

# EVENTS

*Published Weekly.*

Vol. 7, No. 22.

OTTAWA, JUNE 3, 1905.

Whole No. 323.



**T**HIS was a short week in Parliament, as Ascension day (Thur. day) was a holiday. Anyway, there was not a great deal of interest in the proceedings outside of the discussion which occurred on Tuesday over the Manitoba voters lists. On a motion moving the House into committee of supply Mr. Greenway, the member for Lisgar, drew the attention of the House to the adoption of the provincial franchise for the purpose of Dominion elections. Mr. Greenway sharply criticized the preparation of the Manitoba voters lists and particularly condemned the personal registration. That system was adopted in 1900. It is impossible to describe within ordinary limits of space the details of the system inaugurated in Manitoba, but it is claimed that the way it works out is most unsatisfactory. By an order in council passed a month or two ago it was provided that there should

be seven and one-half hours for registration. In 1903 when the lists were prepared by the judges the registration booths were open for six days. This year commencing the first of June only one day is allowed. On account of the public feeling aroused in Manitoba this was increased to thirteen hours. Again, in 1903 there were 480 registration booths. Under the new system now adopted there are only 40. Reducing it to hours Mr. Greenway found that instead of 20,790 hours the electors are now to have just 520 hours. In some cases the electors have to travel 70 miles, in others 164 miles, and in others 210 and 260 miles. Mr. Greenway's argument led to the conclusion that the amended system was a studied thing for the purpose of perpetuating a list excluding from the franchise a greater number of Liberals than Conservatives.

Mr. Greenway made a point by stating that there was not in the province of Manitoba a proper legal list for any constituency in the House of Commons. He had asked the King's Printer for a copy of the voters list in his own constituency of Lisgar. The list he received contained 7,344 names. Of these only 4,237 belonged to his constituency. He gave other instances of similar cases. As an example of the difficulty he pointed out that the eastern end of Mr. Schaffner's constituency and the western end of Mr. Greenway's comprised one polling sub-division under the provincial Act, with 59 votes in Mr. Greenway's constituency and 142 in Mr. Schaffner's. He pointed out that it was essential that

some person should classify this vote for Dominion purposes.

He was replied to by Dr. Roche, the member for Marquette, who endeavored to get back at Mr. Greenway by describing the alleged unfairness of the preparation of the voters lists under Mr. Greenway's government. He also claimed that the reconstructed lists used in the last Dominion election were compiled under the direction of Mr. Leach the Liberal organizer.

After a rather prolonged discussion from both sides the motion to go into supply was carried. There seems to be little doubt that the system of preparing the voters lists in Manitoba is an iniquity.



ADMIRAL ROJESTVENSKY

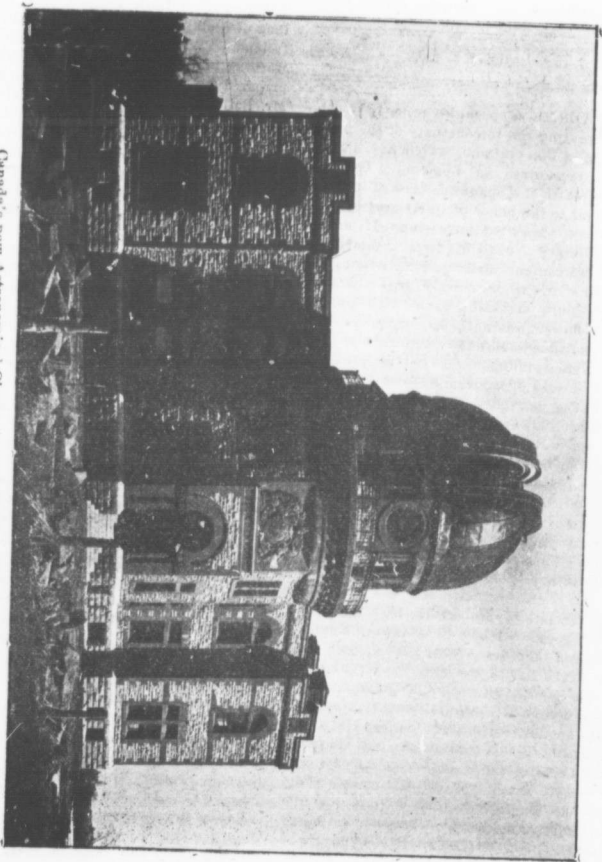
Whose fleet has been annihilated in the Straits of Corea.



