contents were drizzled slowly down his throat. He is not likely to incur again the penalties of the unwritten law

THE METAL TRADE.

THE BRITISH MARKETS.

(American Manufacturer)

The week has been much broken. In all the districts the Whitewash holidays have been observed, and in the North of England there has been the further disruption consequent upon the observance of the Centenary last Thursday of the birth of George Stephenson.

The excess of make of pig iron in all the districts continues, and the consequent tendency of prices of raw iron is downwards with equal universality. The chief heavy demand for finished iron, which has run upon ship plates, is not now brisk, and, as will be seen further on, that branch is getting weaker. A brisk demand for sheets is kept up by the galvanizers in particular, and orders offered at old prices are being rejected. As well in ungalvanized as in galvanized sheets the advance of from 8s to 10s mentioned last week is still asked by several firms. Nor is it easy to place baling strip on the former rates.

The steel movement makes head. The transformations from iron making to steel making show no slackening, nor is there any less confidence in steel by the former users of iron.

The total value of iron and steel sent out of this country during the five months ended May was £10,179,722; this is a decrease of about 20 per cent. on the same period of last year. The month of May has seen iron and steel leave our ports to the value of £2,486,368—a decrease of 7½ per cent. upon May, 1880.

Sales of pig iron in Scotland have fallen off by 118,000 tons since the beginning of the year as compared with the corresponding period 12 months ago. Yet this week has seen a better business than last week or even than the corresponding week 12 months back. The figures stand at—this week, 14,800 tons; last week, 11,842 tons; and last year 13,103 tons. Furnaces remain at 121 in blast against 110 last year. Yesterday the Glasgow market closed with prices at 47s to 48s, one month; and 48s 1d to 48s 8d, cash; but buyers held off for 49s 9d. Scotch manufactured iron and steel is weaker. The current prices may be set down as from £5 16s to £6 8s for bars; £6 16s for boiler plates; £8 10s for ship plates; £6 12s 6d for angles and £11 10s for steel boiler plates.

The iron trade in the North of England has not improved. The revelations made by the returns for May, showing as they do how rapidly stocks are increasing, have made buyers cautious and have proportionately weakened their confidence in the stability of the market. An increase on the month of nearly 14,800 tons was an augmentation almost twice as much as had by most people been looked for. Last Saturday the prices had dropped to 36s 2d for No. 3 G. M. B. prompt delivery f.o.b. This was a reduction of 6d upon the previous day when the nature of the returns had become known. Later on during this week No. 3 could have been bought at 35s 6d net, while No. 1 G. M. B. has been sold by makers at from 40s 6d to 49s 6d, though some merchants have accepted 40s for small lots. Very low prices for finished iron are this week being accepted in the North of England and the Cleveland combined districts. The encouraging prices to which ship plates were put up in April could not be maintained. Ship plates dropped almost from the day of that advance, and they are this week selling for as low as £5 17s 6d, less 2½ per cent. Still buyers hold on, believing that they shall be able to do better little later. Indeed there is an unsatisfactory outlook, for it is doubtful whether shipbuilders have not bought all the iron which they require to complete orders that they have in hand.

The hematite trade in Whitehaven is quiet. Consumers of hematite ore, whether on the spot or at a distance, are disinclined to give out many orders, and are reducing their stocks with the expectation that they will be able to replenish at lower terms than are now asked by the mine owners. And they are hardly likely to be disappointed, since producers' stocks are accumulating. What is true of the crude mineral is true likewise of the pig iron.

Trade in Sheffield shows a slight improvement in the week. That is to say that, whilst the Whitewash holidays have prevented much work being done, still orders have arrived during the week which leave manufacturers' books better filled than they were when the holidays began. Some excellent orders for the general hardware of the town have come forward by the last mails from Australia; and the mail just delivered is of greater value than the previous one. At the same time some excellent indents have arrived from South America. Sheep shears for South America are established in heavy request.

Business in South Staffordshire is very quiet, owing to the Whitewash holidays, but prices are firm, and for some descriptions of iron makers ask more money. The revival of demand for galvanized iron, which has lately advanced from 5s to 10s per ton, has made the sheetmakers very busy. Some of them have orders in hand which assure them full employment for two months ahead; and as production is curtailed just now by the holidays, and will be altogether interrupted a few weeks hence by the arrival of the hot weather, sheets are becoming scarce and dearer. Galvanizers for the most part have covered their current requirements, and are not willing to give

the prices asked by the sheet makers for new contracts, but in other cases buyers whose stocks are low are conceding a slight advance for early delivery. Export orders for hoops and sheets are of fair extent from Australia and India and some of the South American markets. Bar iron is quiet, and there is not much doing in plates other than those adapted for gilder making.

Prices of marked iron are unchanged at £7 and £7 12s 6d for bars. Unmarked iron may be had from £5 15s to £6 10s. Common sheets, singles, are £7; for galvanizing purposes the quotation is about £7 10s. In pig iron the transactions are virtually confined for the moment to small purchases of Northamptonshire and Derbyshire, and the product of South Staffordshire ores is neglected. Prices in this department are unchanged.

Regret is generally expressed at the failure of the Employers' Liability Insurance scheme, owing to the opposition it has met with among the operatives. The proposal of the employers was to contribute 25 per cent to the fund, which the operatives considered insufficient. Claims for compensation arising under the Employers' Liability Act must now be settled by litigation.

Mr. W. G. Bagwell, of the Castle Engine Works, Stafford, has just completed the smallest locomotive ever fitted together for practical use. This tiny engine "The Hampon," has a 3-inch cylinder and 13½-inch wheel, and its maximum width is only 31 inches. It is of 3-horse power nominal and of 18 inch gauge. The engine was tested on Friday with satisfactory results. Mr. Bagwell has recently sent engines of but slightly greater size to the Transvaal, Java, India, and other colonies. The present one is destined for South America.

In the stove, grate and kitchen range branch there is no great activity; but a somewhat better demand has been experienced of late for gas stoves for cooking purposes, which are in request, more especially in country hotels and seaside lodging houses. Safe and safe lock manufacturers do not generally report business brisk; indeed this branch may be described as in a somewhat depressed state, in spite of the efforts of manufacturers to tempt trade by cheapening production. There is a good deal of activity at present in the carriage iron-work branch, chiefly for export, and the constructive ironwork firms and heavy ironfounders are for the most part busy. More is doing on export account, especially with Eastern and Colonial markets. France continues to be a good and improving customer for machinery, wire rope, cabinet brass foundry, cutlery, guns, stamped tinware, metallic bedsteads, brass and copper wire, etc. It is probable that this trade will expand as the time draws near for the expiration of the existing commercial treaty. There is apparently a lull in the demand from South Africa and from the United States, with both of which markets we have done a fairly satisfactory trade this spring; but the Canadian trade is open, becoming out very promisingly.

THE LONDON MARKET.

The following were the closing prices in the London metal market June 10, 1881:—

	IRON.	STEEL.
Pig, G.M.B., f.o.b. Clyde.	2s. 4d.	2s. 4d.
Pig, Scotch, all No. 1	3s 7d 5s	2s 10d
Pig, Welsh, f.o.b. Wales	6s 0d 0s	6s 0d 0s
Pig, Welsh (in London).	6s 10d 0s	6s 0d 0s
Bar, Staffordshire (London).	6s 10d 0s	6s 0d 0s
Bar, Swedish (London).	9s 0d 0s	9s 0d 0s
Rails, Welsh (at works).	8s 0d 0s	8s 5d 0s
Rails, North of England (at works).	8s 7d 6s	5s 10d 0s
Sheets, Staffordshire (in London).	7s 10d 0s	8s 0d 0s
Plates, Ship (in London).	7s 2d 3s	6s 0d 0s
Hoops, Staffordshire.	7s 0d 0s	6s 0d 0s
Nail rods (in London).	6s 0d 0s	8s 7d 6s

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Bar, Swedish (London).	9s 0d 0s	9s 0d 0s
Rails, Welsh (at works).	8s 0d 0s	8s 5d 0s
Rails, North of England (at works).	8s 7d 6s	5s 10d 0s
Sheets, Staffordshire (in London).	7s 10d 0s	8s 0d 0s
Plates, Ship (in London).	7s 2d 3s	6s 0d 0s
Hoops, Staffordshire.	7s 0d 0s	6s 0d 0s
Nail rods (in London).	6s 0d 0s	8s 7d 6s

	IRON.	STEEL.
Pig, G.M.B., f.o.b. Clyde.	2s. 4d.	2s. 4d.
Pig, Scotch, all No. 1	3s 7d 5s	2s 10d
Pig, Welsh, f.o.b. Wales	6s 0d 0s	6s 0d 0s
Pig, Welsh (in London).	6s 10d 0s	6s 0d 0s
Bar, Staffordshire (London).	6s 10d 0s	6s 0d 0s
Bar, Swedish (London).	9s 0d 0s	9s 0d 0s
Rails, Welsh (at works).	8s 0d 0s	8s 5d 0s
Rails, North of England (at works).	8s 7d 6s	5s 10d 0s
Sheets, Staffordshire (in London).	7s 10d 0s	8s 0d 0s
Plates, Ship (in London).	7s 2d 3s	6s 0d 0s
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Bar, Staffordshire (London).	6s 10d 0s	6s 0d 0s
Bar, Swedish (London).	9s 0d 0s	9s 0d 0s
Rails, Welsh (at works).	8s 0d 0s	8s 5d 0s
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Rails, North of England (at works).	8s 7d 6s	5s 10d 0s

STOCK EXCHANGE GAMBLING IN FRANCE.

