SUPPLEMENT

TO THE

WEEKLY WITNESS, APRIL 14, 1886.

THESE FORTY YEARS.

The number of our readers who saw the first copy of the *Witness* when it was issued, forty years ago, is growing small. But a vast number of our present readers are the children and grandchildren of our original subscribers; and not only to these but to all who rejoice that "the world moves," our supplement will be of exceptional interest.

When we asked several gentlemen, possessing wide and long knowledge of their respective provinces, to write articles dealing with the position of those parts of the Dominion, with special reference to the last forty years, we left each to follow his own method of treatment; and a most interesting collection, characteristic of different minds, has thus been obtained.

To the work of our various talented contributors little need be added. Most of them speak chiefly of the rural districts; the towns and cities, a few of which have little progress to report, but most of which have made such wonderful strides in population and trade and manufactures during the last forty years—are often heard to speak for themselves. The western "sentinel of the Dominion," the fair Pacific Province of British Columbia, with its great industrial progress and prospects, has lately been the subject of many communications in our columns, which will be fresh in the minds of our readers. From thence to the far east, where our good sister Newfoundland still prefers to stand alone—beside us, but not ours—our contributors hold up to view nearly every part of the Dominion. And important instances of the individual enterprise which has built up the prosperity of the Dominion are furnished by many of our leading commercial and manufacturing firms.

For us—beyond the expression of an earnest wish that our country may flourish more and more abundantly, and that we may do our share in promoting her welfare in the coming forty years as in the past—our only duty is to introduce reader and writer, and leave them together!

NOVA SCOTIA.

The early history of this Province, which received its first white settlers in 1604 from France, is a chronicle of disputes between the descendants of that country and the rival sons of Britain. The final surrender of France in 1763, following the expulsion of the Acadians—poetically pictured by Longfellow in his "Evangeline"—left our countrymen with a clear title; and a glance at the last census shows that the name of "New Scotland" is still appropriate. While those of French origin, descendants of the old Acadians, number 41,000, they are almost equalled by the 40,000 Germans (more than half of whom occupy Lunenburg county), and exceeded by the 66,000 of Irish descent; while even the English—129,000 in all—fall short of the 146,000 Scotchmen who head the list of Nova Scotia's population. "A country with a character" is this old land of ours—for at 283 we may claim to have attained a respectable age in this young continent—and the "character" does not rest entirely in the human beings who form the population, but is found, too, in the very conformation of the land. As in the mother land, whose name we bear, there is an abundance of rock and hill; but, also like that mother land, there is plenty of milder and richer surface too. The rugged Grampian Highlands keep guard over lowlands celebrated the world over for their prosperous farmers. And our rugged hills are accompanied by our "Garden of the Annapolis Valley"—not alone in its fertility, but the district best known to fame. Large districts of rich alluvial soil have been reclaimed from the sea by dykes.

If anyone wishes a vivid contrast between Nova Scotian farming in the old times and at the present day, let him turn to the "Letters of Agricola." Over that signature, in the year 1818, the *Acadian Recorder* began to publish a series of letters as remarkable for the vigor and beauty of their style as for their patriotism and their importance to the Province that gave them birth. Agricola says:—"The cultivation of the earth, that prime fountain of national wealth, and the first and most essential of arts, is accounted so despicable and vile as to be the fit employment only of the unlettered and vulgar herd. The keeper of a tavern or tippling-house, the retailer of rum, sugar or tea, the travelling chapman, the constable of the district, are far more important personages,—whether in their own estimation or that of the public—than the farmer who cultivates his own lands." When afterwards narrating his plan of action, Agricola wrote:—"These letters of mine were regarded as the means of correcting the gross opinions which everywhere prevailed respecting the capabilities and resources of this fine Province. I saw and heard a climate universally spoken against which was infinitely superior to that of my native country, and which could ripen productions that scarcely lived under glasses in Scotland. The system of husbandry was wretched in the extreme, and the profession of a farmer little short of being despised. A visible poverty since the treaty of Paris was benumbing every faculty of intellect, begetting habits of languor and inaction among the people, and preparing them to descend into the lowest abyss of humiliation. The American flag waved triumphant in the port of Halifax, and was dispensing to us, by way of indulgence on the part of that Government, those very products which our own soil could abundantly furnish had its productiveness been excited and drawn upon by a vigorous industry. The proud and independent spirit of a Briton burned fiercely within me, and I vowed the surrender of my vacant time to the good of the country I had adopted."

The effect of those letters, giving practical advice as well as attacking old prejudices, was immense. Lord Dalhousie took the remarkable course, at a St. Andrew's Day dinner, of proposing the health of a gentleman whom he only knew as "Agricola." Agricultural societies were formed throughout Nova Scotia, and at a public meeting in Halifax a Provincial Agricultural Society was formed, and "Agricola" himself was named by Lord Dalhousie to act as secretary. The disguise was then thrown off, and the powerful writer was found to be a Mr. John Young—whose son, Sir William Young, was in later years Chief-Justice of Nova Scotia. The mineral wealth of this Province is enormous, and has been wonderfully developed in the forty years now specially under review. Iron ore exists in abundance, and of good quality—the production in 1882 being over 42,000 tons. Gold, too, is worked profitably, a year's output for the Province being 14,107 ounces. But it is in coal especially that Nova Scotia's underground harvest rivals that of her surface. In 1827 the amount of coal raised was but 11,491 tons; and even at the beginning of "these forty years" the quantity was not more than 134,393 tons. That figure has now to be multiplied more than ten times to give the annual output at our own time.

In the Dominion, Nova Scotia carries off the palm for the value of her fisheries; though our near neighbor, Newfoundland, can claim pre-eminence in the whole of British North America. Shipbuilding has long been the chief manufacturing industry of the province, but unfortunately no very cheering record is to be given in this department. Nova Scotia launched a tonnage of 53,000 tons in 1872; in 1882 the number was only 31,000.

When the *Witness* made its appearance in 1846, the province had scarcely recovered from the struggle for responsible government,—and even then the new system was not running without friction. The political warfare of Joseph Howe with Lord Falkland will not soon lose its place in the early history of free nations. Since then the greatest event has been the entering of Nova Scotia into the Canadian Confederation.

NEW BRUNSWICK.

Compact and square, New Brunswick lies quietly ensconced in her own corner between Quebec, Maine, Nova Scotia and the Atlantic Ocean. Though not on the highways of travel, and so comparatively little visited by those who find the centre of attraction in the ends of the earth, this province is one of the greatest interest to the lover of nature. The hills and mountains of the north and north-west, with the great forests of the same region, are full of the most picturesque scenery. Turning southward, the eye, in search of grandeur, rests on the rocky cliffs and deep ravines of the sea coast. Here, in the Bay of Fundy, is witnessed one of the most remarkable tidal phenomena of the world. The "Gulf Stream," skimming along the eastern slope of the continent, influences the tides in this "cul de sac" with such force that the water rushes into Chignecto Bay with extraordinary force, and rises there no less than sixty feet; while just across the narrow isthmus connecting the Province with Nova Scotia, at a distance of only fourteen miles, the St. Lawrence gulf tides only rise some four or five feet.

The mineral resources of this Province are by no means small, and their development to very much greater importance than at present is only a matter of time. Copper, lead, nickel and zinc are all found among its list of metals, with quantities of antimony. Gold is found in several districts; manganese is plentiful, and is now exported. We have coal fields, of some 11,000 square miles in extent, and iron deposits of great value. Plumbago, or "black lead," is also here in workable quantities. Mining, however, does not occupy the same position with us as with our peninsular neighbors. But in industrial pursuits generally we have nothing to be ashamed of. The shipbuilding trade, owing to the causes which have operated powerfully elsewhere,—partly from the substitution of iron ships and steamers for the old wooden monarchs of the sea,—has gone backward rather than forward; but there is no doubt of the country's suitability for such an industry. The coast abounds in good harbors; and as a lumber producing country New Brunswick is famous. A very large portion of its surface is still covered by forest, and the catalogue of its forest trees is rich with pine, hackmatac, spruce, cedar, beech, maple, hemlock, birch, fir, elm, oak, larch, butternut, ash, poplar, chestnut and sumach. Along with lumbering, in the first rank of the Province's industries, must be placed the "harvesting of the sea," for the fisheries yield both abundantly and variously. The North Shore, the harbor of St. John, and the islands at the mouth of the Bay of Fundy, are each the scene of this marine activity; and the "takes" include cod, haddock, salmon, trout, sturgeon, halibut, white fish, herring, shad, gaspereaux, smelt, bass, mackerel and eels. And the soil of the province itself is largely fertile, and adapted for the cultivation of a great variety of vegetation. The export of hay and of small fruits is considerable; and New Brunswick is capable of greater things in the way of agriculture than have hitherto been accomplished.

The first settlers came from France in 1604, and the general name of "Acadia" included what now is divided into two provinces.

In 1713 the present New Brunswick came into Britain's possession, but even then there were disputes as to the boundaries between it and the real Acadia. It was in 1763, when Canada capitulated, that British rule became unquestioned over this and the neighboring territory. In the very next year there was an immigration of agriculturists from Scotland; a great many U. E. Loyalists came in after the war; and the four principal nationalities in the Province to-day number—English, 93,000; Irish, 101,000; Scotch, 50,000; and French, 57,000. There are still about 1,200 Micmac and other Indians, for whom over 58,000 acres is reserved.

The Province enjoys the benefits of free education, and in morals has comparatively little to reproach itself with. The Scott Act is now in force over the very larger part of its territory, and though we know perfectly well that in many localities the prohibited liquid curse can be illegally obtained, we have abundant evidence of the benefits of even our present prohibitory law. Classified according to their religious beliefs, our people consist chiefly of: 109,000 Roman Catholics; 81,000 Baptists; 46,000 Church of England; 43,000 Presbyterians; and 34,000 Methodists.

"Happy is the land," it is said, "that has no history!" And New Brunswick can, at any rate, reflect that her "history"—so far as stirring events go—is of no great extent. It is true that the movement towards constitutional government did not end in victory without a struggle; nor were the representatives of "the old regime" any too ready to accept both the spirit and the letter of the new system. In the year when Mr. John Dougall was preparing the first number of his paper, the people of New Brunswick experienced the same opposition from their Governor, Sir William Colebrook, as was encountered in Canada and Nova Scotia. On the 20th of February, 1845, the Provincial Assembly passed a resolution declaring that the Executive Council did not possess their confidence. And yet, in spite of the enormous majority (27 against 9) by which the representatives of the people affirmed this decision, one of the hostile nine was actually appointed by the Governor to a vacancy in the Council! But those days are long past. Constitutional government under a good citizen like Sir Leonard Tilley is not the same thing as under Sir William Colebrook; and, though in details it may be altered and improved, political liberty is such a commonplace reality that it is hard to realize the days when it was anything else.

