

## OCEAN FREIGHT ON CATTLE

### DISADVANTAGES IMPOSED BY A COMBINE OF VESSEL MEN.

Mr. Mulock's Bill in Parliament—A Matter in Which Every Canadian Farmer is Deeply Interested.

The Dominion Live Stock Association, in a circular just issued, desire to call the attention of the Canadian public to a matter which has already done much to injure, and if allowed to continue threatens almost the total destruction of, one of Canada's greatest industries, namely, the export of live cattle to Great Britain. When it is remembered that since the establishment of this trade about the year 1875, it has brought back to Canada in cash over \$75,000,000, the price of Canadian cattle sold in Great Britain, it becomes at once apparent how deeply this industry affects the interests of the whole country. The importance, therefore, of the subject demands that the Association submit to the public the following facts:—

The cattle trade reached its highest point in 1890, since which time it has declined. The following were the exports of cattle and their value for the calendar years 1890-91-92-93:

Year.	Number of cattle exported to United Kingdom.	Their value
1890	104,133	\$8,114,145
1891	99,967	7,381,284
1892	93,206	6,920,748
1893	89,572	6,799,638

Whilst the scheduling of Canadian cattle was one great cause for this decline, another and a preventable one is also operating in the same direction. If the trade were in a healthy condition it might be able to stand some drawbacks; but, as if the scheduling were not misfortune enough, most, if not all, of the vessel owners have an understanding or combination, whereby they charge such freight as they choose. Owing to quarantine regulations, Canadian cattle cannot be shipped through the United States to Europe. Thus the whole export trade is confined to one Canadian port, that of Montreal, the head of ocean steamship navigation. To this one point must come all Canadian cattle intended for the English market, and there be shipped by one or other of the few lines of steamers sailing between that port and Great Britain. Each line has its representative at Montreal, and what is easier than for these representatives to meet weekly or oftener, and combine as to cattle rates? They have their agents in England, cabling them constantly as to the price of cattle. If it goes up, they put up the freight rates, including rates for cattle already on board. If the price falls rates do not come down in proportion. If there is a large quantity of cattle at Montreal, the vessel men combine to exact excessive rates. If the markets improve and shippers want to ship in time to take advantage of such improvements, up go the rates. In fact, every state of the market of exigency of the cattle trade seems to be taken advantage of by the vessel men, to levy excessive rates. Buyers cannot ascertain before buying what the rates will be. Thus with a well-grounded fear of being charged excessive rates, they have to buy in ignorance of what the vessel men will charge to carry the cattle to market. The rate may be \$7 a head, or it may be \$17.50. This uncertainty alone makes cattle buying extremely hazardous, to the great prejudice, in some cases, of the farmer who sells, in others, of the buyer. Why should a legitimate industry be reduced to the level of gambling?

Buyers, who in buying have not reckoned on a sudden squeeze by the vessel men, have lost heavily, some even being ruined or driven out of the trade. In any event this very element of uncertainty renders it extremely difficult for the buyers to know what they may safely offer for cattle. As a rule, shippers do not know what the rates are to be until the cattle have been purchased, brought to Montreal, and loaded, and the vessel is ready to sail. In some cases the rate is fixed after the ship has sailed with the cattle on board. In securing space, the shippers at times have to agree to pay whatever are the going rates. This means whatever the agents of the vessel owners combine upon, when the shippers are in their power. In these and other ways the whole export cattle trade of Canada is now being paralyzed by one of the hugest combinations in Canada.

The first principle of a contract is that both parties to it are free to assent or not to assent to its terms. Here we have two interests, the cattle industry and the vessel industry, the latter dictating terms to which the former must submit. It is powerless to resist, for no other route is open, and the principal steamship lines coming to Montreal and engaged in the cattle trade being subsidized by the Government and enjoying other advantages are practically able to keep other vessels, except an occasional tramp steamer, off this route. Thus the conditions render this monopoly possible, and it exists, and is exercising its arbitrary powers most tyrannically.

With practically no competition in rates from Montreal, our cattle carried from Montreal at excessive rates are landed at Liverpool, on the same dock, by the side of American cattle carried at competitive rates from Boston, New York, etc. Both bring the same price in the English market, but the American farmer was paid more for his cattle than was the Canadian farmer, because of the lower rates. Thus, shipping cattle are worth more in the Buffalo than in the Toronto market.

It now remains for the Canadian people to determine whether this condition of affairs shall be allowed to continue. Shall steamship lines, some of them largely subsidized by the Canadian Government, and all enjoying the advantages of Canadian ports, harbors and waterways, upon which millions of Canadian money have been expended, be allowed of their own arbitrary motion to exact just such rates as they choose from the products of this Canadian industry; or shall Parliament be called upon to intervene, as it has done in the case of railways and other powerful organizations, to protect the people from oppression? In the unequal contest, the cattle dealers have struggled in vain against the powerful vessel combination, but are unable to break it. They now bring the matter before the

public. It directly concerns the Canadian farmer. If he is to be paid the fair value of his cattle it must be possible to market them at reasonable rates—in fact as cheaply as his American rival does. But this question concerns more the Canadian farmer. The farmer in old Canada especially is being obliged to change his mode of farming, by feeding his grain instead of selling it. If the market for his cattle is destroyed, what becomes of his industry?