ADMIRAL BEZOBRAZOFF

The Russian admiral in charge of the Vladivostock squadron.

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Canada's new Astronomical Observatory at Ottawa.—From a new photo.

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ARNOTT J. MAGURN, Editor

VOL. 7. JUNE 3, 1905. No. 23

MADRID was occupied recently in celebrating the tercentenary of the publication of *Don Quixote*, which has already been recognized in England. The zest with which the Spaniards entered into this festival to the honor of their greatest author was somewhat surprising. If any of our literary heroes requires commemoration we content ourselves with putting up a bad statue where nobody will look at it. We cannot serve the same high purpose with flowers and anthems, eloquence and free editions. But the ceremonies at Madrid were antagonistic to the prevalent British idea of modern Spanish literature as to the prevalent British idea of hero worship. They will be useful as well as ornamental if they persuade the home keeping reader that the country of Cervantes is not played out, but holds no ignominious position in the manufacture of present day pictures. Cervantes has left successors who, if their methods be alien to his, are nevertheless worthy of the lineage.

THE late Sir Robert Herbert had done good work as a link between England and her Colonies. After having been called to the Bar in his own country, he became Colonial Secretary in Queensland and later Prime Minister. Returning home he was appointed Assistant Secretary to the Board of Trade, and afterwards went to the Colonial Office as Assistant Under Secretary. From 1871 to 1892 he was Permanent Under Secretary of State for the Colonies, besides which he acted as Agent General for Tasmania, High Sheriff of London, and a Director of the P. and O. Company. His latest post was Chairman of the Tariff Commission. It was a strenuous and practical career, marked by wide experience.

IRISH Home Rule is looking up. It shows distinct signs of a revival. It can now command the attention of the foremost politicians, which should be consoling to those Irish leaders who are so fond of declaiming against the neglect of Ireland. While Mr. Chamberlain was warning his Birmingham supporters to be prepared for another fight on the question, Mr. Balfour was appealing to the Primrose League to see that the Union should neither be assailed openly by any fresh attempt at Home Rule, or by any insidious attempt which should be called Devolution or be otherwise disguised. Both speeches were demonstrations of the kindly interest the two great opposing parties are taking in each other's welfare. Sir Henry Campbell Bannerman persistently asks the Government to take a rest, seeing that their work is done. Mr. Balfour returns that they would not mind taking a holiday if they were assured that the other side had a programme. So far as Home Rule is concerned, whether the present revival be genuine or only theatrical, the growing volume of talk on the subject supplies a curious commentary on the observation, so often quoted that it has almost passed into a proverb, that "Home Rule is as dead as Queen Anne."

ADMIRAL PENROSE FITZGERALD'S reply in the *Deutsche Revue* to a German criticism on that speech which has called down the wrath of the Germans. By the greatest exercise of charity Admiral Penrose Fitzgerald's article cannot be called discreet, but those Teutonic authorities who are holding the whole British nation responsible for the expressed opinion of a retired naval officer, suffer from an inadequate conception of what a true born Briton means by "free speech." Had a German admiral written in an English review what Admiral Penrose Fitzgerald wrote in the German review, the British should have smiled, discussed it for a few minutes, and gone on their way as though nothing had happened. The Germans, on the contrary, regard the article not so much as an indiscretion as the expression of a national opinion. Some of the

Berlin papers took a more sensible view, but the majority showed themselves sadly lacking in sense of perspective. If this sort of thing continues the Admiralty will have to devise some means of muzzling retired officers, although such a course might materially affect the activity of the Navy League. The German Navy League has been even more successful than the English in promoting naval expansion.

THE Japanese have scored another great victory over the Russians, again on sea. The Baltic squadron, re-enforced by a number of other vessels, were passing the Straits of Corea on May 27 and Admiral Togo, backed by the Japanese fleet attacked the Russian fleet, sinking two battleships and five cruisers, besides some minor vessels, and securing the surrender of two battleships and of 2,000 prisoners. Thus the last remnant of Russian naval power in the vicinity of the Sea of Japan is swept out of existence. It looks as if the ships of the Japanese navy were superior, especially in the quality of the guns and the skill of the gunners. The probability is that half a dozen of the crack Japanese ships peppered the enemy at long distance and simply had them at their mercy. There remains the squadron of Russian vessels at Vladivostok to be disposed of or kept bottled up, as it may be presumed that a small blockading squadron detached from the Japanese main fleet would be sufficient to lock the Russian squadron in the harbor.