PRINCE EDWARD ISLAND.

Prince Edward Island is the smallest but by no means the youngest of the provinces of the Dominion; it has enjoyed the control of its own affairs for more than one hundred years. Its history, too, has a peculiar interest, for in this little colony was worked out, and successfully too, the two great problems—Home Rule and Land Purchase—which are now agitating the United Kingdom of Great Britain and Ireland from one end to the other.

This little island is a lovely gem of the sea. Its surface is comparatively level at both ends and through its middle runs a range of low hills some of which are pretty steep, but verdant from base to summit, and nowhere more than 300 feet high. The soil is a red sandy loam, not as rich as the alluvial deposits of the west, but yielding a quick and generous return to the labors of the skilful and judicious farmer. In proportion to its area Prince Edward Island possesses a greater surface of cultivatible land than any province of the Dominion. There are a few acres here and there, of bog and barren, but they are comparatively very few, nearly the whole of its 1,400,000 acres with a little care and labor yielding excellent crops. The Island contains no minerals worth mentioning. Indications of coal have been discovered in the western county, Prince, and I have heard of signs of gold being seen there also. The only stone it can boast of is a soft red sandstone which is used, but not very extensively, for building purposes. On the Island are large deposits of clay, out of which excellent bricks are made and some of it is fine enough for the potter's use. The wealth of Prince Edward Island is in its generous and easily cultivated soil and in the sea that surrounds its shores. A few years ago its forests were a source of wealth to its inhabitants, but for more than a hundred years war has been waged against them with fire and steel, and to-day there is not enough timber in the country to supply the wants of its inhabitants.

The Island has been peopled by English, Irish, Scotch and French, a few Loyalists, and a sprinkling of men of other nations. The Scotch, Highland and Lowland, however, is the prevailing element of its population, and the Presbyterian the largest Protestant denomination. The French form quite a large section of the population, and are the descendants of the Acadians. They are, if not a pushing and enterprising people, virtuous and industrious. The Catholics form a larger proportion of the inhabitants of Prince Edward Island than of any other province of the Dominion, except Quebec. Many years ago they were in proportion to the Protestants as seven to nine, and the same proportions, with but slight variations, have been kept up ever since.

Prince Edward Island, when first settled, was completely covered with forest. The immigrant was obliged, therefore, to clear the land before he could raise a crop. It can easily be understood that the first settlers were forced to endure many hardships and to undergo many privations. But they belonged to a plucky and persevering race, and were not easily discouraged. Men, women and children worked. There were no idle hands on an island farm. Every year a field of greater or less extent was added to the clearing. The stock of cattle, sheep and pigs, very small at the beginning, kept on increasing, new buildings were erected, and comfort and independence appeared within a measurable distance. The life of the settler was not by any means an easy one—hard work, often hard fare, and always the want of what their children have come to regard as the necessaries and indispensable comforts of life, but

"Buirdly chiels and clever hizzies
Were bred in sic a way as this is."

By-and-by the "boys" went out into the woods and made some money by cutting timber for export, or they helped to get out the frame of a vessel in winter; or, perhaps—by no means an uncommon thing—they, after agreeing with some merchant to supply them, undertook to build a vessel themselves. In those days—say between 1830 and 1870—a very great number of small vessels was built on the Island in the way I have indicated. The greater part of the labor was done by the farmer and his sons. A few carpenters and other hands were hired and the ship was built with a wonderfully small expenditure of cash. When finished she was, in the opinion of experts, a rather rough specimen of naval architecture, but there was a demand for vessels of that class in the English market. She was loaded with oats and timber in the fall, and sent to London or Liverpool. Sometimes one of the boys went with her, and thus saw something of the world. Frequently the supplying merchant pocketed the lion's share of the proceeds of the sale, but often Angus or Sandy or Donald came home with a snug little sum in hard cash, part of which was pretty sure to be spent in improving the appearance of the farm and adding to the comforts of the household. But this shipbuilding business no longer exists on the Island, and the industries which it fostered are dying out. Farmers do not raise as much oats for the foreign markets as they used to do, but they are paying more attention to stock raising and dairy farming. Lobster fishing and canning give employment to many, young and old, male and female. The in-shore and deep sea fisheries are being developed. Starch factories have been established, profitably to utilize the large quantity of potatoes which the Island farmers have almost every year to dispose of. Cheese factories and creameries have been erected in many sections of the Island, and even the poultry, which in the early days of the Island's settlement were but little thought of, have now become a source of much profit to the farmer. The forest, as I have already said, has almost entirely disappeared, and in its place are cleared farms, on nearly all of which are comfortable dwellings, snug barns and other outbuildings, well kept fences and carefully tilled fields. Indeed, wherever the traveller goes on the Island, he will meet with evidences of thrift and industry intelligently applied, the people that he will meet, too—and there are more of them to the square mile than in any other Province of the Dominion—he will find with but very few exceptions, courteous, intelligent and hospitable, and show by their dress, their manner and their equipages, that they live in comfort, and are a self-respecting people. He will, too, if he has an eye for the beautiful, be charmed with the richness of the landscape. The summer climate of the Island Province is delightful. The heat is never excessive, and there is always a pleasant breeze blowing from the sea. The evenings, even in the hottest season, are delightfully cool. In winter the cold is chilling and unpleasant. The snowfall, I should say, is greater than in many places further west. But the great drawback to the Island in winter is its isolation. For three months the Province is surrounded by ice. Commerce is at a complete standstill, and it is with difficulty and risk that passengers and mails are conveyed across the Strait. But the islanders do not feel the separation from the rest of the world so much as one would expect.

The political history of the Island, as I hinted at the beginning of this paper, is interesting. The great question that agitated its inhabitants until Confederation was mooted was the land question. The land of the Island was, previous to its settlement, when George the Third was King, granted in lots of twenty thousand acres each to certain civil and military servants of the Crown, on condition that they would, within a given time, settle each lot with a stipulated number of German Protestants. Tradition says that tickets, bearing each the number of a lot, were thrown into a hat, and that each of the civil and military recipients of royal favor thrust in his hand and drew out the lot that fate had destined he should possess. The proprietors did not fulfil the conditions of these grants, but they or their successors kept possession of the land all the same, and required those who settled on it either to purchase from them or to pay rent.

Most of the proprietors did absolutely nothing for the tenants, who obtained from them leave to clear the land for a consideration. The tenant not only cleared the land, but made the roads and paid the taxes. The proprietor was generally an absentee, who reaped where he had not sown. The people soon saw the injustice of this. With most, the rent was literally bread taken out of their children's mouths. When their complaints found voice, they were told that the tenant "had no right to enquire into his landlord's title," and that the law would compel them to pay the rent stipulated in their leases, no matter whether the landlord's title was valid or not, and so the agitation went on. It was the old story of the contest of right against might. The proprietors had on their side the Colonial Office in England, and the aristocratic class on the Island which they themselves had in a great measure created. The land agitator had not only a strong political party to fight but he had to contend against social forces that were still more powerful. But in spite of rebuke from those highest in authority and ridicule and opprobrium and discouragements of all kinds, the friends of the tenantry kept up the fight. Local triumphs were to them unavailing, for, whatever legislation they passed which was considered detrimental to the interests of the landlord class, it was nullified at once by the authorities in Downing street. The concession of responsible government was of no advantage to the tenantry, for the supreme power, that always sided with the landlords, was not responsible to the Island electorate. The Liberal Government passed a Land Purchase Bill, which permitted them to purchase such proprietors' estates as might be in the market with the public money, to be re-sold to the tenants. But this law was partial in its operation. The tenants took the matter in their own hands, and refused to buy out. The military were called in to aid the officers of the law to collect the rent. The leaguers were prosecuted. But the public men of the Island saw that the Land Question must be settled in some way. Then Confederation came, and one of the terms of Union was that the Federal Government should give the Island $900,000 in lieu of public lands; $800,000 of this sum could be used as a fund with which to purchase the estates of proprietors. Then the Provincial Legislature passed a Compulsory Land Purchase Bill, which in time received the assent of the Governor-General. Under that bill a commission was appointed, of which the Right Hon. Hugh Childers was chairman. This commission set a value on the estates of proprietors at which they were compelled to sell. The land so bought was re-sold to the tenants, thousands of whom gladly availed themselves of the privilege of purchasing the freehold of their farms. The compulsory land law has acted smoothly over Prince Edward Island. For many years a principal item of the provincial revenue is the money received from the occupants for the farms they held.

That Home Rule has been a success on Prince Edward Island the condition of its people before confederation was ample proof. That little community had been governing itself for one hundred years. The only matter in which the Government of the mother country interfered in its concerns was to keep the necks of those composing it under the yoke of the proprietary system: yet this little self-governing colony had prospered. Its taxation was light and its public debt small. Its public service was well attended to and it was the first Province of British America to give its people free education. It had the making of its own tariff, and its customs duties did not exceed twelve and a half percent, and were for a very long period much lower. With this low tariff and a very light land tax—a little more than a dollar a hundred acres—the Island Government paid its civil service, educated the people, kept the roads and bridges in good order, provided for the poor, in fact did all the work of a general, a provincial and a municipal government, and did not run in debt except for the purchase of land. Let those who laugh at the Lilliputian government of that small colony, point to some one of the great governments of the larger provinces that has done so well.

H. L.

ONTARIO.

Ontario is now a very web of railways, and trains fly to and fro across the province like shuttles in a power-loom. All this living enterprise has been born since 1846, though Upper Canada railways had been conceived a dozen years earlier. Dalton, of the *Patriot*, while resting himself from violent denunciation of Mackenzie and responsible government, had frequent dreams of a direct Chinese trade with Toronto by transcontinental railway. The witchery of "La Chine" and of the golden fleece fell upon him as upon our early French Argonauts. He dwelt so often upon this favorite subject that his friends shook their heads as though his wits were shaken. A certain Sir John Smythe, of Toronto—self-described as "Baronet and Royal Engineer, Canadian Poet and LL.D. and Moral Philosopher"—had the boldness to publish a lithograph actually locating a Canadian Pacific railway! It was to pass on the north side of the township of Cavan, and the south side of Balsam Lake, thence north-westward in rear of Lakes Huron and Superior to Fort William; from Fort William to Winnipeg, and thence across the prairies and mountains to the mouth of the Columbia River, of which the Oregon capitulation had not yet divested Canada. Colonel Bonnycastle, in 1846, assumed with confidence the speedy construction of a railway from Halifax to Lake Huron. But these dreamers were born before their time. It was five years after Bonnycastle's death, and more than a dozen after Dalton's, before the first locomotive began to breathe and move in Upper Canada.