The Paris correspondent of the *Times* writes: "There is no denying the fact that the smaller classes in France, not only what are here called 'society' or the upper ten, but the bourgeoisie, take daily less interest in politics. Government is in the hands of the masses; its representative men are not to the taste of society, and thus politics are left to those who make them their special business. The minority, who from tradition, conviction, or habit cling to the Bourbon, Orleanist, or Napoleonic dynasty, and their case hopeless for the present, and the struggle is carried on by few. The attention of most of them is elsewhere, and they give vent to their passions on the boulevard, not at the poll. The House, indeed, is a word in everybody's mouth. It is the chief subject of conversation in the clubs, in the *cafés*, even at the dinner table. Everybody has more or less taken to gambling. From the most conservative landowner to the commonest porter, everybody seems drawn into the whirlpool of speculation. I had the honour some days ago to dine at the side of a lady whom I had so far only heard of as a leader of taste and fashion, and this in the most legitimate sense of the word. I was amazed when she spoke to me about the Stock Market in the most familiar manner, knowing a great deal more about it than I do myself. With that facility and communicativeness which is a trait of French character, she told me she had made a great deal of money, and that several of her friends had been quite as fortunate as herself. I could not refrain from expressing surprise at this, as I knew she was the possessor of a very large fortune." She replied that, in her opinion, it was quite as natural and legitimate for a woman to try and administer her inheritance as for a man, and that after all she only did what everybody else was doing. I asked her to give me the secret of her success. 'It is the simplest thing in the world,' said she, laughing at my ignorance, 'buy.' No doubt this advice, given two years ago, and steadily followed, was the right one, and all who bought or nearly all, have made money. The increase in public wealth has been enormous. French Bonds issued after the war in 1871 stand now at 120f. French railway shares show still greater improvement. A year ago French Northern shares were quoted at 1,000f per share of 500f., they are now at 2,100f., and all others bear the same comparison. Bank of France shares, which could be bought a year ago at 3,000f., sell now at 5,000f. Credit Foncier shares have risen 50 per cent. within the last year. But it is not only in France that the value of things has doubled. The French public had under the Empire and has ever since the war, invested largely abroad. Hundreds of millions of foreign stocks and shares have been held in this country. A large part of the Italian debt is even now in the hands of the French public, its quotation having risen from 70f. to 90f. The same is the case with Spanish, Egyptian and others. A more remarkable instance, perhaps, has been the investment in Spanish railways. Here there was positive loss, seeing that for many years they paid no interest. Slowly they have all worked up to prosperity, and the patient holder has not only recouped his capital, but sees his shares at a large premium."

A SATURDAY HALF HOLIDAY.

Nearly all the New York journals unite in saying that the recent movement of the machinists and iron workers of New York, Brooklyn and Jersey City to secure a half holiday on Saturdays has proved remarkably successful. It has been conducted with careful consideration of the best interests of both employers and employees. While the latter are to receive a great benefit, the former are not expected to suffer any loss in the long run. At present the half holiday seems to be generally conceded by shop proprietors in the three cities. The question of less of half a day's pay has yet to be fully settled. A few shops, including some of the largest, have conceded full pay, with 3 p.m. on Saturdays as the hour for closing, and some others have conceded full pay with a half day's leisure every week. The necessity of a conference of shop owners to discuss the question, and to take some uniform action upon it has been recognized, and one will probably be soon called. Some large Saturday afternoon meetings have been held by the machine shop mechanics, at which speeches were made in favour of the half day recreation, and the movement has received the cordial support of the influential daily and weekly press. The New York Times endorses the statement of one of the speakers. It says that the orator who told his fellow workmen that in reducing their weekly hours from 60 to 54 they had added seven years to their lives, was entirely within the bounds of truth. They have not merely gained half a day a week for healthy recreation, they have made life consist of something besides the hours of work and sleep. There must be many among them to whom the privileges of this half holiday—six hours a week not devoted to money getting—will be the occasion of awakening of dormant faculties which will make better men and citizens of them.

The taking of a Saturday half holiday has been a regular custom in England for several years, and statistics show

that the average life of mechanics has been considerably lengthened since that custom was adopted. An interesting feature of this increase of average longevity is that it has gradually gone forward since the hours of labour were shortened. This reason alone would seem to be strong enough to warrant the ready adoption of a universal plan of suspending work in machine shops half a day every Saturday.

A correspondent of the *American Mechanic* remarks: "By taking the five hours in a lump on a Saturday afternoon the mechanic gets more value out of his time, whether he employs it in study or takes himself away ten or fifty miles from the city for a change of air." The Mechanic adds: "It is better also for employers than a regular reduction of time to 10 hours a day. The cleaning up and repairing of machinery and motive power can best be done during an entire half day's stoppage; besides which there is greater economy in using steam power ten hours a day than nine hours. The improvements in shop equipments likely to be introduced during these Saturday intermissions should largely, if not wholly, make up any loss of production that might otherwise be caused by a five hours' shortening of the weekly working time. Shop proprietors, as well as their workmen, need rest, and would experience a like benefit by closing up as a rule on Saturday afternoons. Neither political economy nor social duties would suffer any shock by adopting that custom. Its success in New York city and vicinity serves as a beginning to a general acceptance of the weekly half holiday throughout the country."

THE PINE APPLE.

Within a very short time this favourite tropical fruit will make its usual plentious appearance in our active market, and occupy, for the season, a position of great commercial interest in the business operations of the trade and the majority of our most prominent packers. The season is still too early (altogether a few cargoes have been offered on the market) to present such statistics as might be of interest to the general reader, but it is our intention, at a more appropriate period, to give such items appertaining to the magnitude of operations in this article as will be perceived, we trust, with interest and profit to all concerned. The pine apple, or ananas, (*Ananassa Sativa*) is a plant of the natural order *Eromelaceae*, justly highly esteemed for its luscious and delightful fruit. It is a native of tropical America, and is found in greatest profusion throughout the West India Islands and in the sandy maritime portions of the north eastern part of South America. In these sections it was originally wild fruit, but has been greatly improved by care and cultivation. It has gradually diffused over tropical and sub-tropical countries, until it has become naturalized in many sections of the world, notably in Asia and Africa. Its strong, hardy nature has enabled it to withstand the unavoidable difference of its several new locations, until it has spread over nearly all the warm, sandy countries on the face of the globe, while its delightful flavour and refreshing nature has made it a wonderful favourite among all the nations. The fruit is a "sorsia," formed by calyxes and bracts of a close spike of flowers becoming succulent and combined. It has a number of long, serrated, sharp pointed, rigid leaves springing from the root, in the midst of which a short flower stem is thrown up, and bearing thereon six to eight. From the summit of the fruit sprays a crown, or tuft, of small leaves, capable of becoming a new plant, it being propagated, in cultivation, entirely by crowns and suckers, as in a high state of cultivation the perfect seed is never produced. In size the pine apple varies from 2 to 12 pounds and retains its flavour and juiciness for an extremely long period of time. In many countries, notably China, Japan and the Phillipine Islands, its fibre is much used for manufacturing purposes, the natives being peculiarly skilled in this species of work. Exquisite handkerchiefs, curtains, shawls, etc., are produced, which command almost fabulous prices among the more aristocratic circles of Europe and Asia. In this country no attempt of any magnitude has been made in this direction, its utility from this stand point being a matter for development at some future day. In our home market, the "Bahama Pine Apple," is the favourite fruit, and the demand and supply have been kept at a pretty even ratio. Immense quantities are processed and canned for shipment to all parts of the world, and find prompt and ready sale. In this peculiar branch of trade our city has invariably taken the lead. The reputation for square and honourable dealing of our merchants has become world wide, while their goods are probably celebrated for purity, fine quality and reasonableness of price. Nassau, in the island of New Providence, has always been considered the most favourable point for the purchase and shipment of pines. The island itself seems to trifle with them. On every hand as far as the eye can reach, loom up the brilliant green, pink and yellow apples seated royally upon their cactus like looking thrones and diffusing their delightful odour throughout their surrounding neighborhood. On some plantations from 70,000 to 80,000 dozens are cut per annum, and dozens of cargoes are shipped to the various ports of the United States and Europe. Many are also packed and canned by the producers, some parties shipping as many as from 40,000 to 50,000 dozens of cans; of course these are the larger dealers, but hum-

dred and hundreds of negroes engage in the same traffic for their own account, and when their crops ripen and become marketable through the wharves and business places, offering their stocks to the traders and buyers with a perseverance and pertinacity almost unendurable.

POSTAL TIME TABLE.



POST OFFICE, OTTAWA.

ARRIVAL AND DEPARTURE OF MAIIS.