IT seems a little bit peculiar that towards the close of each fiscal year, provided the session of parliament is not over, that several of the public departments at Ottawa should run short of funds and be unable to pay even the salaries of the public employees and officials. At the present moment, for instance, the officials of the House of Commons have not been paid for a couple of months, and in other departments of the public service similar shortage prevails. The reason for this is that the appropriation made during last session of parliament for the year ending June 30, 1905, is exhausted, and as

parliament has not disposed of the public business, the supply bill is still before the House, and the additional appropriation, not having received the assent of the Crown, is not available for use. Whatever the reason is, the government of Canada has been bankrupt for weeks in respect of several of its departments and services. One would think that some means could be found to overcome the difficulty because it must be remembered that in addition to the salaries of officials, accounts of merchants and manufactures are all held up until parliament provides the additional money. Perhaps there is no way over it but as we started out by saying it does seem to be peculiar.

THE death which occurred at Ottawa on May 29, of the Hon. William Macdougall, removed one of the few remaining Fathers of Confederation. In the early days of the history of this confederation, and before he loomed large on the political horizon. Born in Toronto 83 years ago, he was a publisher of various newspapers, and was the leading political writer on the Toronto Globe for some years prior to 1860. He entered government in the Sandfield Macdonald Administration as far back as 1862 and was the first Dominion Minister of Public Works. He was one of the three Reformers chosen to enter the Tache-Macdonald administration formed as a coalition government for the purpose of carrying confederation, and achieved some notoriety subsequently by remaining in the administration under Sir John Macdonald after his Reform colleagues had retired. He defended his course before a public meeting of Reformers held in Toronto. He was an effective platform speaker, a man of wide information and undoubted ability. He retired from parliament in 1882, and his last contestation was in 1887 when he was unsuccessful. Of late years he has been practically an invalid. At the time of his death he was the senior Privy Councillor in Canada. Taken all round, and looking at his long and varied career, he was a man of whom any nation might be proud.

## A Model Industrial Village.

By F. H. STEAD.

**M**R. GEORGE CADBURY, English millionaire capitalist, chocolate manufacturer, Quaker, leader in labor discussions, "Quietist, and journalist—it is a remarkable combination.

In 1879 the Cadbury's only moderately successful in their business, removed their factory from crowded Birmingham to a site five miles out in the country, to what is now the works and village of Bournville. Here the comfort and welfare of the workman, and more so of the workgirl, were so provided for that it seems too good to be true.

Through a rustic wicket, along a winding path, amid overhanging tree and shrub and flower, the visitor makes his way to the chief offices—a range of beautiful rooms, two stories high, built in the chalet style, and in the summer time running over with flowers, inside and out. The wonder grows as the entrance is found to be a fair sample of the interior. The dining rooms are spacious, with good light, and decorated with pictures and flowering plants. Across the massive mahogany counter only the best food is served at cost price. The workrooms keep up the glamour. They seem designed to make a pleasure of toil and to idealize it. Not merely in the great essentials of light and air and temperature, but in a thousand little things which reveal a constant and inventive thoughtfulness, the welfare of the worker is kept in view. The retiring room for girls who get sick during work, with a nurse in attendance, is furnished in good

style. The thermometer of the workrooms is carefully consulted, and even in July coolness is maintained. The organization of the work, like the structure, has for its end human comfort not less than industrial efficiency. The eight hour day has long been established. Workers are permitted to talk at their work, provided the tone of their conversation be not too loud.

The women are habited in white, a costume which at once makes cleanliness imperative and adds immensely to the æsthetic charm of the factory. There are twenty-three hundred women employed at Bournville, and the Cadburys have arranged that this great army of women must be officered entirely by women. In the selection of forewomen special regard is had to their moral and religious character. The general impression left on the most casual visitor is that the girls are happy at their work. The sight of the largest workroom bright and airy, and spotlessly clean, with women in white, cheerily busy, their faces lit up with frequent smiles seemed to suggest that labor has been redeemed from its primal curse. Yet this is a giant factory giving employment to thirty-six hundred persons.