Forty years ago the water was still our great highway for passengers as well as for freight. Since the war of 1812 the Western Lakes were no longer visited by those antique *bateaux* which every spring and autumn used to bring the U. E. Loyalists their supplies from Montreal,—their glass and hardware, their tea and sugar, their rum and tobacco. The second generation of Upper Canadians used to pride themselves upon their great Durham boats and upon their painful success in poling up a reasonable rapid. But in 1846 the last of the Durham boats had passed down the St. Lawrence, floating away toward oblivion with a faint refrain of voyageur song. Steamboats had now the innings. Montreal early showed us a lead in side-wheels, which Kingston was prompt to follow. But Ericsson's screw proved a far more formidable rival to sail craft. In 1841 the first lake propeller, "Vandalia," was built at Oswego, and passing into Canadian hands it became the vanguard of a mighty fleet. The great boom in lumber of 1844-6 laid waste our noblest woodlands but planted a very forest of masts and funnels in our lake ports and stimulated to an extraordinary degree the chief centres of trade. Kingston's shipping list showed ten daily steamers of the first class, thirty smaller steamers and propellers, with a fleet of two hundred schooners and sailing barges.

In 1846 a citizen of Montreal desiring to attend the first Provincial Exhibition of the farther Hesperides, and to see for himself the golden apples of the West, embarked on the small steamer "Chieftain," and, landing at Coteau du Lac, made by coach the portage to the Cascades; there re-embarked on the steamer for Kingston, which, with good luck, he reached twenty-four hours after his start from Montreal. At the Kingston wharf there was another confused transfer of passengers, baggage and freight. With sixteen hours more of fair wind and diligent steaming, Toronto might be made—altogether forty hours from Montreal or quadruple the time the luxurious Pullman now takes to bowl over the distance.

In October, 1846, as duly announced, the first Provincial Exhibition opened at Toronto, then a city of scarcely 20,000 souls, or less than a sixth of its present population. It was a bold venture, but successful to astonishment. Could that exhibit be only once more gathered from the four winds and set up beside the Industrial Fair of our time, we might have a visible measurement of the strides made by this Province. In Agriculture, Ontario now confessedly leads the world.

Forty years ago the era of farm machinery was barely dawning even in the United States. McCormick, of Virginia, was casting and recasting the crude form of his four-horse reaper, which, at the London Exhibition of 1851, carried an extra passenger to throw off the grain. The Upper Canadian yeoman was still using the sickle, or was proudly swinging the cradle-scythe. That yeoman's grandson now lightly drives a self-binder over the same farm, and with his whip harvests ten acres in an afternoon. This flippant youngster is so familiar with thoroughbreds that he has rather a poor opinion of his grandfather because the "old gent" saw a Durham for the first time at the fair of '46. The crops of Ontario were then measured in thousands of bushels; in 1886 they are measured in millions. Manufactures and agricultural industries, that did not even exist in 1846, now contribute millions of dollars annually to Provincial wealth.

In 1846 Upper Canada was still battling for responsible government. The Metcalfe controversy had lately swept over the Province. "Leonidas" was stout for prerogative, but "Legion" proved, in a literal sense, *too many* for him. A certain George Brown, of 29 Yonge street, Toronto, was publishing a City Directory. It was whispered that he was concerned in the parentage of waif twins, the *Banner* and *Globe*. Political midwives said the *Globe* was his very picture, and for a two-year-old had an uncommon strong voice. "Clear Grits" were not yet heard of, much less "Liberal Conservatives." The Family Compact formed the *extrême droit*, and Robert Baldwin was accounted *extrême gauche!* Our municipal system was still in rude outline. Ottawa has five times the population that Bytown had in 1846; Hamilton has increased its population to sixfold; London to sevenfold; and the mere ratio of population very inadequately represents the growth of business and wealth. Of the towns of 1846, Brantford, Belleville, and Guelph have become cities; so have St. Thomas and Stratford, which were then small villages. Common schools were disorganized, or still altogether wanting; grammar schools eked out a precarious life; the university was a rat-pit for casuists, whose relish for the endowment was much more evident than their love of learning. Primogeniture still governed succession to property. Law and equity—happily of late re-united—were still divorced; the Court of Chancery had not then passed under the reforming hand of the elder Blake, and was still a public scandal. The criminal law was in such a state that children of tender years were herded with murderers in Kingston Penitentiary. Postal communication was slow and infrequent. Not a yard of telegraph wire was then strung in Ontario; but now every breeze awakens Æolian harps on our roads, and streets, and housetops, so that we fairly suffer from surfeit of aerial music. From the Ottawa to the Lake of the Woods is a far cry; but, in the telephone, one of her own young citizens has given Ontario a voice that can reach from her east frontier to the west, and has given Canada an ear whereby, standing on the Atlantic coast, she may hear the murmur of the Pacific main.

J. HOWARD HUNTER, M.A.

JOTTINGS FROM EASTERN ONTARIO.

The section of country known up till less than 40 years ago as the "old eastern district," for law, municipal and registration purposes comprised the united counties of Stormont, Dundas and Glengarry. This arrangement, while in some respects satisfactory, involved great inconvenience when the country was new and the roads bad, difficulties in business matters and expense much disliked by the frugal farmers. To such a degree was this felt that for some years a strong desire existed to unite the northern section of Glengarry with the narrower county of Prescott immediately adjoining on the north.

This was not approved by those in authority. Political exigencies and interests had to be respected. The eastern portion of the united counties on the south was largely settled by a people entirely different from those on the Ottawa valley, who were originally and largely Americans from Vermont and Northern New York, while Glengarry was filling up almost entirely with Scotch Highlanders. Among the early settlers from the States there was a large number of superior men of culture and ability, who rendered very valuable public service; while others, by enterprise, skill and taste in the management of large farms, and by the improvement of stock, elevated the ideas of their neighbors far and near, and led many young men to form higher estimates of the success and respectability attainable by the honest, enterprising farmer. Besides these there were others from the North of Ireland and Britain, who, early in the settlement of the country, by great enterprise in lumbering and manufacturing, did much for the interests of the settlers, giving employment and circulating money among the struggling population, whose greatest ambition was to pay for their lands, and get out of the primitive shanty into a comfortable dwelling.

The first settlers on the front of Lancaster and along the banks of the River Raisin, had come from Scotch settlements in New York State—several of whom were U. E. Loyalists. They had seen good farming and soon had farms, showing taste and enterprise. They were almost entirely Protestant. The entire district north of the centre of Lancaster to the rear of Lochiel, as already stated, was taken up by emigrants, many of whom left Scotland during and shortly after a period of great hardship from the failure of crops, at a time when the agents of the landowners in Scotland knew nothing of leniency in dealing with the crofter class on their lands. Large numbers of these hardy settlers were from Glenelg and Glengarry, while other sections were taken up by a people whose ancestors for generations toiled on the estate of the Earl of Breadalbane. These latter were a thrifty, loyal, industrious people, and deeply imbued with a love of liberty and evangelical religion. Many of them cherished a conscientious hatred of debt, and even a dread of the circumstances or risks that might involve them. The Isle of Skye was the birth-place of a large number of the best families that settled in the Township of Kenyon, while a large portion of Roxborough and what was formerly termed the "Indian Lands," were settled by emigrants from Perthshire.

In the centre of the county and neighborhood a large majority are the descendants of those whose sympathies were with "Bonnie Prince Charlie." They have not forgotten Glencoe and the thrilling scenes of Scottish history long past. To the credit of that class of the population of Glengarry—largely of the Roman Catholic persuasion—be it said, they have invariably distinguished themselves by their genuine loyalty to the Crown and to the interests of our country. Some of them fought and fell by the side of General Brock on Queenstown Heights; and at Lundy's Lane and Chrysler's Farm they exhibited distinguished courage and bravery. The same spirit was displayed by them in 1837 and '38 during the rebellion. Some of them went so far as to look with suspicion upon any man whose loyalty was not at fever heat. An instance of this may be mentioned. When the late William L. McKenzie returned from New York after being an exile eight or ten years, having been pardoned by Her Gracious Majesty the Queen, he arrived in Montreal when Parliament was in session in the building that stood where the St. Ann's Market now is. On entering the House Mr. McKenzie availed himself of the privilege of an ex-member—entering the library and looking over certain books—when he was suddenly approached by a certain colonel, a member of the House, whose record during the rebellion was far from clean, and ordered out with an assurance of being made to know what an application of the foot meant if there should be any delay. Mr. McKenzie quietly left the room, and meeting the late Hon. J. S. McDonald, mentioned the treatment and threat, when Mr. McDonald advised him, with His Sovereign's pardon in his possession, to avail himself of his rights and return to the library, and he would see that he was duly protected — and this he did. Some of the loyal farmers of Glengarry, supporters of the Hon. J. S. McDonald, hearing of this incident were greatly exercised about their member's kindness to the former rebel, and with simple solemnity questioned their member as to his action in the matter. Mr. McDonald, with his usual suavity and adroitness, set their minds at rest by asking them "Do you think that I could stand by and see a Scotchman abused by an Englishman?" That was a sufficient vindication.

Though both numerous and influential, the people of these districts have not been clamorous in making special claims, but, wisely realizing that their rights and interests were safe, merged in the prosperity of the country as a whole. They have done their part, and bear the honor and share the reward. The influence of circumstances in their native land, and after their arrival in this country, had much to do in forming the character of these early settlers. They avoided needless expenditure. They had lived in comparative comfort in good times in their Highland homes. Now they had freedom, they called the lands their own, and consequently some degree of reaction followed, and for some years there was less of ambition and enterprise than might have been displayed in the circumstances. Many of the convivial usages imported from the native land were much in vogue, with the usual results. Men drank moderately then, but even so, strange things happened in some of the retired districts on more than one occasion, of which mention has often been made, when they "were *na fou* but just had plenty!" Some strange attempts at amateur surgery were made under those circumstances. These days have gone by, and no part of the Dominion affords better fruit and greater trophies of temperance effort than the United Counties. Many of the men, and mostly of the younger class, were for a time generally absent from home in the lumbering camps during a great portion of the year. In this way the farm was neglected, the habit was formed of doing much of the heavier work on the farm by gatherings called "Bees." Quiet, steady home life and patient persevering toil on the farm was by too many esteemed as mere drudgery, and too many of the youth left home for other lands, where much of the work was done by more convenient appliances. The farm was often neglected, and aged men, whose toils at their time of life should have been getting lighter, were too often left in their declining years to bear only a heavier burden; though many a son returned to the old home acknowledging that had they learned at home to work and plan as wisely as they had seen others do away they need not have left home.