MAILS.	TIME.		Delivered
	A.M.	P.M.	
Ottawa River Route	8 A.M.	8 P.M.	8 A.M.
Provinces of Ontario, Manitoba & British Columbia	8 A.M.	8 P.M.	8 A.M.
Ottawa River Route up to Carillon	8 A.M.	8 P.M.	8 A.M.
Quebec & Eastern Provinces	8 A.M.	8 P.M.	8 A.M.
Cochrane, Three Rivers, Berthierville, Sorel, by G.M.O. & O.L.R.	8 A.M.	8 P.M.	8 A.M.
Quebec by Steamer	8 A.M.	8 P.M.	8 A.M.
Eastern Townships, Three Rivers, Arthabaska and Rivière du Loup	8 A.M.	8 P.M.	8 A.M.
Occidental Ry. Malartic to Ottawa	8 A.M.	8 P.M.	8 A.M.
Dix St. Jerome and St. Jean	8 A.M.	8 P.M.	8 A.M.
St. Romi & Hemmingford Ry.	8 A.M.	8 P.M.	8 A.M.
Hastings, Sherbrooke, etc.	8 A.M.	8 P.M.	8 A.M.
Acton & Norel Ry. St. Johns, Nasbridge and St. Armand Station	8 A.M.	8 P.M.	8 A.M.
St. Johns, Laramie Junction & Sheard	8 A.M.	8 P.M.	8 A.M.
South Eastern Ry. New Brunswick, Nova Scotia and P.E.I.	8 A.M.	8 P.M.	8 A.M.
Newfoundland forwarded daily on Mail	8 A.M.	8 P.M.	8 A.M.
Packet leaving Old and 2d July	8 A.M.	8 P.M.	8 A.M.

Registered matter must be posted half an hour previously.

Office hours from 8 a.m. to 8 p.m. For Savings' Bank and Money Order business, 9 a.m. to 4 p.m.

G. P. BAKER, Postmaster.

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POLITICAL ASSASSINATIONS.

In view of the recent dastardly shooting of the President of the United States, the publication of a list of some of the most noted acts of assassination, or attempted assassination, since the close of the last century, may not prove uninteresting.

1792, March 16—Gustavus III., of Sweden, was shot at by a masked ball in the Theatre of Stockholm. He survived thirteen days.

1795, April 18—French Bonapartists who had been to Rastadt to negotiate peace with Germany after Bonaparte's Italian campaign were treacherously murdered.

Napoleon I. had several narrow escapes from assassination.

1801—The Emperor Paul of Russia was strangled in his palace at St. Petersburg.

1813, May 10—Mr. Perceval, who had been Prime Minister of England since 1809, was shot in the lobby of the House of Commons.

1817, January 26—The Prince Regent was shot at as he was driving to the house of Lords to open Parliament. He was not injured.

1820, February 13—The stabbing of the Duke de Berry, father of the Count de Chambord, took place on the steps of the old Opera House at Paris.

1820, February—The Cato street conspiracy to murder the principal members of Lord Liverpool's Ministry while at dinner at Lord Hawkesbury's house on the 29th, was discovered and frustrated.

1833—Louis Philippe, King of France, was shot at sixteen times.

1848, November 25—The life of the Duke of Modena was attempted.

1850, June 21—The Crown Prince of Prussia was attacked at Minden.

1861, May 22—Deloche, a workman, shot at Frederick William IV., King of Prussia, and broke his forearm.

1861, June 26—Robert Dale, an ex-lieutenant in the army, attempted to assassinate Queen Victoria.

1865, September 24—An infernal machine was found at Marseilles, with which it had been intended to destroy Napoleon III.

1869, February 16—The Emperor Francis Joseph of Austria was grievously wounded in the head while walking on the ramparts at Vienna, by a Hungarian tailor, named Libens.

1883, April 16—An attempt on the life of Victor Emmanuel was reported to the Italian Chamber.

1883, July 5—An attempt was made to kill Napoleon III., as he was entering the Opera Comique.

1884, March 20—Ferdinand Charles III, Duke of Parma, was killed by an unknown man who stabbed him in the abdomen.

1886, April 25—Napoleon III. was fired at in the Champs Elysées by G. L. and P. P. L.

1886, April 26—Raymond Fauchet was arrested in the act of firing on Isabella, Queen of Spain.

1886, December 8—Agostino Milani, a soldier, stabbed Ferdinand III. of Naples with his bayonet.

1887, August 7—Napoleon III. again. Bartolini, Grimaldi and Grillo were sentenced to death for going from London to assassinate him.

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1887, April 14—Attempted assassination of the Duke of St. Peterburg by one Soloviev.

1887, December 1—The assassination of the Duke of St. Peterburg by one Soloviev.

1888, January 16—Napoleon III. for the fifth time and his associates three full-mining bombs at him as he was on his way to the opera.

1888, July 14—King William of Prussia was shot for the first time shot by Uwe Lieber, a student at Baden-Baden. Becker fired twice at him and missed him.

1888, December 19—A student named Doege fired a pistol at Queen Amalia, of Greece (Princess of Oldenburg) at Athens.

1889, December 21—Four more conspirators from London against the life of Napoleon III. were arrested in Paris.

1889, April 1—President Lincoln was shot by J. Wilkes Booth.

1889, April 6—A Russian named Kavarsog attempted to stab Alexander II. at St. Petersburg. He was foiled by a peasant, who was enabled for the deed.

1889—The Czar II. was again attempted during the Universal Exposition at a review in the Jardins des Tuilleries at Paris.

1889, June 19—Prince Mihail, of Serbia, was killed by the brothers Radeworowitch.

1891—The life of Amadeus, then nearly King of Spain, was attempted.

Iron was so scarce in England during the reign of Edward III. that the pots, spits and frying pans in the royal kitchen were classed among the king's jewels.

The oldest church in New York State is in Tarrytown. It is built of stone and brick, the latter having been imported from Holland for the express purpose.

It has an antique belfry, high windows placed above the range of Indian arrows, and hipped roof.

The taking of a Saturday half holiday has been a regular custom in England for several years, and statistics show

POSTAL TIME-TABLES.

POST OFFICE, MONTREAL.

Montreal, July 5, 1880.

DELIVERY.	MAIIS.	CLOSING
8 A.M.	8 A.M.	8 A.M.
X 40	Ottawa by railway	8 A.M.
X 45	Provinces of Ontario, Manitoba & British Columbia	8 A.M.
X 50	Ottawa River Route up to Carillon	8 A.M.
8 A.M.	QUEBEC & EASTERN PROVINCES.	8 A.M.
8 A.M.	Cochrane, Three Rivers, Berthierville, Sorel, by G.M.O. & O.L.R.	8 A.M.
8 A.M.	Quebec by Steamer	8 A.M.
8 A.M.	Quebec by Rail	8 A.M.
8 A.M.	Eastern Townships, Three Rivers, Arthabaska and Rivière du Loup	8 A.M.
8 A.M.	Longueuil	8 A.M.
8 A.M.	Occidental Ry. Malartic	8 A.M.
8 A.M.	Dix St. Jerome and St. Jean	8 A.M.
8 A.M.	St. Romi & Hemmingford Ry.	8 A.M.
8 A.M.	St. Hyacinthe, Sherbrooke, etc.	8 A.M.
8 A.M.	Acton & Norel Ry. St. Johns, Nasbridge and St. Armand Station	8 A.M.
8 A.M.	St. Johns, Laramie Junction & Sheard	8 A.M.
8 A.M.	South Eastern Ry. New Brunswick, Nova Scotia, etc.</td	

THE DRY GOODS TRADE.

NEW YORK ADVICES

N.Y. Mercantile Journal

The domestic dry goods market shows a steady movement for an extended review, the general situation being without material change since our last report. The closing days of the half year, as is customary, have been largely devoted to the liquidation of stock, and the leading houses in the trade have agreed to "ad out" from Friday afternoon, July 5th, to Tuesday morning, July 8th, for the purpose of duly commemorating the anniversary of our glorious independence. In filling back orders there has been a steady movement of staple goods, both cotton and woolen, which has absorbed a considerable volume. New business, however, has been of moderate proportions at first hands, and the jobbing trade has also been light. Values are very firm throughout, and stocks are generally under good control.

In the foreign dry goods market business is very quiet both with importers and jobbers, and there is no change in the general situation since our last report. Trade is not likely to develop any special activity before the opening of the fall season, for which importers are beginning to make preparations. The importations are still light, receipts at the port last week being only \$1,427,000 excess of the previous week, and \$9,471 below those of the corresponding week last year. Dress goods have been in very moderate demand, but supplies are well controlled and prices steady and unchanged. Silk is still quiet, the demand being mainly limited to small parcels of blacks of good quality, and a few desirable shades of coloured, with a moderate inquiry for certain specialties from the manufacturing trade. Laces and lace goods show little animation and white goods are also in light request. In linen goods the demand is restricted to small parcels for re-exporting purposes. Imported woolen goods move slowly and values are unchanged.

Cotton Goods.—The market retains its firm tone, but in the way of new business the week under review has been a quiet one both with first and second hands. There has been a steady movement of staple cotton fabrics, both plain and coloured, on filling back orders, which has absorbed the bulk of current receipts. Stocks of desirable goods in first hands are unusually light and in many cases agents have orders on their books which they will be unable to fill for several weeks. Cotton flannels have been in exceptionally active demand and new orders have been received to a liberal aggregate. Some of the leading makers are said to be under orders till October. With jobbers business has generally ruled quiet, but some of the leading houses report a considerable package distribution of cotton flannels, etc. Values rule steady and the quotable changes are few. Coloured cottons have been in moderate request but in the execution of back orders there has been a steady movement of dominoes, ticks, stripes, cloaks and plaids, cheviots, etc. The leading houses of cotton duck have advanced about one cent per yard, and rule firm at the advance. For sail duck, yacht duck, etc., there is a good demand.