These ideal works are set in fine surroundings. The beauty of the private park which formerly occupied the ground is sedulously maintained and enhanced; its stretches of grass and glades and streams are given over to the recreation of the workers. For the men, there are play

grounds, open air bathing places, baths, gymnasium, and refreshment bar in a highly ornate pavilion. For the women, the provision made is one great poem of Christian chivalry. The old mansion to which the park belonged has been turned into a residence for some fifty workgirls who are orphans, or too far away from home to reside there. The old vinery attached is kept cultivated, and the grapes grown there are taken to the sick among the workers. For visiting invalid employees two trained nurses are engaged. The grounds of the hall form the women's playground, with special facilities for gymnastic development. They have a rustic pavilion of their own and a picturesque cycle house. Everywhere there are proofs that Mr. George Cadbury and his firm take far more thoughtful care of their workpeople than most fathers do of their own children. Just as the firm has the best expert advice in chemistry and in color and in architecture, so Mr. George Cadbury has made a point of consulting experts in the much more important department of labor. He has sought the counsel of some of the best known labor leaders—notably Mr. John Burns. This unusual policy has been attended with economic as well as humane consequences. Mr. Cadbury believes strongly in organized labor. He has again and again intervened in industrial disputes with substantial help for the workers. He backed the Midland miners in their fight for a 'living wage,' he supported the Amalgamated Society of Engineers in their struggle for an eight hour day, and he has openly sided with the Penrhyn quarrymen.

But it is on the crest of the housing wave that Mr. Cadbury has ridden into the mid stream of the national life. How he has done so is suggestive both of the man and of the new age of which he is the pioneer. The old style of reformer would have built up a series of stately orations, closely reasoned, convincing, impassioned, or would have set the presses palpitating with lurid, articles fit to send the blood of the nation up to fever heat. The new style of reformer, typified by Mr. Cadbury, does not trouble much with the rhetoric of press or platform. He sets to work in a way

to do the thing that is needed; and when the thing is done and works, then he lets pen and tongue have play. His contribution to the housing question is the solid and accomplished fact of Bournville.

Bournville is in reality a village paradise. It covers three hundred and thirty acres, and the beautiful cottages that line the winding road house nearly two thousand souls. Scarcely two houses are outwardly the same. Each workingman's cottage has been designed and developed with as much care as a rich man lavishes on his own mansion. The very shops are dreams of structural elegance. Each house is provided with a garden back and front and a strip of orchard at the foot of the back garden serves as a veil of privacy to each. The allowance of ground to each house is at the rate of six hundred square yards. Mr. Cadbury found in his adult school visiting that the workingman living in crowded towns had no interest provided for his leisure hours except in the public houses. So he resolved that in his model village each workman should have his garden, which would provide healthy and humanizing as well as remunerative recreation for the whole family.

The land, with houses and shops upon it, valued at \$900,000 has been made over by Mr. Cadbury to a trust at present composed of Cadburys, but to be filled up as they drop out by nominee of the Society of Friends, the Birmingham Corporation, and certain district councils. The trust is both ground, landlord and house landlord to the village. It gathers in rents (generally about \$1.50 a week), now equal to \$26,230 a year. After necessary expenses have been paid, the balance is devoted to building new cottages and beautifying the estate. As the rent sheet increases, the trust is empowered to buy land and erect similar model villages in any part of Great Britain. The work has been going on for several years, and the founder did not intend to invite public attention to it for several years more, but the large housing schemes of the London County Councils and other municipalities, as it were, compelled him to give the world the benefit of his experiment. The world has not

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been slow to profit by his invitation. Last year and this, a stream of visitors of every grade, many representing great civic bodies, have gone to Bournville, and have

come away "lost" in "admiration" of what they have seen.

Bournville is "Mr. George Cadbury's "propaganda by deed." It is a transcript of his character.



The famous Culebra Cut, Panama Canal, showing the excavation already accomplished.