Less than forty years ago there commenced a period of decided improvement. The *Canada Temperance Advocate*, conducted by Mr. John Dougall, awakened an interest among the farming population by giving information on the vital question of total abstinence, with much important matter on agricultural and home life. This paper reached a majority of the reading-class of people and led to marked results. In these days ministers and temperance lecturers from the city reached the newest settlements. The hands of faithful ministers in the temperance cause were sustained. The positions of others, then timid or even hostile to the temperance reform, were soon defined, and the effect was favorable rather than otherwise. Speaking of that period, a gentleman for many years afterward President of the Glengarry Temperance Society made the remark, "I took the pledge after my first hearing a temperance lecture by the late Rev. Mr. McKillican. The movement came in time to save me, for I had become so fond of the glass that I had not infrequently left my bed during the night to see if possibly I had left a little in the bottle in the shop with which to met my lips." Many others who became champions in the cause dated their reform and success in life from the same period; and several revivals of religion, under the Rev. James Drummond and others, greatly raised the tone of Christian feeling and sentiment through the country, including the most isolated and neglected school districts.

At least sixteen young men, natives of this county, have entered the Protestant ministry since that date. The bar and medical profession in Canada have among their ablest members "men born there," while others have occupied, with a reputation that many public men to-day might well earnestly covet, such positions as that of Prime Minister, members of the Legislative Council, Attorney-General, Chief Justice and Lieutenant-Governor. Several others have been among our largest and most successful contractors for public works. Of these the great majority grew up on the farm, a fact suggestive for the sons of farmers, showing how solid worth and true genius not infrequently take root and bud amid the healthful influences of the rural home and farm.

Forty years ago there were nine Protestant church edifices—several of them quite free from anything like architectural beauty. There are now twenty-four Protestant church buildings—several of them very neat and commodious. It may be stated with safety that in no part of the Dominion are the churches better attended than in Glengarry. Forty years ago ten or twelve comprised the entire number of Sabbath-schools. There are now upwards of thirty of these important agencies, and a large proportion of them are conducted with great efficiency after the most approved methods. In observing the moral and religious and material improvements in forty years of any section of our country, we cannot ignore the agencies which have effected the change. The remark was made some time ago in a certain section noted for its laxity in morals and disregard for the Sabbath that there were fifty-three secular papers taken from that post-office and only three religious papers. The time was when some persons sneered at the idea of giving to the reading public a religious newspaper with certain columns devoted to secular matter relating to home life and industries. They said, "When I read the news I don't want religion in it." The Montreal *Witness* has laid bare that fallacy and has done more than any other one agency to improve the homes and elevate the tone of thought and usages and conversation among the reading parents and youth of our country. In the absence of many books, of society, and of city or village attractions, its influence for good has been incalculable, especially when accompanied by its juvenile companions, the *Messengers*, much prized by the children in the family and Sunday-school.

In material advancement these counties have nothing to be ashamed of. Glengarry, for instance, has made creditable progress without begging or borrowing for either roads or drainage. Forty years ago the Government made one fairly good "military road," as it was then called. It also compensated some for lands flooded along the front by a Government dam. These two items constitute all the public money received, and she owes nothing. Her members in Parliament for nearly all of the last forty years were not ashamed to be known as economical in the use of public money. Here are a few sample facts, showing proof of progress in the four townships constituting that county. The census returns for ten years from 1871 to 1881, show the following gains:—In the production of winter wheat the increase was 14,513 bushels; peas, 80,227; oats, 399,629; turnips, 4,688; buckwheat, 10,809; tons of hay 8,483; corn, 12,701 bushels; showing a total increase of 538,963 bushels in four townships. It is in place here to mention that the money paid annually for the last three years on account of cheese made in Glengarry exceeds the entire value of its exports forty years ago,—excepting, of course, lumber. Since lumbering has ceased to draw the farmers and their sons into the woods, the farms have rapidly improved, and the advantage now begins to be appreciated.

The strong stand taken for the suppression of the liquor traffic by the united counties—after allowance is made for all drawbacks and defects—is the most hopeful evidence of a higher and enlightened moral sentiment, and gives assurance of a vastly greater prosperity with God's blessing in the near future. When the voice of the people, by means of the Scott Act, closes the bar of the country hotel, and opens instead the door of a clean, well ventilated sitting and dining room, with a neatly spread table for the traveller—sending the bar tender to some outside industry—it has done well. This we know it to have already accomplished in several instances. When other adjoining counties have done likewise, and duly appointed officials to enforce the law, it shall be said, "The Lord hath done great things for us." "Happy is the people that is in such a case."

J. McK.

SAW MILLS FOR FARMERS.

The saw mill engraving illustrates very clearly a portable saw mill at work. These mills are specially useful for cutting ties, bridge timber and lumber for railways, being easily moved and erected, keeping pace with the extension of the road. Also for new districts, where the small demand for lumber will not warrant a greater outlay, or for old well-settled districts where the only remaining timber is in farmers' hands, two or three of whom will form together in different places and skid up 70,000 to 100,000 feet in one place near their home. This small mill is then moved from place to place, cutting up these small lots, and procuring in this way a good season's work.

It pays the farmer in saving of haulage of logs to the stationary mill, and hauling lumber back: also in saving to him of the refuse, such as slabs, edgings, etc. The mill being the latest improved machinery cuts the lumber perfectly true, cuts the last board one inch or ⅝ inch thick, if desired. In the old-fashioned stationary mills, found in settled districts, the irons are so constructed that the last board has invariably to be two inches thick; the track and carriage are generally out of line, so that true lumber is the exception, in place of the rule.

These mills are made with Return Tubular Horizontal Boilers on skids or wheels, as well as the upright shown in the cut. The engine can, when horizontal boiler is used, be placed on the top of the boiler, or, as is more usually the case, on a lumber at one side of it. These mills are manufactured by the Waterous Engine Works Co., of Brantford and Winnipeg, who make a specialty of portable saw mills, but build as well heavy saw mill machinery; shingle mills; wood-working machinery; chopping mills, flour mills, etc. Their new saw mill catalogue they send free to all requiring it.

GOLDIE & McCULLOCH.

With a large proportion of business men, two-thirds of all they possess is represented in their ledger, bills receivable, and other account books. It is, therefore, of supreme importance to be able to know that in event of fire such books would be preserved. There is, too, another source of anxiety to the man of business, namely, the modern burglar—he who calculates on making a living out of the wealth he can extract from his fellow-man. As the most reliable means of protection against these two enemies, what is termed a "safe" is found in every man's establishment, unless he be wanting in ordinary business prudence. True, it is, that in some instances these have proved to be only safes in name; since, however, the great machinery firm, known as Goldie & McCulloch, began this branch of manufacture, we are pleased to know, confidence has been restored, prejudice against the word "safe" removed, and the feeling now is that if any "safe" in the world can be relied upon, it is that of our own country, the Goldie & McCulloch make, and it is with no little pride we are justified in stating that in this firm's make either for burglar or fire-proof securities, Canada stands second to no country on earth. That, in fact, it is generally conceded she ranks first. Mr. Benn, the Montreal Manager, states the demand is constantly increasing; that the leading banks and the Government, as well as the merchants of the Dominion, are now patrons of this concern.

JAMES THOMSON.

The progress of the Canadian paper trade has been very marked of late years. Mr. James Thomson, at the "Camden Paper Mill" manufactures Printing, Book and Tea papers, making any size and weight to order. Every order has his personal supervision, and he guarantees satisfaction, having had an extensive practice in Scotland, the United States and Canada. Mr. Thomson was the first to practically reduce the raw wood of our forest to paper. A trial is solicited to demonstrate the truth of the above statement. The office and mills are situated at Newburgh, Addington County, Ontario.

THE BELL ORGAN FACTORY.

No firm is better known as producers of Canadian organs than Messrs. Bell & Co., of Guelph. From small beginnings their establishment has increased until to-day it stands on the topmost rung of the ladder of fame. Not content with resting on the laurels already won Messrs. Bell & Co. have gone on producing and improving, the result being the magnificent instrument known and used wherever the English language is spoken. There is probably no firm in the Dominion whose business ramifications are so extensive as those of this concern, reaching as they do all over the civilized world. One day last week three car loads of organs were shipped from their factory to England, and two car loads to Australia. The firm have agents in London, New York, Sydney, Adelaide, Yokohama, and many cities in Continental Europe, South Africa and South America. It was in 1864 that Mr. Wm. Bell, in conjunction with his brother, commenced to manufacture organs and melodeons in Guelph, and a year after the partnership was formed the firm were turning out but one complete organ a week. Contrasted with the 150 manufactured weekly at the present time, the development of the concern seems truly marvellous. The factory had to be repeatedly enlarged, until there was no room for further extension, and then Mr. Bell had to set about the erection of a new factory. This was done at a cost of $35,000. Architectural beauty was not lost sight of, and its basement walls of cut stone—above that the three-story pile of brick work, with the whole surmounted by a mansard—make it one of the handsomest as well as one of the largest structures Guelph can boast of. Four large dials on the tower, which surmounts the central corner, announce the time of day to the neighborhood and to passengers on the Grand Trunk Railway the station of which company is quite contiguous to the factory. The two factories face on East Market square, McDonnell and Neeve streets, and their combined frontage is 437 feet by an average depth of 50 feet, half four and half five stories high, thus giving a floor space of about 200,000 square feet. The machinery is driven by two engines with a combined power of 225 horses. About 1,000,000 feet of lumber is carried in stock, and the dry kilns are capable of drying 5,000 feet of lumber daily. Over 300 men are regularly employed at the works, and while other manufacturers are complaining of hard times and over-production, Messrs. Bell & Co. are at present running their establishment twelve hours per day, and are unable to keep up promptly with their orders. The history of this trade has been development and success from the time of its inception. Now fifty different styles of instruments are made, varying from one valued at $60 to a large church organ, with double banks of keys and imitation pipes. The same superior finish is shown in all, both with respect to tone and appearance, and this is one secret of the success which the firm has achieved. While the Bell organ now has secured the greatest part of the home trade, it is constantly gaining a large share of patronage in foreign markets.