Woolen Goods.—For the past few months prices have been gradually rising, and the causes that are giving tone to the market show no signs of abating. Woolen goods cannot be profitably produced at former figures, owing to the marked advance in the price of wool, nor is it likely that they will be sold as heretofore, for stocks in first and second hands are small, and none feel pressed to sell. Such an outlook seems only to favour increased activity in the market, many buyers feeling that the sooner they wade into the incoming tide the less will be their wetting. The approaching holiday and the customary semi-annual taking account of stock have produced a temporary lull in some departments, but the fall business promises to be early and active. Seasonable woolens have been in fair demand in spite of the backward season, the distribution on previous orders being active. Heavy woolens and overcoatings remain quiet. Fancy cashmeres have moved quite freely, and the demand keeps the market quite close. Worsted coatings are still looking up. In cloakings and sackings a fair trade is doing in desirable grades. Donegans and Kentucky jeans are moving less freely; stocks are much reduced and broken. White flannels have been doing fairly, but red and blue have undergone further reduction. Linseys are receiving some attention. Blankets are well sold up and the market strong. Shawls and shirtings remain quiet. Carpets remain comparatively quiet in first hands, agents offering Wilton 6-ply, \$2.25; Brussels do., \$1.35; Super 3-ply, \$1.15. Terms two or three months, with from 2 to 3 per cent. discount for cash.

From first hands the demand for light fancy prints has been very moderate. Some of the jobbers, however, have effected a considerable movement of package and assorted lots by means of low prices, in order to clear out surplus stocks. There is an increasing inquiry from package buyers for dark fabrics, but no important transactions have been effected, as few of the new styles have yet been shown. Shirts are in light request, but there is a fair call from manufacturers for low grade robes and indigo blues have a steady movement. The demand for printed lawns is moderate and the distribution light, both from jobbers' and agents' hands. Ginghams are in less active request, but all lawning

desires are steadily held, with stocks well controlled. The print-linen market has been moderately active, and stocks are steadily held at 4 to 6 per cent., and 10 per cent.

Brown shirtings and shirtings run firm throughout, but there is little doing in the way of new business. There is a steady distribution on back orders and stocks of nearly all desirable makes are meager and in many instances goods are largely sold in advance of production. For bleached shirtings there has been a fair inquiry from Southern and Southwestern buyers, but the general movement on new orders has been of comparatively light proportions. Blue and medium fine shirtings are generally in light stock but low grade goods are in somewhat increased supply. Values are well sustained and we make few changes in quotations.

The market for cotton is disposed to be dull with no decisive advices from any direction to vary the monotony. Even home-made rumours, manufactured to order, are comparatively scarce in these days and of course speculation lags. The price of spot cotton since our last report has declined a shade—say an average of a sixteenth of a cent a pound—while futures have advanced a few hundredths of a cent.

The tendency of the wool market is still upward, though there is not much change in actual figures paid for stock since our last report last week being only \$1,427,000 excess of the previous week, and \$9,471 below those of the corresponding week last year. Dress goods have been in very moderate demand, but supplies are well controlled and prices steady and unchanged. Silk is still quiet, the demand being mainly limited to small parcels of blacks of good quality, and a few desirable shades of coloured, with a moderate inquiry for certain specialties from the manufacturing trade. Laces and lace goods show little animation and white goods are also in light request. In linen goods the demand is restricted to small parcels for re-exporting purposes. Imported woolen goods move slowly and values are unchanged.

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INSURANCE MATTERS.

INSURANCE LITIGATION

Although the great majority of life insurance companies are evidently unwilling to appear in court without good cause, there is a sufficiently large number of companies ready to risk upon them to give the insurance business an unavoidable reputation for litigiousness. It is scarcely possible to peruse any volume of the report of any court in this province without finding reported therein a number of suits against such companies. The variety and the ingenuity of the conditions and the variations introduced into the policies of different companies give room for endless points. Indeed the variety of phases which these disputes assume is so kaleidoscopic as to be most perplexing to judges themselves and any attempt on the part of lawyers to follow the cases through all their intricacies would surely prove futile. Among the defenses frequently relied upon is delay in furnishing proofs of loss and irregularity in the proofs when furnished.

The defense of delay arises in a somewhat peculiar form in a suit of Robins against The Victoria Mutual Insurance Company, recently decided by the Court of Common Pleas for Ontario. There, it was provided by the policy that the proofs, declarations, etc., called for by the conditions should be furnished to the company within thirty days after the loss. The loss occurred on September 21st, 1878, and on the 8th of October the plaintiff notified the company of the loss by letter. Shortly afterwards the plaintiff saw the local agent of the company and asked him to do for him whatever was necessary under the circumstances, which the agent promised to do. On the 17th of October the president of the company called upon and saw the plaintiff, who notified him of the loss, and of all the circumstances relating thereto, and the plaintiff was told by him, in answer to his inquiry, that nothing further need be done. The plaintiff in consequence did nothing, but afterwards, on hearing that the company disputed the claim, some correspondence took place which resulted in the plaintiff employing a solicitor, who put in the necessary proofs, but after the lapse of the thirty days.

The Court held that the plaintiff was entitled to recover, the non-compliance with the conditions on his part as to putting in the proofs having occurred through mistake and under the circumstances above set out. It is satisfactory to know that the company will not escape payment on such a plea after having lulled the plaintiff into security in consequence of which the neglect of strict compliance with the conditions occurred.—*Monetary Times*.

AN UNCONSCIONABLE EFFORT TO GRAB LIFE INSURANCE FUNDS DEFEATED.

It will be remembered that during the term of office of the new notorious Ex-Supt. Ins. Dep't., State of New York, John P. Smyth, certain life insurance companies were subjected to an examination (?) that during such process Hon. Thomas Murphy, Ex-Collector and Ex-New York State Senator, was employed in some instances as an appraiser of real estate property held by such companies. In one case Hon. Thomas viewed and appraised 228 pieces of property belonging to the Manhattan Life Insurance Company, located in the counties of New York, Kings, Richmond, Queens and Suffolk. This occupied some part of six weeks' time, for which Hon. Thomas rendered a bill (including alleged disbursements, \$337.14) for \$9,800, with the endorsement—"Correct, John P. Smyth, Superintendent." Comptroller F. P. Olcott, to whom the account was submitted for payment, concluded to exercise the prerogative of this office, and audited Hon. Thomas' bill (?) Was, whereupon it was found that \$9,800 rated services charged at \$249, and expenses \$23, total, \$272, per day. Therefore Comptroller Olcott refused to pay the bill presented, upon the grounds that, "If paid, it would be an act of gross injustice to the company interested," since whatever sum is paid on this account by the Comptroller, will be eventually drawn from the life insurance company specified. Consequently the allowance was reduced to \$750, an estimated per diem of \$20, still a fabulous sum of money to pay from life insurance funds without the slightest corresponding benefit, and a sum largely in excess of customary practices in other cases for similar service. However, Hon. Thomas refused to be reduced, and delayed action until Comptroller Wadsworth succeeded Mr. Olcott, when his bill was again presented, claiming the full amount named, \$9,800. But Mr. Wadsworth entertained similar views to those expressed by his predecessor, viz., that \$750 was ample, and refused to pay more. Then Hon. Thomas selected and secured "the said Newcomb" (son-in-law of the honourable and upright Judge Westbrook, whose Court orders consigned the Atlantic Mutual Life Insurance Company to destruction, and appointed "the said Newcomb" its receiver), through whom to lay his claim before the honourable Judge Westbrook, who, at a Special Term last October, granted a writ of mandatory mandamus, compelling the Comptroller to pay the full amount specified. The Comptroller, however, defied his position by an appeal to the General Term of the Supreme Court of the State, whose

reversal of the order of Judge Westbrook, and suspending the Comptroller, was announced on the 17th of May. Thus, for the present, the policy holders in the Manhattan Life Insurance Company and others interested, may congratulate themselves to the extent of more than \$9,000 that Ex-Comptroller Olcott and the present Comptroller Wadsworth have shown themselves to be officers whose conscientious duty outweighs personal considerations in the exercise of their functions of office. It is certainly a shame and disgrace that so many men can be found whose souls are greed for gain induces them to deprive to an almost unlimited extent upon the deposits made for the most sacred of purposes—life insurance. This, too, in most cases, by men whose capacity for business enterprise has proven huger than *Insurance Critic*.