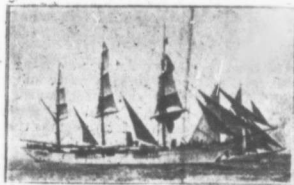


## Racing for the Kaiser's Cup.

**A**LTHOUGH the yacht race across the Atlantic is being held under the auspices of the Kaiserlicher Yacht Club, for a cup given by the Kaiser, it is widely remarked that "the contest is between British and American built vessels." The German entry, the Hamburg, was the former British cutter Rainbow. The American Apache and the Ailsa were designed and built in Great Britain. The Utowana, although constructed in the United States, was designed and built by an Englishman. So the list is composed of six English and five American vessels. The date of the race was

depends so largely on luck and favoring winds that every contestant has a chance for the Kaiser's cup. These seem to be the views entertained by the owners and skippers of the yachts who were interviewed. The comment of the newspapers is varied and interesting. The New York Times says:

"As a sporting event, nothing could be more absurd and more fated to be inconclusive than the ocean yacht race instigated by the German Emperor. . . . Even between vessels of the same class and size there is nothing proved by a race across



Valhalla



Sunbeam

selected because the records show that during the months of May and June 70 per cent of the winds of the Atlantic come from the southwest and vary enough to make fine test weather for sailing craft.

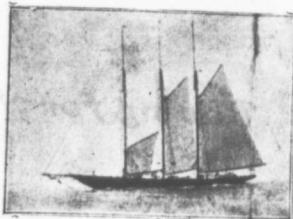
There is considerable diversity of opinion as to what are the objects—besides the prizes—and what might be the use of this race which is now concluded. Lord Brassey confesses that he entered the Sunbeam simply for the honor of his nation, and he believes that the issue of the race

the Atlantic. The elements are altogether too many, the chapter of accidents or of chances altogether too copious. In the first and most famous of these races the winter race eastward between the Henrietta, Vesta, and Fleetwing, a generation or more ago, it was commonly considered that the slowest boat won, facilitated by pluck and luck, the pluck being that of the surviving veteran Captain Samuels, who sailed her and carried canvas with a boldness which the other skippers did not ven-

ture to emulate. When the Cambria and Dauntless raced across to the westward, and, as it was expressed at the time, 'Asbury got into Parliament by an hour and a quarter,' it was by no means agreed that it was because he had the faster boat. In fact the Dauntless lost something like the time by which she was beaten by heaving to in mid ocean in the hope of rescuing a man who had fallen overboard. Neither were the later races accepted as conclusive or indeed as illuminating, upon the respective merits of the inanimate contestants.

The winner of the race was the American yacht Atlantic and as will be seen from the accompanying picture of the win-

ner she looks like a good type of racing yacht.



Atlantic

## To the Provinces by the Sea.

June 4th, 1905, will witness the initial trip, this year, from Montreal, of that splendid train the 'Ocean Limited', via the Intercolonial Railway; the train, which in 1904, the first year of its operation, was so magnificently patronized as to warrant its inclusion in the summer time table for 1905.

Leaving Toronto at 9.00 A.M. by the Grand Trunk Railway Express No. 4, direct connection is made in the Bonaventure Station, Montreal, with the "Ocean Limited" for Quebec St. John, N. B., Halifax, N.S., and all important points between, with direct connection to Prince Edward Island.

It is safe to say that no train on the Continent of America is such a favourite with the travelling public as the "Ocean Limited", and the Intercolonial Railway officials are in possession of hundreds of complimentary letters containing the most lavish praise of the service.

Several new sleeping and dining cars of the latest manufacture, with every improvement known to expert car builders,

have been specially constructed during the past months for use on this train, and the well known civility and attention on the part of the train hands, which is always a noticeable feature on Intercolonial trains, will be in evidence.

It is in the Summer time that those who live in and seek the country by the sea, and accessibility and speed combined with perfect comfort and safety, is a consideration even in these days of luxuriant train service. It is well known that the "Ocean Limited", as its name implies, was specially designed for the purpose of accommodating this class of tourists, and among the thousands of Summer resorts, angling rivers, lakes, mountains, cool and pleasant beaches and green valleys which go to make up the charm of that wonderful Summer Land known as Eastern Canada, and particularly that part of Quebec, New Brunswick, Prince Edward Island and Nova Scotia on the Atlantic seaboard and Gulf of St. Lawrence this magnificent train makes its way.