For several years past this house refrained from attending the Canadian fall exhibitions as extensively as formerly, but other manufacturers having boasted that they were carrying off all the prizes, Messrs. Bell & Co. exhibited generally this season, and as a result, made a clean sweep from Yarmouth, N.S., to Winnipeg. It is a proud satisfaction to Canadians to point to an establishment like this in our land, and all honor is due to those whose energy and perseverance have brought it to its present proud position.

J. & J. TAYLOR.

We call the attention of the public to the advertisement in another column of Messrs. J. & J. Taylor, Toronto safe works, who have quite recently opened, at 154 St. James street, in this city, spacious warerooms under the management of Messrs. C. K. Adams and W. H. Olive, who request all who are interested and wish to see the finest and best safes made in the Dominion, to give them a call, when they will be happy to explain the merits of these safes over any other safe in the market. We have no doubt they will get a good share of the business, as Taylor's safes have now become almost a household word in Canada.

WALTER WOODS & CO.

From a very small beginning, ten years ago, this firm has risen till now six salesmen are constantly on the road; and the steady annual increase of business shows how the public appreciate the firm's enterprise in supplying the latest and best goods in the trade. Walter Woods & Co., of Hamilton and Toronto, are the manufacturers of undoubtedly the most popular washboard on this market. If you have not already tried it, do so; you will agree that it has attained the highest excellence, though moderate in price. The firm's illustrated catalogue of wooden ware, willow ware, brooms, brushes and grocers' sundries and specialties—of which they keep a full line—will be sent to dealers on application.

ARCHIBALD FILSHIE'S THRESHERS.

Archibald Filshie's Thresher Works are at Elora, Ontario, a village beautifully situated on the banks of the Grand River, County of Wellington, and a station on the Grand Trunk and Canadian Pacific Railways.

These works were established only a few years ago, but the improvements made by them in threshing machinery are rapidly making them famous for their productions.

The ease and completeness with which the threshing, separating and cleaning parts can be adjusted to the different kinds and conditions of grain are an especial feature in Filshie's machines for 1886, and are worthy the attention of intending purchasers. Several sizes are made for horse-power and for steam-power. The manufacture of 12 horse-powers receives special attention; large numbers of them are sold, and in many parts of the Dominion will eventually supersede steam. They give power equal to the ordinary threshing engine, and are only one-sixth of the cost. These machines are all sold on their merits, and warranted to give satisfaction when properly handled.

THE UPPER CANADA FURNITURE CO.

This Company is one of the oldest manufacturers of furniture in the Dominion of Canada. They employ the best talent that can be procured in designing, and every month during the year they produce something novel and attractive in the furniture line, and have got the reputation of being far in advance of any other manufacturers in their designs of furniture. As a proof of this assertion, we may state that at the time the best hotel in America (the Windsor, of Montreal) was furnished, the Upper Canada Furniture Company got the furnishing of two flats, on account of the designs of the samples sent in competing with the leading factories in the United States and Canada. Notwithstanding the over-production and dull times, this Company are now running full handed and full time, and are behind with their orders. For the past ten years the whole management has been conducted by Mr. F. F. McArthur, who, by his energy and indefatigable exertions, has raised the Company as manufacturers of first-class furniture second to none in the Dominion. The factory is situated at the town of Bowmanville, Ont. They have a magnificent furniture store in Toronto, at No. 5 King street East.

THE ONTARIO GLOVE WORKS.

Among the various manufacturing industries of Central Ontario, the James Hall & Co.'s "Ontario Glove Works" ranks as one of the foremost in our fair Dominion. Mr. James Hall commenced the manufacture of winter goods in the year 1865, since which time fine seasonable lines of gloves and mitts have been gradually added, until now goods, which formerly had to be imported from Europe, are manufactured, and have a well deserved reputation for quality and durability from "ocean to ocean." The works at Brockville are the most complete of their kind in this country, as the firm tan and dress the greater portion of their stock from the raw material.

THE EASTERN TOWNSHIPS.

Probably no portion of the Province of Quebec has shown such marked progress during the last forty years as the present city of Sherbrooke and the remaining portion of the district of St. Francis. In September, 1852, the St. Lawrence and Atlantic railway, now the Grand Trunk Railway of Canada, was formally opened between Montreal and Sherbrooke, at which opening the late Lord Elgin was present. Prior to that period, or, rather, prior to the opening of the road to Richmond, all freight to and from this part of the Townships passed by Port St. Francis on the St. Lawrence in summer, and over what is still known as the Montreal road, in winter. During the early settlement of the country, the only means of communication with the St. Lawrence was be means of batteaux, which, laden principally with pearl-ash, made the trip to Three Rivers *via* the St. Francis river, carrying by the principal falls, and were poled and warped back, laden with such articles as were almost indispensable to the early settler, whose simple habits required a mere fraction of what are now looked upon as the actual necessaries of life. It is more than forty years since the covered bridge known as the Aylmer bridge was built across the St. Francis river, connecting Sherbrooke with a road leading through the wilderness to Quebec. This bridge was built by Government, and was looked upon by the primitive residents of the district as an addition to the seven wonders of the world.

At the commencement of the present century, Sherbrooke did not exist even in name. Being the junction of the St. Francis and Magog rivers, it was called the Lower Forks, while the junction of the Massawippi and St. Francis rivers, now within the limits of the village of Lennoxville, was known as the Upper Forks. John Bement, who came from Woodstock, Vt., in 1806, was the first resident trader at the Upper Forks, and was then assisted by the late Daniel Thomas, one of the early settlers of Melbourne. David Moe settled in that part of the present village of Lennoxville which adjoins the southern limits of Sherbrooke, about 1797, at which time the Hyatt Brothers were the only residents of the Lower Forks, while the next nearest neighbor was at Moulton Hill, some two miles distant. Mr. Moe chose one of the highest and roughest sites in the vicinity of the Forks to enable him, as he said, to see the smoke from his neighbors' shanty. One of his sons, Hiram Moe, Esq., is still living near Sherbrooke, at an advanced age. He has been for many years Mayor of the Township of Oxford, and is now Warden of the County of Sherbrooke.

The water power of the river Magog, at Sherbrooke, is one of the finest in Canada, having a continuous fall of over 120 feet in less than a mile, so that, in some places, a plank or two has served to divert the current, and furnish power sufficient for ordinary machinery. At the head of this water power are the mills of the Paton Co., which employ over five hundred hands, and turn out some of the finest tweeds manufactured in Canada. On the opposite side of the river are the British American Land Co's. saw mills, which are run to a great extent on dimension lumber, and employ about sixty hands, in addition to the large number employed during the winter and spring in getting out and delivering the logs. Just below the Paton Mills are the Lomas Mills, which are run principally on flannels, and employ about sixty hands. It is more than forty years since these mills were established by the late Adam Lomas. Still lower down the river are the sash and blind shops of Low & Wilson on one side and G. G. Bryant on the other, both of which do an extensive business. Adjoining the latter are the woollen mills of A. L. Grindrod & Co., which do a large custom business. The Sherbrooke Water Power Co's. buildings are occupied by the pulp works of Symmes Bros., the furniture manufactory of Samuel Twose and the foundry and machine shop of S. B. Jencks & Son. The Smith Elkins Manufacturing Company does a very extensive business in engines, boilers, agricultural implements and machinery, and employs about 40 hands. The E. T. Corset Company employs 100 hands, and the extensive furniture and sash and blind factory of Long Bros. & Company about 40 hands. These embrace the principal mills on the Magog river, but do not included a large number located in other parts of the city. Sherbrooke is more substantially built than any other place of its size in the Province, and few places can show more ornamental and substantial edifices than the Eastern Townships Bank and the new Post-Office.

About fifteen years ago the Sherbrooke, Eastern Townships and Kennebec Railway was commenced as a wooden road, but before the rails could be laid and strapped the contractors became strapped, and it was then decided to lay iron rails, which have been converted into steel, and with Steele as its superintendent is now run as the Quebec Central railway, passing through some of the most picturesque scenery in Canada, and connecting Sherbrooke and Quebec. About 1864, the Massawippi Valley Railway, with its northerly terminus at Sherbrooke, was built, and is now operated by the Passumpsic Railway Company, affording daily communication with Boston. A few years ago the International Railway, or Pope's Road, as it is called, was commenced, and is now in operation as far as Lake Megantic, although constructed to the boundary line, some 20 miles beyond. This road passes through the village of Cookshire and the Township of Eaton, one of the most fertile of the Eastern Townships. It is probable that it will form a part of the "short line" route extending to the Atlantic seaboard *vic* Moosehead Lake, in Maine.

The Pulp Works of William Angus & Co., at Angus, on the line of the Quebec Central Railway, have created a thriving village in what was, five years ago, a sparsely settled farming district. These mills are on the bank of the St. Francis river. The Sherbrooke & Magog Railway, completed within the past year, is operated by the Central Vermont and gives daily communication with Montreal *via* Magog, Waterloo and St. Johns. A road *via* Marieville and Brompton Lake is in contemplation to connect with the International Railway and form a link in the "short line" railway. The trestle work connecting the Sherbrooke & Magog with the Quebec Central Railway has been recently completed in accordance with plans furnished by John T. Morkill, of Sherbrooke, Civil Engineer, and is said to be one of the finest and most substantial works of the kind in Canada.

The E. T. Agricultural Association has erected suitable buildings on a site acquired for that purpose opposite the outlet of the Magog river, commanding a delightful view of the city. It is probable that the next Dominion as well as Provincial Exhibition will be held at Sherbrooke.

The mineral resources of this part of the Townships are very extensive. Copper mines are being profitably worked at Capelton, in the Township of Ascot, and other parts of the townships only require capital to develop profitable copper and iron mines. A fair show of gold is also obtainable in different parts of the Township of Ascot, and doubtless exists in paying quantities on the Ditton and Little Salmon rivers in Compton county. The Asbestos mines at Thetford, on the Q. C. R. are amongst the finest on this Continent, while the adjoining Townships of Coleraine, Ireland and Wolfestown furnish excellent indications of profitable asbestos workings.