BONUS LIFE INSURANCE SOCIETIES AND EXAMPLES OF FRAUD

The State of Pennsylvania appears to be the favored hunting ground for ghouls and other vandals connected with so-called life insurance pass-around-life-assessment-societies, otherwise designated mutual aid or beneficial co-operative associations, for the principal advantage of officers and agents conducting the nefarious swindles. The following purports to be a copy of a bona fide communication to a business firm in Philadelphia, having the purpose of solo in view, which speaks for itself —

"I have what I call good risks—one at 69, a woman; can't do any work whatever, and is already full in eight companies, has cancer in side. One woman 74, I don't think can live one year; don't do any work. A risk of 65, woman, is full in 11 companies. I can get one risk, that is, I think so. It is a man of 80 or 84, but don't think he is as good as the rest, also, another man of 60 years, and is in 13 companies. Have a good risk of 60 in 12 companies; has a running sore inside, her doctor says as soon as it cuts in she goes; is an A1 risk. One man has \$15,000. Everybody has insured, and some have as high as \$40,000. I can get other good risks. Don't take anybody that I think will live long. Have now five policies on one woman of 60 and a good risk. Sold this week \$3,000 on the same woman, and a three thousand dollar policy yet on a 65 year old woman. Can furnish all you can sell if you sell every day full in one county."

Yours truly,

B. F. STUCKY.

Grove, Dauphin County.

Another correspondent, writing from Scranton, Penn., to the New York *Times*, under date June 10th, 1881, says: "No heartless and horrible is the system of speculative insurance which now infests Pennsylvania that a bare recital of the facts will seem incredible. That lives of old men and women should be made the subject of brokerage seems too revolting for belief, yet such is the case under the vile system which has gained a foothold in this state, and which the State Legislature, in its last moments, refused to break up. The subject was well ventilated by too press and thoroughly understood by every member of the Legislature, yet, though the bill to prevent insurance gambling had passed the Senate and was on a second reading in the House, the money and wine of the insurance sharks freely lavished at the state capital during the past week were too powerful against the people, and the community must suffer this infamous scourge for the next two years. The committee rooms at Harrisburg were filled with the agents of the assessment insurance companies all the week, and it is said that the disgraceful death of the closing night, when drunken members pelted each other with paper balls and danced in the House to the music of a blind fiddler, was paid for out of the corruption fund which they subscribed for the defeat of the bill. There was great rejoicing all over the state among the officers and agents engaged in the business as soon as they ascertained that their victory was complete, for they realized that they could now prosecute their business without let or hindrance, and many of them expect to grow rich this winter at the death of the aged and infirm."

Within the last year nearly 200 of these speculative insurance companies have been chartered by this Commonwealth, whose motto is "virtue, liberty, independence," notwithstanding the fact that their nefarious character is well known to the executive department. This system has gangrened the entire community. It is brutalizing fathers, mothers, brothers, kinsmen. It encourages murder, and has already killed several persons. The idle, the vicious and the unscrupulous are its agents, and even the wealthy and the respectable, allured by its temptations, are drifting into the business. The older and the more infirm the subject the more eligible he is for insurance, and one of the first questions an agent asks on entering a strange town is, "Have you any very old people here likely to die shortly?" The agents make a "fat thing" of it, as they receive 50 per cent of the initiation fee and a certain portion for collecting assessments and assigning policies. The initiation fee is \$10, and the policies are sold at from \$50 to \$500, according to the condition of the subject. In some countries where the business was begun early, every available old man and old woman is insured, and the agents are pushing the business into all quarters of

the state. So eager are they to take risks that they have even invaded the poorhouses to write policies on the lives of the paupers. This scandal became so notorious in some quarters that poor directors in several instances have adopted resolutions to prohibit insurance agents from entering such institutions on business. Several old persons have recently died suddenly and mysteriously soon after having been insured, and the cruelty of sons and daughters to their aged parents is too horrible to relate. A trustworthy gentleman told the *Times* a correspondent story of a son's harshness yesterday. He lives next door to the persons referred to, and was startled the night before by a terrible commotion in the upper room of his neighbour's dwelling. This was so remarkable that he asked the man what was the cause of the unusual disturbance. "Oh, it was only the old woman," was the careless reply, "she fell out of bed and tumbled about the floor." My informant said the man was drunk, and the old woman referred to was his mother, who is kept in a stifling garret. The son invited his neighbour to look at her. She is 70 years of age, and was tossed on the bed, bundles of bones among a bundle of rags. The atmosphere of the room was unbearable. The windows were closely boarded up, and there was neither light nor air admitted to the apartment, save what entered the door when it was opened. The visitor turned away in disgust, and as the drunken son fastened the door he said: "I have three thousand on her life, and I don't think she can live very long." "Indeed, I don't think she can," was the answer. "Why don't you open the windows and admit some light and air?" "I guess I understand what's good for her," was the brutal reply of the degraded son as he staggered away. This is only one of many instances that can be multiplied to the thousand all over the State, and it is well known that a number of old persons have been poisoned and put out of the way in various forms to recover the money for which their lives were insured.

As the profits of the companies depend entirely on the number of deaths, it would be absurd to expect that they would investigate any claim. It is enough for them to know that the subject is dead and that the assessments are due. They experience no difficulty in collecting their claims, as the holders of policies are not willing to risk their forfeit by refusing to pay the demands of the company. In some of the counties, notably Dauphin, the craze has so turned the minds of the farmers that they have mortgaged their lands and houses to meet the demands of the insurance sharks. They all expect to grow rich some day when their claims mature, or rather when the old people die upon whose lives they hold policies. At no stage of its history has the business been so flourishing or so dangerous as it now is. Men who a month or two ago were standing on the corner, or loitering around saloons have accepted agencies and are growing wealthy on the proceeds of their basal calling. Insurance Commissioner Forster, of the State Department, in his report just issued, has pointed out the murderous character of the nefarious business which flourishes under the seal of the State, and despite this new companies are chartered almost daily. Of these speculative insurance companies, Dauphin County has 34, Mayfield, 20, Northumberland, 12, York, 13, Schuylkill, 13, Lebanon, 10, Berks, 10, Perry, 8, Philadelphia, 10, Union, 6, Adams, 5, Juarez, 3, Columbia, 4; Lackawanna, 3, Bradford, 2, Clinton, 2; Mercer, 2, Alleghany, 3, Susquehanna, 2, Westmoreland, 1, Washington, 1, Montour, 1, Lancaster, 3, Cumberland, 1, Luce, 2, Lehigh, 2, Erie, 1, Monroe, 1, Montgomery, 2, Beaver, Centre, Huntingdon, Crawford and Wyoming, 1 each, and most of the members of the Legislature are interested in the business. The system is spreading into New York and Maryland, and unless prevented by timely legislation in those States will soon have them as completely infested as Pennsylvania now is. Judges Pearson, of Dauphin, and Judge Pershing, of Schuylkill, two of the ablest jurists in Pennsylvania, have spoken fearlessly on the subject and denounced the system in plain and vigorous language, but it seems to grow and flourish on abuse, and criticism has no terror for the speculators. Judge Pearson describes the business as a misdeemeanor, and says those who engage in it are guilty of entering into an unlawful conspiracy. Following up the subject, he said: "Physicians who certify to a man being a good and suitable subject or a proper person to have his life insured, know perfectly well he is over 85 years of age, feeble, senile and miserably, and at the same time, hardly expects to live a year, yet he is insured for \$20,000, \$30,000 or \$40,000 on his life, not in favour of relatives, but in favour of utter strangers." Judge Pearson had particular reference to the case of an old man named Perry, whose life is insured for \$10,000 by the speculative sharks. Perry is 80 years of age, feeble, senile and sick. He is considered the best subject in the State, and has more money on his life now than any other man in Pennsylvania, although he is a mere pauper. It would be useless to multiply cases or specify localities in which the crime has its strongest hold, as it extends all over the State, and has penetrated all classes of the community. Bellngrove, a little town inhabited mostly by citizens of German descent, and situated a short distance from Northumberland, on the Northern Central Road, has eight speculative insurance com-

panies, and the farm-work in the suburbs is neglected for the eager pursuit of policy gambling. The business has hitherto prospered most in farming communities settled by Germans, but it has recently found its way into the mining regions where it spreads like wildfire, and will soon produce a harvest of crime.

The origin of the system is generally attributed to a York County insurance agent named Lewis Strayer, and its first fearful crime, as far as known, was the murder of Baker, in Lebanon County, who was insured for \$15,000, and for whose drowning five of the conspirators suffered the extreme penalty of the law. The list of victims since then is a long one, but the business so permeates the law offices of the Commonwealth, from the lowest to the highest, that justice is paralyzed in her very temples, and crime is permitted to walk abroad. Now that the system has found a firm footing in the coal-fields, it will bear close watching, especially since its managers and agents have been successful in defeating the bill that would have given the people protection. Some idea of the extent and influence of the speculative insurance business can be formed when it is stated that one of the companies recently chartered by the State refers, by permission, to his Excellency the Governor of Pennsylvania, to stand sponsor for its solvency and honourable methods. If the Legislature which adjourned to-day was guilty of nothing else but a refusal to pass the bill which proposed breaking up this vile system, it should be sufficient to consign it to everlasting infamy.