## Commercializing Niagara.

**T**HE fear that Niagara Falls will run dry because its waters are being diverted for industrial purposes, and the recent attempt of a power company to induce the New York state legislature to grant it the right to generate power at the falls have aroused the newspapers. The bill to grant the right to the Niagara, Lockport & Lake Ontario Company came up at the recent session of the legislature, and in spite of the almost universal condemnation of the press, the Senate passed the "grab" by a single vote, cast by a senator who had four times voted against it. The despatches say that the session was marked by a riot of corruption. It is calculated that the promoters of the "grab" spent \$150,000 in getting the bill through the Senate, and were ready to spend as much more to engineer it through the Assembly. The bill was before the Assembly when the legislature adjourned. The measure is blocked for the present, but the fight is expected to be renewed at the next session, and the belief is expressed by many that corruption may win in the end. The newspapers are unanimous in opposing the effort to commercialize the cataract.

The St. Paul Pioneer Press thinks that Niagara Falls is not so much at the mercy of the boodling New York legislators as may be inferred from the despatches. "The Niagara River," it says, "being a part of the international boundary, is subject to whatever regulations the United States and Great Britain may by treaty impose." The same paper believes that President Roosevelt "has authority to order the suspension of any works affecting Niagara River until an agreement has been reached between the two governments." The

Brooklyn Eagle declares that "electrical power is easily generated without the use of water, but it is impossible to create another Niagara," and it continues:

"In view of the inroads already made on the falls, and those now in progress on the Canadian side, preservative measures should be taken at once, and such as must guard against further danger of legislative gift to strangers of influence; for there is hardly a doubt that the grab bill is destined to appear in every successive legislature until the ability to grant it is removed from the law making body of the State. The remedy lies in an international commission, representing the interests, not of New York, but of the nation and Canada. It is useless to guard the falls from outside unless Canada joins in the effort to keep them. The slope of the river bed throws a larger volume of water toward the Canadian side than toward the American side, so that when a heavy draft is made the American fall will go dry, as it has on one or two occasions; hence it is essential that Canada do her share in preserving the flow.

The first step should be the cession of the Niagara shores to the United States government for use as a national park, for all peoples, forever. Canada has already parked a strip beside the cataract, but is doing even less than New York to check vandalism and to prevent the overdraft of water. The disfigurements of commercialism on the British side are much worse than those on the American bank. Having effected a national park on our own border, it would be easier to secure an international control of the entire territory, and we could rely on the preserva-

tion of the cataract by the Federal authorities, as time has proved that we cannot rely on the lawmakers of our State. It is a matter in which to urge speed, for if the delay is long the spoilers may secure the upper hand, as they have already come near to doing."

Earl Grey, Governor General, recently said that, "Canada has no desire to issue franchises which may be a detriment to the splendor and grandeur of the cataract. The necessity of further development will have to be forcibly demonstrated before additional grants are made for the use of water on the Canadian side." This stand was strongly upheld by the Ontario government when it refused to permit a Canadian company to develop 125,000 horse power from the cataract. This attitude of the Ontario government is heartily commended by the American press. The amount of water that is now being diverted from the cataract is shown by Dr. J. M. Clarke, the N. Y. State geologist, who contributes to The Popular Science Monthly an article which expresses in mathematical terms the present danger to the cataract. Dr. Clarke quotes 'a competent hydraulic engineer' to the effect that the abstraction of 40,000 cubic feet per second from the flow, as measured in past years, must bring the water down to rock bottom on the American fall, and twice that amount will leave the fall entirely dry. The two active American companies are permitted to consume 16,300 cubic feet per second, the three Canadian companies 32,100 feet. This makes 48,000 cubic feet per second out of a total of 222,400 feet, the average of forty years measurements. The Niagara, Lockport & Ontario Company, for whose benefit the bills of last year and this at Albany were drawn, would consume perhaps 10,000 feet additional, and the projected power stations on the Canadian

side, including presumably the plan just rejected, would have added 29,900. As it stands, according to Dr. Clarke, the use of water for power already authorized will leave the American falls 'a weakly, thin, white apron of waters,' while had the American and Canadian companies been granted what they asked this winter, they inevitably would have destroyed the fall entirely on the American side, leaving supposedly, ten feet of water or less on the Horseshoe."



JOSEPH CHOATE  
Who retires from the Court of St. James  
as United States ambassador.