Brompton Falls on the St. Francis river, six miles below Sherbrooke, is a thriving village on the G. T. R., mainly supported by the St. Francis lumber mills, established by the late C. S. Clark & Co., of Portland, Me., about 30 years ago. Richmond and Melbourne are connected by a substantial iron bridge over the St. Francis river, which takes the place of a covered wooden one constructed by a Mr. Merriman some 38 or 40 years ago. Richmond is the junction of the Montreal, Quebec and Portland divisions of the Grand Trunk Railway, and is also the seat of the St. Francis College. The late Thomas Tait, of Melbourne, and the late G. K. Foster, of Richmond, were for a great number of years the principal merchants there. The latter had been a resident of Richmond for about fifty years. He started business on a capital of about $700, and was at the time of his death—a couple of years ago—one of the wealthiest residents in the district. Melbourne possesses some extensive slate quarries, one of which—the Rockland, near Kingsbury—is being vigorously worked.

Megantic village, at the outlet of Lake Megantic, is a large and thriving village of almost mushroom growth, and owes its existence mainly to the "Pope Road." During the past 25 years the writer, in his yearly hunting and fishing trips, has camped over every part of the present village site, when the only house on the lake shore was one erected by the late Justin DeCourtenay, in connection with one of his fishing schemes. Now the whole extent of lake shore is more or less settled. At the outlet are the extensive lumbering establishments of the Berlin Mills Company and the Nantais Company, and at the head of the Lake, near where the old Indian Pameé had his bark hut thirty or forty years ago, are the steam mills of Mr. George Flint, of Toronto. A movement is in contemplation to start chemical pulp works at Megantic.

Considerable climatic changes have taken place in this part of the Province during the last 40 or 50 years. The winters are generally less severe, shorter and attended with less depth of snow now. Then, four feet was an average depth, while it lasted usually from the early part of November until the first of May. At that time it was almost impossible to raise good wheat in the Townships, while now in some localities both fall and spring sown wheat are readily grown. Owing, however, to the low price of western flour, the attention of the farming community is directed more to the growth of the coarser cereals, which pay better. More attention is also given to raising improved breeds of cattle, and amongst those notably engaged in this, are the Hon. M. H. Cochrane, of Compton, and Mr. R. H. Pope, of Cookshire. A number of Stanstead gentlemen are also turning their attention to the raising of improved horses and cattle. The townships of Stanstead, Barnston and Hatley, are amongst the finest in the Province for agricultural purposes.

JAMES LINTON & CO.

Messrs. James Linton & Co., manufacturers of and wholesale dealers in boots and shoes, have their offices and factory on Victoria square, Montreal. We take a pleasure in mentioning this house, it being one of the pioneers in this line in Montreal. It is considered one of the leading boot and shoe houses in the Dominion, and was first established by the senior member Mr. James Linton and Mr. James Popham, in the year 1859 (twenty-six years ago) under the firm name of Linton & Popham. It continued for three years under that designation, when the partnership was dissolved in the year 1862 by the period for which the partnership was entered upon running out. Mr. Linton then associated himself with Mr. W. Cooper, and the firm was conducted under the style of Linton and Cooper until 1876, when a dissolution of partnership occurred. Mr. Linton conducted the business alone under the firm name of James Linton & Co., up to 1881, when Mr. Linton's son, Mr. J. Albert Linton, and his son-in-law, Mr. E. S. Sharpe, were admitted. The firm continued under the same style as formerly.

The house, from its inception twenty-six years ago, has made steady progress. It has always been scrupulously prompt in meeting all obligations and not a single breath of suspicion as to its standing has ever been raised. It is a well known business fact that in its lengthy career this firm has never yet had a note protested or one renewed. To these facts the senior partner, Mr. James Linton, attributes much of his success, he having been always careful of giving a note, and very particular in discharging such at maturity.

The premises occupied by the firm are one of the most extensive in Montreal, and are conveniently and pleasantly situated, fronting on Victoria square. These were built specially for them about five years ago. The front is of cut stone, is five stories in height, with a frontage of 100 feet and 80 feet deep. The offices and sample rooms are situate on the first floor and are the whole length of the building overlooking Victoria square. The factory occupies the three upper floors, and is one of the largest as well as the most perfect in the Dominion. About 250 hands are employed, the output of the factory being 1,000 pairs per day, with a capacity of 1,500 pairs when necessary. Machinery of every conceivable kind in relation to the production of boots and shoes is found in it, and its workmen say that there are machines for almost everything that they know how to do, except to "go down stairs and argue with the boss." So excellent is the character of the work turned out by Messrs. Linton, that they have won for themselves not only a Dominion reputation, but ship goods at present to many other portions of the globe, amongst these being Newfoundland, England, Ireland, Scotland and Australia.

PAINTS, COLORS AND VARNISHES.

In no branch of our manufactures have more rapid strides been made than that of the paint and color trade. While grinding of white lead has been done in Canada for years, in its earlier stages, quality apparently had not been considered, so much so that when a good article was wanted imported English was invariably used. Now, however, if any one firm deserve credit for driving out the imported ground paints, that of McDougall, Logie & Co., certainly can lay the greatest claim. The reputation and position of their "Elephant Brand" of white lead has no rival, and has successfully driven out the best English makes from Nova Scotia to British Columbia, and that brand is the popular and leading white lead throughout the Dominion. This has been attained by first having the finest patent mills in existence, thoroughly equipped, with experienced and competent workmen, and adhering to the richest quality of corroded lead, which distinctively characterizes the "Elephant Brand" for body, brilliancy, purity and durability.

LIQUID PAINTS.

They have, with equal success, devoted great deal of time and attention to liquid paints, and their new cards, showing the different tints of color, which they put up in every variety of package, are the finest we have ever seen, thus doing away with the idea that no ready-mixed paints have any merit—an idea which had been rooted in the minds of consumers, by the fact that quite a number of American and Canadian makers had put upon this market the veriest rubbish in the shape of liquid paints. The "Elephant brand" are guaranteed pure, and of greatest covering properties.

COACH COLORS GROUND IN JAPAN.

In this special branch McDougall, Logie & Co. have also earned for themselves the highest merit. We have seen numerous letters from the largest agricultural implement manufacturers throughout the country and others, stating that their colors, ground in Japan, are the best they have ever used for purity, strength of color and fineness of grinding. They are now taken in preference to the best American, where those using them throw prejudice aside and are capable of judging by merit.

DRY COLORS.

In dry colors—vermillions, for agricultural work, etc.—McD., L. & Co. have almost the exclusive control on account of the very excellent qualities and shades they can produce, as also in greens for window-blinds, agricultural implements, iron work, etc. For these, and for all purposes where a good-bodied, durable green is required, their "Mistletoe Green" especially cannot be excelled.

VARNISHES.

Varnishes in all branches are also a leading and a large element of their extensive business; an equal degree of success has been obtained in that department, as those using their varnishes throughout the Dominion can testify.

THE SCALE-MAKER'S ART.

Chief amongst mechanical art stands the scale manufacturer, as he steps in as arbitrator between buyer and seller the world over. Although Montreal cannot at present boast of any large establishment in that line of industry it is gratifying to know that there is amongst our local scale manufacturers some of the highest talent to be found on this Continent, and it is safe to say that there is now made in Montreal as good a quality of weighing machine as can be purchased in any part of the world. As a proof of this statement we would simply mention the fact that our large commercial and manufacturing firms purchase the best scales that can be had, regardless of cost, and these have heretofore been of American make, while at the present time our largest manufacturing establishments use, in some form or another, scales manufactured or designed by Mr. James Fyfe, of this city, who makes a special study of designing weighing or testing machines on purely mathematical principles for special purposes. Amongst his patrons in this latter branch may be mentioned the Dominion Government, Montreal Gas Company, Pillow & Hersey, Peck, Benny & Co., Montreal Rolling Mill Company, St. Lawrence Sugar Refinery, and numerous other extensive firms. Mr. Fyfe's technical knowledge of weighing machines extends beyond the line 45, as New York capitalists are at present negotiating with him to make a sample weighing machine of an entirely new principle, chiefly for use on railways and in large warehouses, where greater durability and strength is required. Such a request from American capitalists is no mean compliment to Canadian intelligence, and ought to convince those who desire to encourage Canadian ability in this line of business that when our scale manufacturers are weighed in the balance they will not be found wanting.

MILLS & HUTCHISON.

This firm, whose fine building in Victoria square, Montreal, appears on another page, have devoted their best energies for the past twelve years to the interests of the Canadian woollen trade, and have probably contributed more than any other firm to the attainment of the high degree of perfection these goods have now reached.

Canadian manufactured tweeds are now acknowledged by the best judges to occupy a front rank in the markets of the world.

J. A. MATHEWSON & CO.,

Importers and Wholesale Grocers, 202 McGill street, Montreal. Business was established in the year 1834 in St. Paul street, Montreal, by the late Samuel Mathewson, who for over twenty years previous to 1833 had carried on business in Strabane, Ireland. In 1842 (when the McGill street premises were opened), the present senior was admitted to partnership, and the firm was Samuel Mathewson & Son. After the death of Samuel Mathewson, in 1854, the late Hugh Mathewson became associated, under the firm of J. A. & H. Mathewson—dissolved in 1868—continued under the individual name of J. A. Mathewson, until, in 1884, W. B. and S. J. Mathewson were admitted to partnership under the present firm's name. The endeavor all along has been to supply, to best advantage, the *right goods at fair, reasonable prices.* Qualities warranted, and *orders* carefully attended to.

THE LANG MANUFACTURING CO.

Are manufacturers of Biscuits and Confectionery, importers of Dried Fruits, etc. This firm, which has only recently changed its name, was the old firm of H. Steinson & Co., and was established in Montreal in 1879. Its growth has been very rapid, and it now takes front rank in that line of business, employing 120 hands, and turning out immense quantities of biscuits and confectionery, unsurpassed in Canada or the United States for their excellence or cheapness. The future success of this firm is assured.

WILLIS & CO.