INDUSTRIAL INSURANCE

What is called industrial insurance is the outgrowth of the efforts of the working classes in Great Britain to ameliorate their condition through the means of friendly societies, clubs and similar beneficial organizations. Of such societies there are great numbers, some of them of long standing, and their influence has been, in many ways, of much benefit to their members. Though to some of the social relations undesirable results may have flowed from them, still, as a whole, their influence has been in the right direction. These organizations are only some of the many ways in which the social element in man seeks to manifest itself, and it is only through the agencies of social intercourse that the masses of mankind can be thoroughly acted upon and elevated to that condition where a manly self-reliance and a conscious self-respect develop their humanizing influences, and man becomes considerate, provident, civilized. The friendly society movement gives evidence of another sentiment in man higher than the merely social; it evidences the taking thought for those who may be dependent upon him, in seeking to make provision for their benefit in one way and another, by relieving them of the sad burdens cast upon them in the withdrawal of the braw winner by sickness or death, in which case the society contributes the promised aid in burial money, the weekly contribution to the sick, or the stipulated aid to the family. In this wise, kindly forethought, as illustrated in life assurance, is best evidenced in the nobility of man's nature. But these societies were not up to the requirements of the case, as they were not reliable, very often promising more than they could make good. More than mere benevolent assistance in case of need was required—a something that would help the working man to help himself in providing for his family, secure beyond a doubt the provision thus intended for them—a something that would meet his necessities and use his limited means to the best advantage, never, his few paces, hard earned and saved at the expense very often of needed comfort, so as to secure to his family the needed income when he was no longer with them. That something was found in industrial life insurance, which superseded all other efforts for the same purpose; it is, in fact, the perfection of the social movement in that direction. As now presented in the operations of the Prudential Assurance Company of London, industrial insurance is far in advance of the friendly societies modes of doing things, both as regards extent of business, effective accommodation, and perfect security to the assured.

The Prudential started 32 years ago, and now its business in the industrial branch alone has attained to vast dimensions, and is thorough as well as far-reaching in its operations. By its thousands of agents workingmen are visited at their homes and places of business, and their small premiums, some as low as a penny a week, collected for life assurance. The company issues about 1,800,000 industrial policies annually. The premiums for 1880 amounted to £1,435,400 or \$1,177,300. The death claims paid since the organization of the company number over 600,000, so that industrial insurance is not only a big thing, but also a good and safe thing to those who patronize it. It is a grand living fact in Britain, attended with the benefits arising from success to the company itself, and also with benefits and blessings to the assured.

Industrial insurance was introduced in the United States by the organization of the Prudential Insurance Company of Newark in 1875. The company transacts no other class of business, and how there are several others that, since 1875, have added industrial insurance to the ordinary form of life assurance, and it is pleasing to learn that, though new to the soil, and perhaps not entirely con-

genial to the habits and usages of the working classes in that country, being more at home in the more fixed and crowded state of society in Britain. It has recently found its way into the mining regions where it spreads like wildfire, and will soon produce a harvest of crime.

Industrial insurance may now be regarded as a fixed fact and a marked feature in life assurance in Canada. At least two companies have added this form to their usual life assurance, these are the North American Mutual and the Ontario Mutual. Their plans differ but their object is the same, viz., to reach the classes of society hitherto excluded from the benefits of life assurance by the sum insured being too large and the premiums beyond their means. The Confederation Life is also considering this matter. In fact, we believe this company has had a scheme in hand for some time past. No doubt other companies will extend their operations to the same field, and we trust it will be with great benefit to themselves as well as to those for whom the good influences of life assurance, as held out in the industrial form, are intended.

As above stated, industrial insurance is a grand success in Britain; it is working well in the United States, and there can be no valid reason why it should not, in a good degree, succeed in Canada. Thus far the companies speak well of the progress made, and are quite hopeful for the future. Industrial insurance deserves the earnest consideration and active support of the working man. It brings life assurance to the very door of his home, or shop, in the way most likely to prove easiest and most effective for the object in view. We cannot too earnestly urge upon the workingmen of Canada to patronize industrial insurance in preference to joining any of the one hundred and one co-operative concerns with which the country is infested. An industrial policy is worth any number of the certificates of the co-operatives, for it really insures. The sum insured is definite and will be paid, while the sum merely promised by the certificate is indefinite, and even at that there is no guarantee that it will be paid, because all such promises are based upon the contingencies of the shifting foundations of "ifs" and "buts" common to co-operatives.—*Toronto Budget*.

THE QUEBEC CONFLAGRATION.

Once more Quebec City asserts her right to a pernicious conflagration: this time, too, as formerly, on an extensive scale. In the sacrifice of a number of human lives and an immense amount of property. On the night of the 8th Inst. a fire took place in St. John's Ward, but no person appears to know exactly where or how the fatal flame was lighted, by which seven lives were lost, nearly seven hundred buildings (including the large and elegant structure, St. John's Church) laid in ashes, and many hundreds of families thrown upon the streets. The value of the property destroyed is not much under \$2,000,000, and the insurance exceeds \$800,000, as will be seen from the following list, in which the companies and the losses are given as nearly correct as could be ascertained up to our going to press, viz.—

Quebec	From \$250,000 to \$350,000
Phoenix	8,000
British America	12,000
Lancashire	30,000
Guardian	14,000
Liverpool, London and Globe	55,000
Western	12,000
North British	63,000
Imperial	28,000
Northern	20,000
Royal of England	80,000
Royal Canadian	45,000
Commercial Union	8,000
Sovereign	20,000
Dominion	18,000
London Corporation	4,000
Citizens	15,000
Queen	30,000
Canada Fire	2,000
Mits	19,000
Hartford	10,000

The cause of these successive fires in Quebec is not far to seek. The streets are narrow; buildings of all sorts, prominent among which are frame, are huddled together in rear premises, offering fuel for large fires. Then the water supply is quite insufficient for the demands made upon it for fire purposes, and uncertain, so far as any part of the city is concerned, at any one time; for all cannot be served at once—the main feed is entirely too small. The fire brigade, with insufficient apparatus, is not equal to any extraordinary demands upon its services, it is, in fact, barely equal to the ordinary demands. Thus defective are the means relied upon by the insurance companies doing business in Quebec, for the prevention or suppression of fires; and the result is that they are doing business there at rates based upon a state of things that does not exist, and the city benefits by the low rates and the cheap, inefficient water works and fire appliances; that is, the citizens keep in their pockets what they do not pay for insurance if the rates were equal to the real hazard, and what they do not but should expend in perfecting water works, etc. It would seem that they will not rouse themselves to the effort of improving their condition; will never benefit in this respect by the severe lessons of devastating conflagrations, but will continue to bobble on with their miserable fire appliances, and the still more miserable water works, and yet expect to live on enjoying the immunity which insurance gives, and that, too, at rates based upon what

only seems to be, but in reality is sadly wanting. All the while the corporation is extracting from each of the companies a local tax, or license fee for the privilege of doing business there. The remedy for the evils is in the companies own hands. Let them put up the rates equal to the hazard, and it the Quebec people prefer that mode of paying for fire brigades and water works, rather than the lack of them by all means let them enjoy it. The insurance losses will be promptly paid, and while all will regret the very severe loss sustained by the Quebec Insurance Company, we are informed that it will pay in full and also continue in business. The Quebec loss came through some very heavy losses in 1872. It lost its entire capital, then came the large losses of 1870 and 1873, which it survived, and we hope it may survive its present calamity. It is gratifying to record the fact that in addition to the private efforts for the relief of the destitute sufferers by the fire, the Provincial Legislature promptly voted \$10,000.—*Toronto Budget*.

SCIENTIFIC AND PRACTICAL.

STEAM vs WATER POWER.

Since the invention of the steam engine, the only question of its universal application to the arts and industries has been that of economical adaptation. With all its early disadvantages and wastefulness in practical use, steam power soon began to supersede every other motor but water, and became a necessity in all large undertakings, where suitable water power could not be utilized. Steam power made England's vast manufacturing enterprises possible, and carried the elements of civilization to all countries. One of the great forces of nature had been harassed and set in motion to develop the world's resources, proclaiming the ultimate release of human muscle from the drudgery of servile labour. Thereafter the achievement of vast physical enterprises would be a question of capital and mathematics rather than hard work. The steam engine was a restless and omnipotent force, to do the bidding of its master. The steamboat, the locomotive, the discovery of anthracite coal, followed in quick succession, and the demands of peace and war doubled and quadrupled the efficiency of steam, the omnipotent agent of civilization. Oceans and mountains were no longer barriers to commercial intercourse, and railroads had become continental in their grasp. Steam had revolutionized the world in the interest of humanity. In its progress it had left many wrecks, had overthrown theories apparently rock-rooted, destroyed visions and dreams, uprooted superstitions and brought men down to a solid basis of fact, founded upon science. The awakening was a rude one; but it had to be met, and the relations of society adjusted to their new surroundings.

England has, up to this time, utilized steam power to greater extent than any other nation, although the United States is not far behind in its use for manufacturing and industrial purposes. In railroad engineering, America will soon distance England, and in the beginning of the next century, this country, at its present rate of railroad building, will have more locomotives in operation than the rest of the world. It has been estimated by the Scientific American that, in 1878, on the 270,000 miles of railroad, there were at work 100,000 locomotives, of an aggregate 30,000,000 horse power, while the total number of engines amounted to 40,000,000 horse power. According to the usual estimate of engineers, those steam engines represent the force of nearly 1,000,000,000 men, which is more than double the amount of workers on the face of the globe. The steam engine, which is fed by coal, has, therefore, tripled the productive power of man.