## The Apprenticeship Question.

**I**N Cassier's Magazine, Mr. Frank T. Carlton briefly discusses "The Apprenticeship Question in America." He points out that the introduction of minute division of labor, the extreme specialization of classes of labor, and the growth of the large shop as contrasted with the small general shop have greatly reduced the opportunities for acquiring the thorough knowledge of a trade. Up to recent times the mechanics employed in American industrial establishments have been drawn, as a rule, from two sources—the small shop, and immigration from Europe. But the small shop is now rapidly disappearing, while the character of our immigration is quite as rapidly changing, so that mechanics can no longer be supplied in such numbers from England, Germany and Sweden.

About eight years ago, an investigation was made of 116 industrial establishments in the United States—engine works, tool factories, electrical shops, and railway repair shops. Out of a total of 116, it was found that 85, or about 73 per cent, took apprentices. In 1902 another investigator found that about 65 per cent took apprentices. Railway shops are invariably in favor of a thoroughgoing apprentice system. The usual rule is one apprentice for every shop, and one extra apprentice for every additional five journeymen after the first five. The customary term of apprenticeship is four years. The company agree that the apprentice must be advanced from machine to machine, or from job to job, as fast as practicable or desirable.

As Mr. Carlton very clearly shows, apprenticeship is desirable chiefly for two reasons—to furnish an adequate supply of skilled men, and to maintain and improve

the character and efficiency of workmen. If, however, less than three fourths of the important establishments employing machinists take apprentices it is not probable that a sufficient supply of mechanics can be furnished to satisfy future requirements.

Mr. Carlton proposes as a remedy for the situation in America, a combination of school and shop training. In some shops a foreman of apprentices is employed, whose duty it is to see that the boys are shifted from one machine, or one department, to another at the proper time. School training is given in night schools which try to round out and complete the shop instruction. An apprentice system such as several well known firms have already established, coupled with public instruction in the evenings or on Saturday afternoons, is believed by many to be superior to the trade school. A suitable ratio between apprentices and journeymen may be roughly calculated by comparing the number of males in the United States of apprentice age—that is from sixteen to nineteen years—with the total number of males of journeyman age of twenty to thirty years, inclusive. The ratio thus indicated is approximately 1 to 5, but, if allowance be made for a probable growth in the industry, it seems to Mr. Carlton that a ratio of 1 to 4½ would not be excessive and would not lead to an over supply of apprentices.

A gentleman writing from Japan calls attention to the fact that Japan has no apprenticeship system. "No one ever learns a trade, or even in the course of time comes to thoroughly understand the work of his trade in all its branches. The demand for skilled or even half skilled

bor is always in excess of the supply. For instance, it took about two years to build a stone bridge of only one arch over a shallow creek, only sixty five feet wide, in Shimbashie, Tokio, and about the same to build a similar bridge at Niboubashi, To

kiu, over a creek only a few feet wider." It can hardly be doubted that the lack of skilled men, and of opportunity to train such men, will prove a great handicap to Japan.



The young King of Spain now in Paris as the guest of France.

## A Debt of Honor.

Scene: Mrs. Stockson's flat. Mrs. Wilkings who has just come in, was shopping with Mrs. Stockson a month previously and paid an account for her amounting to eight and nine pence. Mrs. Wilkings having waited some time to give Mrs. Stockson the chance of settling up of her own accord has now decided to drop a gentle hint by way of refreshing Mrs. Stockson's memory.

Mrs. Stockson (greeting her visitor effusively): O, it is so good of you to call, dear. You haven't been here for a long time. I began to be afraid I had offended you.

Mrs. Wilkings: What an absurd idea! We have known each other too long for that I should hope dear. I was only thinking yesterday what a pleasant time we had shopping together a short time ago.

Mrs. Stockson: Wasn't it lovely. We must go and have another round together. Witty and Watt have got a sale on, and I hear the bargains are wonderful. And I want some cretonnes, and some short curtains—

Mrs. Wilkings (seizing her opportunity): Why, you bought some short curtains at Brown and Thompson's last month with me. I remember that distinctly because—

Mrs. Stockson: O, those things. They've worn shockingly. They went threadbare the first time they were washed. I forget what I paid for them, but—

Mrs. Wilkings: It was eight and nine pence. I'm sure of that, because, if you remember—

Mrs. Stockson: Did I give as much as that for them? My, I shan't go to Brown and Thompson's again in a hurry. But I had so many things to buy that day that I

was ready to take almost anything they gave me at the finish. It's a great mistake, and I shan't—

Mrs. Wilkings: Yes, I remember you saying you had spent nearly all your money, but the curtains looked so cheap—

Mrs. Stockson: Did I? Then, I'm very sorry I bought them now. However, it's no use crying over spilt milk, is it dear?