This enterprising firm have now sole control of the Canadian trade in Wanzer Sewing Machines, and have signed a contract for 25,000 machines. The machine is the only Gold Medal sewing machine in Canada, and its new embroiderer is a fine contrivance. The new Wanzer "C" is a triumph of human skill. That iron, steel and wood could be made to do such work of sewing and embroidering is one of the greatest triumphs of mind over matter. The Wanzer "B" is also a beautiful machine adapted for hand use but is strong enough for any work, while it is so easy to work that a child can use it. Willis & Co. are making great preparations for the Colonial Exhibition, and scientific journals are sketching the improvements of the Wanzer Machine for the great exhibition. The Willis Brothers have also lately taken some heavy piano contracts. They have a new departure in piano selling, retailing a good piano for about $100 less than the regular prices of such goods. Orthodox piano men and some manufacturers object to such reduction of prices, but Willis & Co. claim that there is a bogus system in vogue, in certain quarters among piano men, which increases the price one hundred percent, and is very unfair to the public. Such bogus systems as the hired singers and artistes, and bogus editorials of bogus trade papers, Willis & Co. declare they will oppose. If these gentlemen undertake to do it they have the means and energy at hand, so the public may look for a break on the bogus monopoly system of selling pianos.

THE ONLY TYPE FOUNDRY IN CANADA.

The Dominion Type Foundry, 15 Chenneville street, Montreal, is the only type foundry in Canda, and was commenced in 1830.

Five hundred pounds of type are made every working day at the Dominion Type Foundry, Montreal, and taking the Long Primer "n" as the average weight, the number of little missionaries which daily pass out into the world from this foundry is about a quarter of a million! From Agate to Canon, each type is the product of a separate series of operations, and passes alone from the casting-machine through the subsequent processes till it takes its place in the carefully adjusted package, and is ready for the distributing hand of the compositor.

Accurate bodies, perfect faces and durable metals are the three requisites for the printer of to-day, and they form together the motto of the Dominion Type Foundry. By practical casting-machines—the latest and best made—improved moulds, perfect matrices, and skilled workmen, the type produced at the Dominion Type Foundry is not surpassed by that of any other foundry in the world.

The Dominion Type Foundry is the sole agent in Canada for Messrs. McKellar, Smiths & Jordan, Philadelphia, and sell their unexcelled Job and Fancy Type at their price list, duty paid.

The Board of Directors are:—Alex. Murray, President; Hon. Thos. Ryan, James Simpson, D. J. Rees, R. G. Starke, Alex. Buntin and W. J. Macdonnell. P. A. Crossby, Manager.

CREELMAN BROTHERS.

Among the many new manufacturing industries, which have so quickly made their way in public favor, during the last ten years, few have shown such remarkable success as knitting machines. Like sewing machines, they are needed in every family; in fact, a farmer's home to-day is not complete without a knitting machine.

Ten years ago there was not one made in the country, now there are thousands of them in use, and thousands made and sold every year.

Messrs. Creelman Bros., of Georgetown, Ont., are the largest, oldest and principal makers in Canada, and their increasing sales and hundreds of testimonials testify to the merits of their machines. During the last two years they have pushed their machines into foreign markets, and have agents in Manchester, Liverpool, London and Antwerp, and send machines to every country in the world.

At the Antwerp Exhibition last year, they received a silver medal for their knitting machines.

Their machines are universal favorites with either manufacturers or private families, and you should send and get one of their circulars and then buy one of their useful machines. See their advertisement in another column, with a picture of the machine.

A JOURNAL OF BEEKEEPING.

Now that beekeeping has become one of the leading features in connection with agriculture, it is time that some journal should be published in that interest, and such is the case. Our readers will remember the interesting "Bee Department," conducted by Mr. D. A. Jones, of Beeton, Ont., in this paper for some years, and will be pleased to know that he is now editing the "Canadian Bee Journal," a weekly, at $1.00 per year, sample copies sent free. Address Jones, Macpherson & Co., Beeton, Ont. The contents of one number have been found of more value than the cost of subscription, as many testimonials attest. Trial trip, four months, for 25 cents.

MANITOBA AND THE NORTH-WEST.

Three score and ten years ago a band of Scotch Highlanders, who had been evicted from their ancestral homes in the north of Scotland, were wending their weary way to the almost unknown regions of Lake Winnipeg. After spending a year on the way and suffering incredible hardships they formed the first white settlement in what is now known as the great Canadian North-West, and began to cultivate the fertile prairies on the banks of the Red River. As the means of communicating with the outer world were exceedingly slow, it being two years between the despatch of a letter to Britain and the receipt of an answer to it—very little was known of the doings of the new colony for upwards of thirty years, and the little news that reached the outer world was for the most part very unfavorable to the new settlement. The disputes between the rival fur-trading companies culminated in the slaughter at Seven Oaks, near Fort Garry, when Governor Sempel and over twenty of the white settlers were shot down in an unsuccessful encounter with the mounted half-breeds. Destructive floods, desolating locusts, protracted droughts and early frosts followed each other in rather rapid succession, and while rumors of these disasters reached the rest of the world, nothing was heard of the many favorable seasons and abundant harvests which intervened.

After living in this secluded manner for nearly thirty years, more frequent mail communication was established with the rest of mankind by the caravans of ox-teams which visited St. Paul, at the head of navigation on the Mississippi, and a few more white men found their way (by Hudson's Bay) to what was hitherto known as "Lord Selkirk's settlement." The negotiations which led to the formation of the Dominion of Canada were the means of bringing into considerable prominence the prairie lands of British America, and not a few additional settlers, place-hunters and other adventurers found their way to that secluded portion of Her Majesty's Dominion. The annexation of the great North-West to the older provinces of the Dominion soon followed, but unfortunate blundering in carrying out the projected union led to the first Metis rebellion. That event was not without some advantages to the country, for it was the means of spreading more general information about the superior qualities of the soil and climate, and led to a large influx of settlers from the older provinces and Great Britain. The want of proper means of transportation to the new settlements on the Red River greatly retarded the settlement of the country, but in the autumn of 1878 the whistle of the iron horse was heard loud and shrill, as he pursued his way across the fertile plains of Manitoba. The intending settler, bound for Manitoba, had still to pass over a considerable portion of the best prairie lands in the United States, and not a few of them were induced to choose their future homes on American territory. The changeable land regulations in Manitoba, as well as the large tracts of the best territory allotted to half-breeds and land sharks, helped not a little in turning the stream of Manitoba immigrants toward Dakota and Minnesota. Still, the "boom" had struck Manitoba, and crowds continued to pour into the country; though unfortunately too many of them foolishly spent their means in town-lot speculations instead of developing the natural resources of the country. Financial disaster followed in due course of time; and, to make matters worse, early frosts damaged a large amount of the staple crop of the country—wheat. General dull times were prevailing all over the civilized world; and, to crown all, the second rebellion of the Metis, aided by a portion of the Indian population, depressed things in the North-West almost to zero. It is probable that this last rebellion, though somewhat costly to the Dominion, will ultimately prove a blessing to the North-West, as the question of Indian and half-breed rights will be speedily solved once for all. The rebellion also served to advertise the resources of the country, and not a few of the volunteers, as well as their acquaintances, will take up their abode in the territory over which they marched. The present depression in agricultural affairs in Britain will, no doubt, cause a large number of British farmers and laborers to seek for a home surrounded with better prospects for ultimate success, and as the agricultural lands of the United States are pretty well absorbed already, the Canadian North-West will secure the lion's share of such immigrants. Indeed, within the next few years we may expect a very large emigration from the United States to the very inviting country north of the forty-ninth parallel of latitude. The opening of the Canadian Pacific Railway from ocean to ocean will also give an impetus to settlement, and as the managers of that road seem inclined to grant moderate rates on freight carried over their road, and have also signified their readiness to abandon the monopoly clause of their charter and permit competitive lines of railway to enter the country, large additions to the population will be certain to follow. The present white population of the country does not much exceed one hundred thousand, but within the next ten years we may expect it to increase to over a million, and though Winnipeg may not realize her fond hopes of becoming the Chicago of the North-West, large manufacturing centres will assuredly spring up in localities where there is an abundant supply of cheap fuel.

THE QUEEN AT HOME.

A GLIMPSE OF THE DAILY ROUTINE LIFE AT OSBORNE HOUSE—HER MAJESTY TO RESIDE IN FUTURE AT WINDSOR—TO GIVE UP BALMORAL AND OSBORNE—HOW THE QUEEN ENTERTAINS HERSELF—THE PRINCE OF WALES ALARMED BY THE SPREAD OF DEMOCRACY.

LONDON, March 6.—The heart of London society has been gladdened by the rumor that Her Majesty the Queen intends to partially abandon the life of seclusion she has led for some years past and to appear in public more frequently. She will also reside in London during the season and endeavor to restore the prestige and glamor of royalty that seemed falling into desuetude. Indeed, it is said His Royal Highness the Prince of Wales, alarmed at the rising tide of Democracy and the growing want of respect towards royalty, insisted that Her Majesty should make this change if she wished that he should occupy the throne.

Her Majesty has been much pleased, moreover, with the impression made by her appearance a few weeks ago in Albert Hall to witness the performance of M. Gounod's oratorio. She received a real ovation, the ten thousand spectators growing almost frantic in the excess of their loyalty and enthusiasm. It is said that Her Majesty was so moved by this demonstration that on entering the box she embraced and kissed the Princesses Christian and Beatrice, and that she could scarcely restrain the tears of emotion. The outburst of enthusiasm with which she was acclaimed by the throngs assembled on the streets also confirmed Her Majesty in the belief that it is her duty in the interests of the Crown to cultivate by her appearance in public the loyalty of her people. It is well known that since the death of the Prince Consort Her Majesty has preferred to spend most of her time at Osborne House, in the Isle of Wight, or Balmoral, in Scotland. Here the early years of her life were spent, and there she meets at every step some image of the past when all was happiness and sunshine. She is especially attached to Osborne House, situated in that charming garden of verdure and flowers, "the pearl of the Channel." The royal residence resembles one of those Italian villas on the lakes of Como and Maggiore, and is delightful at all seasons. Her Majesty has recently added to the property by the purchase of the adjoining lands. The park is now four miles in extent, and is admirably laid out and adorned with every beauty that art can bestow. The castle is surrounded by a number of beautiful terraces, from the last of which an immense stretch of green landscape extends down to the shore. The principal entrance to the castle is by way of Cowes, and leads through a lovely garden of shrubbery and flowers. One of the largest myrtles in the garden is the growth of a branch taken from the marriage bouquet of the Crown Princess of Germany and planted in January, 1858. The castle is situated on a height and the windows look out on a beautiful scene of sky and sea. The royal apartments are in the left wing, behind which stands the flag-tower, 107 feet in height.

The apartments of Her Majesty and Princess Beatrice are closed to the public eye. They are furnished in an exquisite manner and contain much bizarre and costly bric-a-bac, Chinese and Japanese bibelots and some old Sevres of fabulous worth. The carved wood-work of the walls is unique and whatnots are found in every corner containing rare books and a multitude of odd and costly articles. Many valuable tableaux and bronzes are in the various apartments, together with some remarkable paintings of the old masters. On the great stairway is the famous allegorical fresco of Neptune abandoning to Britannia the empire of the ocean.