In steam navigation also, England takes the lead, having increased her tonnage from 5,976,852 in 1860, to 27,052,131 in 1880, while the United States, which in 1860 employed 8,849 tons, had in 1880, 139,070 tons.

England, therefore, still "rules the sea."

The large use of water power has enabled America to manufacture in many parts of the country to dispense with the steam engine, but the increased demand for power and the gradual decrease of the water supply, consequent upon the destruction of forests, etc., have led to the introduction of steam power, even in the vicinity of the great waterfalls at Paterson, Lowell and Manchester. At Holyoke the water power company has been obliged to stop the sale of water power, and future paper mills established at this point will be obliged to use steam. The Boston Journal of Commerce is authority for the statement that the water power of New England is disappearing. During recent dry seasons, Western as well as Eastern paper mills have experienced vexatious delays in filling orders, and the tendency in this as well as other branches of manufacture is toward adding steam power, either for exclusive or supplementary use. The money lost in a busy season or two by drought will go far towards putting in steam machinery, which frees the manufacturer from an absolute dependence upon the water supply. We have constant reports from the paper mills of such substitution or addition, and steam is everywhere encroaching upon water power, though it is not likely to supersede the latter entirely, until such economy of steam shall be realized as to render it cheaper in use than the ordinary water power. In the West the water power is by no means exhausted, and as population increases this force will be utilized to advantage. Yet there is something to be said as to the comparative cost of these two kinds of power. A Western manufacturer has discovered that with six to eight feet head of water, the average cost for wheels, flumes, etc., is not far from \$300 per horse power, while at another point, with 18-foot head, it does not reach \$30 per horse power. In turbines, a short test is one thing, and a long test is quite another. If you have but little water it is more important to get a wheel that will economize

water than one which is simply durable. The turbine differs from the vertical impulse wheel, in that the whole of the water in the turbine is acted upon by the water at the same time and continuously, and the water glides from the opposite edge to that at which it enters. The gross power of the fall is measured by the product of its height by the weight of water passing. This product is 650 foot pounds per second per horse power. With an efficiency of 0.7, it takes 703-foot pounds per second per horse power; that is, under these circumstances with one foot fall, 127 cubic feet of water per second will give one horse power net. With a fall of 101.6 feet, one-eighth of a cubic foot per second, or 7.5 per minute, will give 100 horse power.

With these facts in mind, the paper manufacturer, in selecting a site for his mill, unless with an abundant supply of water offers, should consider whether the cost for wheel, flumes, etc., with a light head, would not be equivalent to the increased expense of steam power, especially should water be liable to fall in a dry season, or should the stream be subject to the contingencies of high water in a winter of unusual snowfall, like the recent one. Between drouths and floods the mill may lose time enough in a single year to pay the cost of a steam engine. Another point pertinent for present consideration is the occasional occurrence of a winter such as that of 1880-81. The record of mill streams frozen tight, of mills flooded and dams washed away, is a lengthy one, and the damage in dollars and cents will reach into millions. Taking the drought of last summer, the rigidity and floods of the winter following, and the water mills with few exceptions, in nearly every section of the country, have done a losing business. These facts will have their effect in discouraging the building of this class of mills, and the encouragement of the use of steam power.

It should be said in favour of steam power that it is still in its infancy, and that constant improvements are being made to increase its efficiency and lessen the waste in its use. It is estimated by the Manufacturer and Builder that, "summing up all the items of loss in the steam generator, it is probable that with the best boiler which it has been possible to construct, not more than 50 per cent, of the thermal effect of the fuel is utilized in the generation of steam, and of this 50 per cent, from 15 to 30 per cent, is lost somewhere during the passage of the steam from the boiler to and through the engine, by condensation in steam pipes, friction of the moving parts of the engine, and so forth, leaving us but 25 to 30 per cent of the duty actually realized, the theory demands we should have."

It has been demonstrated by Prof. P. W. Shearer, engineer of mines, Pittsfield, Pa., that in mining the 358,100,446 tons of coal which had been taken from the Schuylkill, middle and northern Anthracite coal fields up to 1879, 710,200,872 tons had been wasted, and that of the 26,800,070,000 tons which these fields probably contain, only 8,290,858,000 will probably be mined leaving a waste of 17,573,717,331 tons. This waste occurs principally, if not entirely, in breaking the coal, a large percentage of it crumbling into dust and many ineffectual attempts have been made to utilize this waste fuel.

Though with this enormous waste, coal has been the cheapest fuel yet discovered. The prospect of further improvements in the steam engine and boiler, and the possibility that some method of utilizing the vast waste products of the coal mines may be discovered, warrant us in looking for large future economies in this direction. The percentage of loss in supplying the steam engine with fuel has been a decreasing one for several years past. The fact that there is a margin of 75 per cent of loss in burning fuel, for the ingenuity of the inventor to cope with, ought to insure some practical result in the economy of steam power. But whether the steam engine has already attained its highest efficiency or not, it will not be disputed that, down to the present time, it is the most economical motor in use in most localities where abundant water power is not attainable.—Ex.

"THE STORAGE OF ELECTRICITY" IN A LIMITED COMPANY

A prospectus is now being circulated in this country of the ordinary shares of a company called "La Force et la Lumière," stated to be a joint stock company duly incorporated in Belgium, with limited liability, and the object of which is to work "the patents taken out in various countries for the processes of Mons. Camille Faure and Mons. Emile Beguin, whereby electricity is capable of being stored and made applicable to every practicable purpose." The inventions thus referred to, as we have had occasion to notice, are of great scientific and practical interest; but the question of investment is a different matter; and as the present issue is of £10 shares at par, to bear 5 per cent interest only, with no other privilege in addition but that of a preferential right to an allotment at par of shares in affiliated companies to be hereafter created, we think it may be useful to point out that, whatever the scientific and practical interest of the subject may be, the public ought also to consider carefully what the conditions of this investment are. The issue is altogether of £240,000, which appears a large sum for developing an invention as yet in a comparatively experimental stage, and, as we have said, the shareholders are not to share fully in the profits, but are only to get 5 per cent, with a preferential right to allotment at par in affiliated companies. This preferential right may become profitable, but in no other shape, so far as we can see, will shareholders profit.

They will be entitled to have their money back before the founders get anything, but if the invention is a great success it is the founders who will mainly gain. Of course, the question is only one of terms between the holders of

a patent and the capitalists who will find the money for working it out. Terms should be clearly understood. It may also call attention to the fact that while the company is a Belgian one, offices are stated to be in Paris, and a council of administration consists of Monsieur S. Philibert, Major G. Beever, F. R. S. E. Everything in such a matter, we need hardly say, rests upon the security of investment. It turns upon the administration which may be. The prospectus also states that Sir Wm. Thomson is the consulting engineer of the company, and quotes his opinion as to the tenth part of the invention; but investors, we assume, are not entitled to infer from this that Sir Wm. Thomson is identified with the company in any way, or bound to do more than give them advice when he is consulted.—*London Times*.

ELECTRIC LIGHTING IN COAL MINES.

The Royal Commissioners upon Accidents in Mines witnessed some very interesting experiments on the application of electric light to coal mines. The colliery selected for these experiments was the Pleasley Colliery, near Mansfield. The pits are about 1,000 feet deep and the workings are very extensive, but in the present instance the light was applied to three workings only, situated at a distance of about one-third of a mile from the bottom of the pit. As it is a necessity in such an application of the electric light that the light itself should be absolutely cut off from all communication with the air surrounding the lamp, and also in order to permit of the use of a large number of separate lamps upon one circuit, the Swan system was employed. In this system the light proceeds from the incandescence of a fine fibre of carbon, the combustion of which is prevented by its being enclosed in an exhausted glass bulb. The light of such a lamp varies from 12 to 15 candles, and as many as 70 lamps can be worked upon one circuit with an ordinary dynamo electric machine. The main wires were taken down the upcast shaft and connected at the bottom of the pit with cables, which were carried through the air passages till they arrived at the main levels. They were then taken along these main levels, and from them branch cables were carried up "gates" or side passages to the face of the actual workings. Here they were continued by insulated wires, upon which the lamps were placed, and which were of sufficient length to reach to the extreme limits of the face of the coal that was being worked. The lamps themselves were enclosed in lanterns of a very ingenious construction, designed and made by Messrs. H. E. Crompton & Co., which enabled the very fragile glass bulb to be carried about without fear of accident, and at the same time rendered it impossible that the fracture of the lamp within could cause an explosion, inasmuch as the air inside the lantern would suffice for the instantaneous combustion of the carbon filaments before the flame could be communicated to the external air. In working the coal miners undercut the face to the depth of some five or six feet, and the superincumbent mass is then brought down by wedges or blasting. As might have been expected, the new lamp was found to be admirably suited for the requirements of the workers, since it not only gave a light many times as intense as the lights it replaced, but it was equally brilliant in whatever position it was placed, and it required absolutely no attention. In addition to the lamps which were used in the actual workings of the pit, the pit bottom was lighted up with similar lamps. The number of lights employed in all was 94, which were worked by the current of an ordinary Gramme machine driven by a portable engine placed near the top of the upcast shaft. Had it been necessary the number of lamps might have been considerably larger, but it was not desired to increase the scale of the experiment, as it was sufficient to test the practicability of the scheme. The whole of the arrangements were carried out under the personal superintendence of Mr. Harold Thompson, of the firm of H. E. Crompton & Co. The commissioners, including Mr. Warrington Smyth, Prof. Tyndall, Prof. Abel, and others, spent two days in examining and testing in various ways the success of the experiment, and expressed themselves as highly satisfied with the results obtained, and it seems probable that this attempt will lead to further and more extensive experiments of a similar kind.