Mrs. Wilkings (sticking to her guns): And so I went up to the cash desk and paid for them.

Mrs. Stockson: O, Yes. That was very kind of you, dear. I remember, I had so many packages to carry, I could not get to my purse.

Mrs. Wilkings (affecting to be doubtful on the point): Let me see, did you pay me again when we came out of the shop?

Mrs. Stockson: Of course, I must have done surely. I could never overlook a matter of that kind.

Mrs. Wilkings: But you remember you had your arms full of parcels, so that you couldn't get to your purse, and when you got into the 'bus you said to me—

Mrs. Stockson: Yes, you paid the fares, didn't you? But then, I paid them going down, so that makes it quits, doesn't it?

Mrs. Wilkings: O, I know we're quits about the fares, but I couldn't remember you paying me the eight and nine pence and—

Mrs. Stockson: But, my dear, I've always so careful about money matters. I wouldn't owe anybody anything for worlds.

Mrs. Wilkings (a little desperate at the prospect of losing her money): It's a funny thing that when I got home I should have found I was just eight and nine pence short, isn't it dear?

Mrs. Stockson: My dear, do you mean to say you think I owe you eight and nine pence? Of course, if you think so, I'd pay it to you again rather—

Mrs. Wilkings: My dear, it isn't paying it again. I think you'll find you haven't paid it once yet. But of course, if you don't think you owe it to me—

Mrs. Stockson: O, if you say I do, my dear, I must pay it. I couldn't have anybody think I owed them anything that I wanted to get out of paying. (Opens her purse.)

Mrs. Wilkings: O, but I don't want to take the money unless you're quite satisfied about it. I'm perfectly sure in my own mind—

Mrs. Stockson: Well, if you're sure dear, that's enough. I can only say that I cannot remember it at all. And I'm most particular in these matters, because I know—let me see, eight and nine pence, you say? Here's nine shillings. Have you got any change? (Handing her the money.)

Mrs. Wilkings: O, yes, I've got three coppers. (Taking the money and giving the change.) I do hope you're satisfied about it, dear, as I'd much rather not take it if you've any doubt about its being owing.

Mrs. Stockson (a little stiffly): O, I'd rather pay it, thank you, dear. I daresay it's all right. Only it does seem strange that I should have forgotten about it, doesn't it?

Mrs. Wilkings: O, you've had so many other things to think of and—

(A servant announces Mrs. Tattleton.)

Mrs. Stockson (greeting the new arrival): So pleased to see you dear. You know

Mrs. Wilkings, I think. No? I beg your pardon. (Introduces them.)

Mrs. Wilkings (to Mrs. Stockson): Well, dear, I must be going, I've already stayed too long. (Takes leave and goes.)

Mrs. Stockson (to Mrs. Tattleton) I thought you knew Mrs. Wilkings.

Mrs. Tattleton: No,—that is, only by sight. I don't think she is quite my style. Still, if she's a friend of yours—

Mrs. Stockson: Now you mention it, there is something about her I don't quite like. Of course, you'll never let it go any further, will you? But I must tell you—quiet in confidence between ourselves you know—that I don't think she's very strict about money matters. She came in just now and said I owed her eight shillings or so for an account she paid for me.

Mrs. Tattleton: And didn't you?

Mrs. Stockson: I don't like to say that I didn't; but its very strange that I don't remember anything about it. Of course, I paid her the money, as I should never dream of owing anybody anything, especially an old friend—

Mrs. Tattleton: I never did like the look of that woman.

Mrs. Stockson: Wouldn't you remember if you owed anybody eight shillings like that?

Mrs. Tattleton (who knows nothing whatever of the circumstances): I do not believe you owed it to her. I should be very careful in dealing with people of that sort if I were you.

(Left discussing Mrs. Wilkings.)

A. G.