Her Majesty's every-day life is one of simplicity and extreme regularity. She is an early riser and insists on going out twice a day, rain or shine. Her usual mode of promenade is in an open carriage, which is always attended by an equerry. She is also fond of driving out in her little Scotch pony-chaise. On returning from her promenade Her Majesty takes a brief rest, and then devotes herself to business. She goes through all the voluminous correspondence brought by the Government carriers, and makes the minutest inquiries concerning all the important affairs of the day. If not too fatigued, she has one of her attendants read to her, and when not thus occupied she generally devotes herself to writing or etching. During the life of the Prince Consort etching was the favorite occupation of the royal pair. At times Her Majesty takes a sort of recreation by chatting with her favorites on every-day matters, and she is fond of hearing all the piquant gossip that may be floating around, although she pretends to be indifferent to it. She has her little likes and dislikes, and about the same amount of womanish temper as ordinary people.

Lunch is served regularly at 2 o'clock. Her Majesty possesses an excellent appetite and is very careful in her choice of food. She thinks she owes her constant immunity from illness in a great measure to this, and she insists that the infirmities of those about her are, for the most part, the result of a lack of regularity in eating, exercise and the other common rules of life. Her Majesty dines at 9 o'clock and retires to her private apartments at 11. Almost every evening there are guests at the royal dinner. They belong for the most part to the royal household. The Rev. Mr. Prothero and wife are frequently favored in this respect. Mr. Prothero is the pastor of Whitfingham Church, the Prince Consort's favorite place of worship, and where Princess Victoria and Princess Beatrice were married.

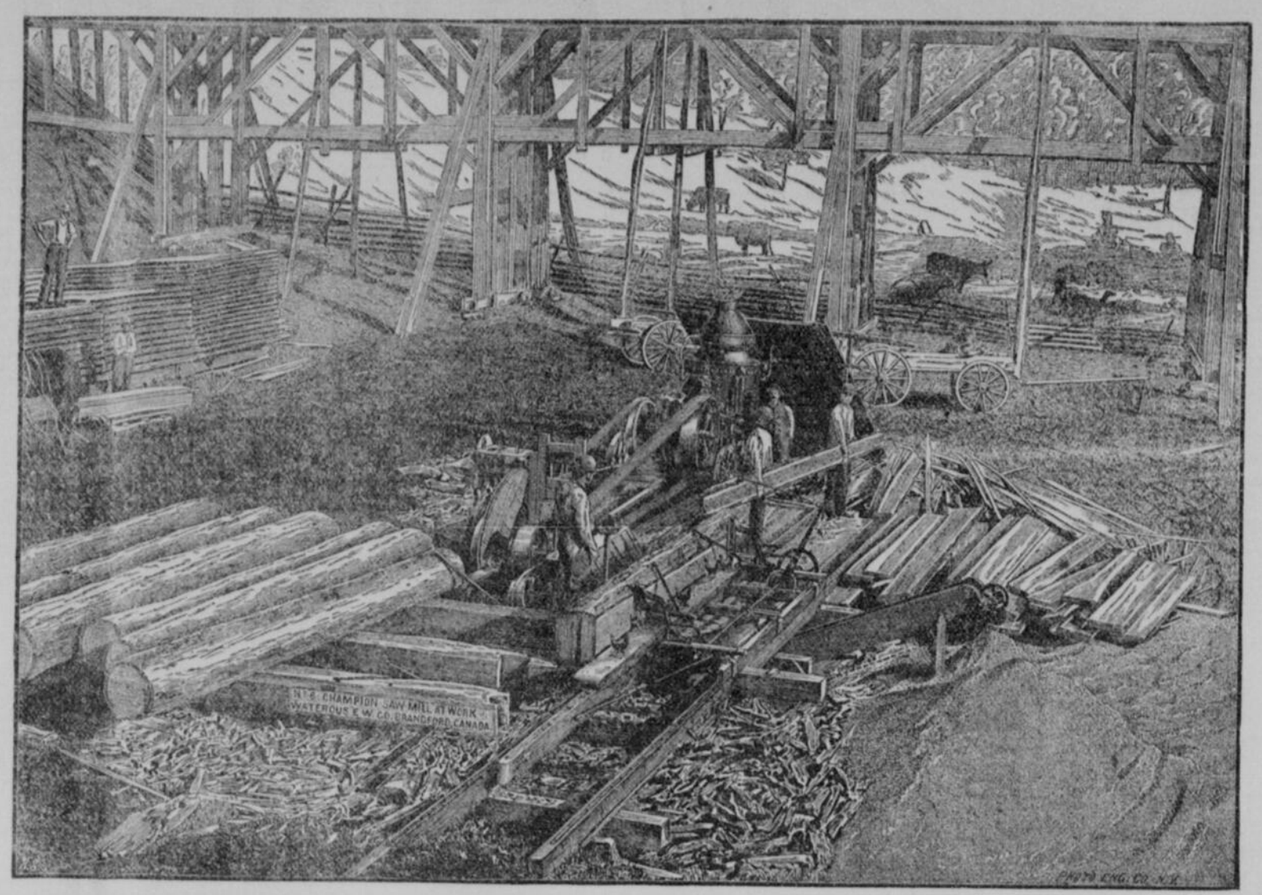
Her Majesty has a great regard for the pastor of Whitfingham, and not long ago, accompanied by Princess Beatrice, she attended the marriage of Mr. Prothero's daughter, and went forward and congratulated the newly-married lady at the end of the ceremony. From time to time there are private concerts given at the palace to which only the favored few are invited. Her Majesty and Princess Beatrice do not live in such close relations as they did previous to the latter's marriage. The Queen is always attended by the Princess on her promenades, whether riding or walking, but at all other times the Princess occupies her time in her own apartments in reading, painting and music generally. There is a continual coming and going of visitors, to say nothing of the Ministers, who suffer considerably in visiting her Majesty at such a distance from London. All Her Majesty's children and their immediate families and friends are frequent visitors at Osborne House, with the exception of the Duke of Edinburgh and his wife. The Duchess, the only daughter of the late Czar of Russia, has never become reconciled to Her Majesty after their disputes on the question of precedence, and the Duke naturally sympathizes with his wife, and shows it by his studied absence.—*New York World.*

SUNDAY NEWSPAPERS.

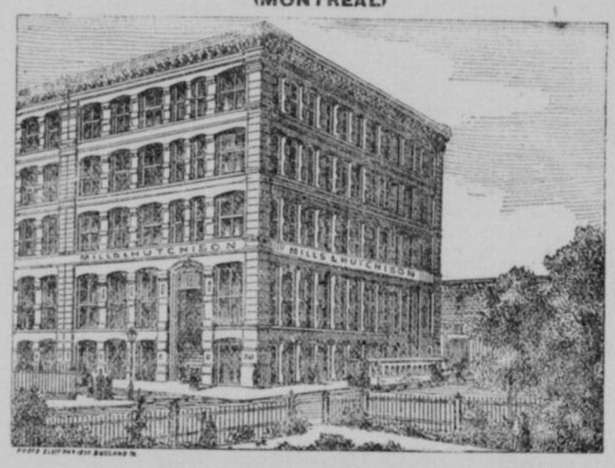
MINNEAPOLIS MINISTERS PLEDGE THEMSELVES TO BOYCOTT THEM AND THEIR ADVERTISERS—WHAT THE NEW YORK "WORLD" SAYS ABOUT IT.

At the close of the printed testimony of fifty eminent ministers as to the evil influence of the Sunday newspapers on humanity, the Philadelphia *Herald* has the following:—The ministers of Minneapolis, Minn., have taken a step in advance of all others. They have accepted, acted upon and endorsed our suggestion, binding themselves to boycott not only the Sunday newspapers but any individual or firm that advertises in them. This is following the advice given in the *Herald* years ago. The New York *World*, commenting on the action of the Minneapolis ministers, says: "It is to be sincerely hoped that the above organization of ministers, of which this episode may be but a local cropping out, does not extend over the whole country." Yet after reading the above one would suppose it was rather general reading, reaching as it does from Maine to California, and from the St. Lawrence to the Gulf of Mexico. The *World* says further, "It would be a thing much lamented if the pulpit and the press, which should go hand in hand, should begin to mutually boycott each other." The press and the press alone can be blamed if the state of affairs the *World* laments should come to pass, as it doubtless will unless the press reforms. The *World's* insinuation that the press would intimidate or oppose ministers and their congregations, and defy God and religion, is sufficient, alone, to arouse the law and order-loving citizens of America to a fearful realization of the journalistic evils that threaten our country. Let editors remember that the press gets its support and power from the people, dare arouse them and they will start newspapers of their own.

BOYCOTTING A WEDDING.—An Irish farmer was waited upon the other night by "Moonlighters," who warned him, on pain of death, to forbid his daughter's approaching marriage, the bridegroom having incurred the displeasure of the Land Leaguers. The father had to promise that the marriage should not take place.



MILLS & HUTCHISON.
CANADIAN WOOLLENS
(MONTREAL)



HAVE BEEN AWARDED

Bronze Medal, Philadelphia, 1876.
Silver Medal, Can. Gov., 1876.
Bronze Medal, Quebec, 1877.
Gold Medal and two Silver Medals, 1882.
Silver Medal, Toronto, 1877.
Silver Medal, Paris Exhibition, 1878.
London, St. Thomas, &c., 1880.
Silver Medal, St. John, N.B., 1883.

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Burglar-proof Safes, Fire-proof Safes, Vault Doors, always in stock.
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C. K. ADAMS, W. H. OLIVE, } Managers.

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Your name and address to
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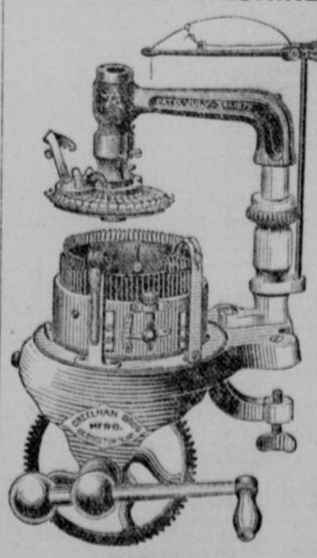
KNITTING MACHINE.



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ALFRED BENN, Manager.

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