At a bazaar or fair held a few days ago at Bagshot in England, Princess Louise and the Duchess of Teck, with Prince Leopold, sold basin at the stall. Princess Christian presided over the fruit and flower stall. The Duchess of Connaught did a brisk trade in tea-cots, busts of the Earl of Beaconsfield, among other things, while the Duke of Connaught visited the ladies who dressed in American drabs. The customers were mostly of distinguished persons, present were models of simplicity. The Duchess of Connaught's gown, with her sprigs all over the surface, relieved with mauve silk and worn with a white bat, was as far from being pretentious as the Princess Louise's costume of white muslin, embroidered

LUMBER TRADE.

TIMBER NOTES

The following is a report of the quantity of timber, etc., that passed through the works mentioned since the 23rd instant:

CAPTAIN'S SIDE		Cube.
Owners:		
1. Young	14	
2. A. P. White	10	
3. Arthur	31	
4.	27	
5. JASCHINSKIE SIDE	Cube.	
Owners:		
1. Young	34	
2. A. P. White	10	
3.	14	
4. CALLISTE SIDE	Cube.	
Owners:		
1. Young	12	
2. McLean	12	
3. L. & T. Thistle	52	
4. A. P. White	10	
5.	37	
6. VILL. MANKA SIDE.	Cube.	
7. R. & W. Conroy	100	cube.
8.	100	cube.
9.	10,000	tubs of J. It.
10.	100	tubs.
11. CHATEAU SIDE.	Cube.	
12. Owners:		
1. F. Franks & Co.	243	
2. Bell & McKey	135	
3. McCorbin & Fraser	227	
4. McCorbin	63	
5. B. Caldwell & Son	90	
6.	74	

BRITISH TRADE NOTES.

(Timber Trades Journal, June 25.)

The result of our efforts during the last month to feel the pulse of the building trade throughout the country is presented to our readers in the present number. The reports, which we publish from no less than fifty-six centres of industry, contain incontrovertible evidence of the depressed state of the building trade, and of the very moderate supply of timber which this great branch of consumption will require for the present.

Our latest advices from Canada seem to indicate that the supply of pine and spruce deals will not be in excess of last year. At the Ullimore, Montmorency, Torre River, and North Ottawa Mills it is not anticipated that any increased production can be made. The drives have been both late and costly this year, but it is anticipated that the logs will come out pretty clean. As regards sailings, the first vessel to be despatched was the *Hording*, which cleared on May 31st with a fine cargo of 12 and 13 ft. tall 3rd bright pine of the Montmorency stuck for Messrs. Prior, Wootton & Co., and she will probably be this year, as she was last, the first of the spring fleet.

It happens, fortunately, that the tonnage arriving out at Quebec and the lower parts was on a less extensive scale, with the opening of navigation this year, than in 1880. Then a great accumulation of shipping was detained by ice at the entrance of the Gulf of St. Lawrence or under the Magdalen Islands, and when the thaw came they all got into port pretty nearly together, about the end of May. This year they met with less interruption, but arrived in more straggling order, and not at all so extensive a scale; so that up to the end of the month fewer ships were at the loading ports than was the case last year, when the navigation was so much more difficult.

Up to the 10th inst., there had arrived at Quebec 100,665 tons of shipping less than at the corresponding period last year, and at Miramichi the disparity was also great, vessels only having arrived, while tonnage amounted to 30,810, as against 140 vessels of 69,117 tons at the same date last year. This must be regarded as a favourable beginning to the business of the season for the home trade, as it indicates a very general appreciation of the state of the business in this country. If this moderation continues, the best results may be looked for at the end of the import season as to the steadiness of remunerative prices.

It may be apprehended, nevertheless, that some of the chief importing houses in the West of England are still disposed to do some speculative business, and keep up their system of bringing forward enough for the trade of the minor ports of their districts whether they have closed contracts with them or not beforehand. How else are we to account for so many vessels bound for the British Channel to call for orders? Among the sailings reported from St. John, N.B., between the 20th May and 2nd June, are no less than five ships for Penair Roads, four of them steamers of large burden, two carrying above 2,000 loads each.

There is a reduction in wood freights across the Atlantic averaging about 5s per standard as compared with this time last year, but, without an abatement also on the first cost, it will probably not induce much speculation from this side, as it is only in the detail business that profits appear to be made just now. In point of fact, in the great centres of the trade the dealers often buy cheaper than the importers' goods stand them.

The deliveries from the docks last week show an increase again, which is indicative of renewed activity, attributable in a great measure to the large quantities of stuff that have changed hands at the public sales lately. The excess over the previous was 542 standards, and 600 of standards over those of the same week last year.

The stock of firewood in London is reduced to a very low ebb, and some of the yards are almost entirely cleared out; this is owing to the large consumption during the past long and severe winter and the lateness of the hitherto arrivals. A number of fresh cargoes are expected with the first fair wind.

We are glad to see good prices demanded for well-known stocks like those alluded to, and hope the brokers will be unable to secure them later on. While the arrivals are on a moderate scale, and the prospect of their keeping so becomes more apparent from day to day, the chances of their doing so improves; but, late as the Baltic season undoubtedly is, there is yet plenty of time for shippers to turn the market, which would make the

prospect of value improving almost hopeless. Several large parcels of regular battens were held at a price with the expectation of doing better to-day. Those whose opportunities of judging are plentiful seem to look with confidence to the ultimate recovery of price, and it is a mere question as to whether it is possible—the policy of the proceeding cannot be doubted for a minute—but the general body of shippers to unite in keeping their stocks out of the market till the full demand has had time to make itself, and thus save prices from going any lower.

In Colonial goods for Quebec spruce, unpeeled, a bid on £1 was asked for 300 regulars, and 10s to 15s less for shorter lengths. At Jobo's, 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th to 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 156th, 157th, 158th, 159th, 160th, 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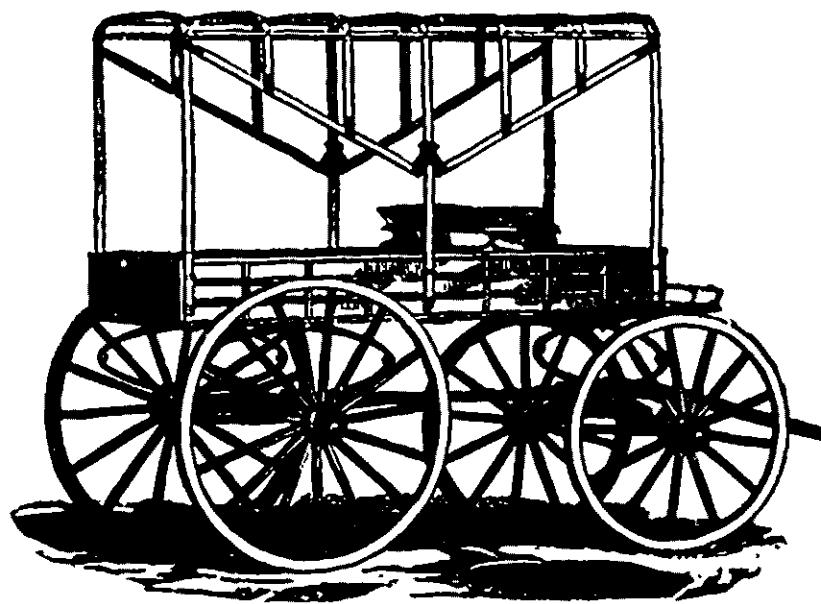
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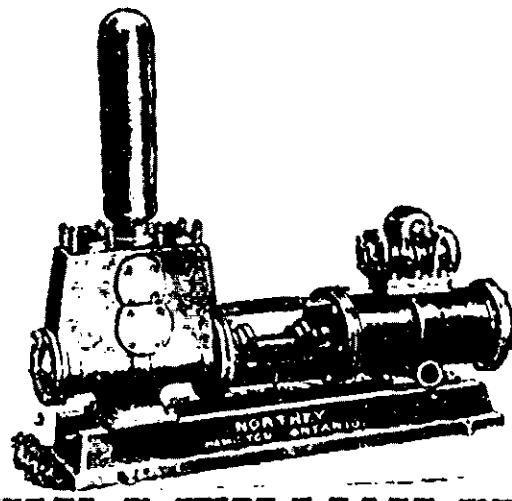
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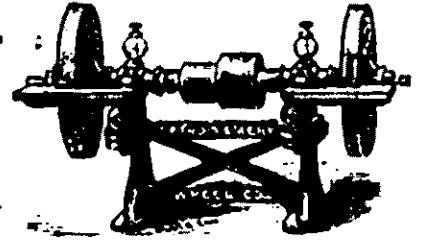
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3rd.—The Bars on our Wire are four-pointed,
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4th.—The Bars on our Wire are fastened to the Wire at intervals
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5th.—The machinery by which the Bars are put on
is perfect so that the Cable Wires are not injured or weakened
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