Thus, every Canadian is deeply concerned in guarding this most important branch of Canadian husbandry, and we ask—Shall one great powerful interest stand at the gateway of Canadian commerce and arbitrarily levy tribute upon one of our most important industries, or shall Parliament be asked promptly to deal with this abuse of power and thus prevent further injury? A bill seeking to remove these grievances has been introduced into Parliament by Mr. Mulock, so that the whole subject will likely be discussed on the floors of Parliament on the second reading of the Bill. In introducing the Bill, Mr. Mulock stated that he was not wedded to the methods suggested by his Bill, if any better could be proposed, and he stands prepared to co-operate with the Government or any members of the House in order to accomplish the end aimed at, namely, the restoration of the cattle trade to a healthy basis, by the prevention of excessive and uncertain rates which are now strangling it. Therefore the question may be discussed on the basis of an existing evil, which in the interest of the country demands some effective remedy and that forthwith. As the whole subject will be discussed in Parliament, and it is to be hoped a solution arrived at this session, it is of vital interest to Canada that the decision of Parliament shall be in the direction of relief from the oppression now existing. Therefore it is important that public attention be now directed towards the issue involved, in the hope that public opinion may be evoked for the guidance of people's representatives in Parliament. Under these circumstances the Committee of the Dominion Live Stock Association, appointed to promote the necessary legislation for the prevention of excessive, uncertain and arbitrary ocean freights, rates and methods, including scalping, respectfully request the Canadian public to co-operate with them in order to the attainment of so desirable an end.

### "Staying Power"—Rest The Recuperator.

Is life worth living for a capable man if it is to be a failure in the long run? Hardly! If this be the general feeling, it is obvious that "recuperators" of energy and capacity become of great importance to the man who is minded to avoid the paralysis of his career. Of all the recuperators of intellectual energy and freshness there is one which is chief and has no second. That recuperator is rest. Let him who questions the superlative value of rest, try to do without the rest of sleep for a single week. Rest, to produce its full result, must be absolute—not merely the cessation of work, but the abandonment of care; the laying aside of responsibility also, as of a coat which is not to be worn for a period. The man whose brain is very tired must give his body rest as well as his intellect. A weary brain will not supply the muscles with energy for long walks or fatiguing toils. A large sofa in a large and airy room for a lounge in the winter, with two or three short and easy walks in the fresh air, is the ideal to be sought after; in the summer a hammock, in a quiet corner of the orchard, or copse, where the breezes are gentle, and the rustling of the leaves is soft. A mild and very occasional smoke for those who like it, and a tame novel to read for a few minutes at a time, three or four times a day, may help the sense of quiet and repose. Two, or three, or four weeks spent in this way will make any fairly healthy man young again, however worn out he may be. The intellectual worker should have two such seasons of complete rest every year. The freshness of his work would soon show the soundness of this philosophy.—*The Hospital.*

### Austria's Emperor.

The Emperor of Austria is a far less familiar personage to English people than his still beautiful consort, who has so often been seen riding to hounds in Ireland and in Cheshire, and whose love of the sea has brought her into contact with many of our compatriots in the Mediterranean and elsewhere. His Majesty, now in his 64th year, has a tall soldier-like figure, owing his slim proportions and erect bearing to the immense amount of active exercise which he has taken throughout his life. On his well-marked and handsome features there is now stamped an impress of melancholy, which does not, however, obliterate the kindly expression especially noticeable in his eyes and mouth. He wears whiskers and a full moustache trimmed after the Austrian fashion, but his chin is close-shaven, and his well-shaped forehead is bare. Simple and laborious in his habits, the Emperor rises every morning at five, and devotes the earlier hours to the affairs of State, entering into the minutest details. He is not a brilliant man, but fair abilities and long experience enable him to deal effectively with the problems of government. He daily drives out in a plain, open carriage with an aide-de-camp and one chasseur in uniform, but without escort, outrider, or police. Art is his hobby. No mean draughtsman himself, he delights in visiting studios, and he personally superintends all the plans for building or repairing the Imperial palaces. He is a devout Catholic, and most strict in all religious observances.

### A Mild Climate.

An engineer of the Canadian Geological Survey has made the discovery that, instead of being a wilderness, the vast interior between the north of Lake St. John, in Quebec Province and Ungava Bay, on the north coast of Labrador, is possessed of a comparatively mild climate in great sheltered valleys, and is thickly wooded with spruce, mixed here and there with poplar. There are thousands and thousands of square miles of spruce, sufficient to last for many years after other Canadian forests have disappeared, and here and there are indications of large deposits of the richest iron ore. And this immense heritage is, be it remembered, on the direct line from Liverpool to Central Canada; indeed, sanguine Canadians have already planned a short line to Europe through this very territory.

## PURELY CANADIAN NEWS.

### INTERESTING ITEMS ABOUT OUR OWN COUNTRY.

Gathered from Various Points from the Atlantic to the Pacific.

Tramps overrun Victoria, B. C. Belleville has an influx of hop poles. Collingwood will probably have a new hall.

Brampton has lowered civic salaries by \$425.

A wild cat was recently shot near Brockville.

Gore Bay badly needs a good barrister and a foundry.

Chapleau, Sudbury district, is overrun with drunkards.

Winnipeg has 4,790 school children, between 6 and 16.

Mt. Albert complains of the want of a justice of the peace.

The Belleville High School was never so prosperous as now.

Mr. John Clarkson, an old pioneer of Woodstock, is dead.

St. Catharines refuses to reduce the number of tavern licenses.

The Canada Glove Works, Acton, are again in full operation.

Collingwood has a population of 6,000 and is growing rapidly.

Belleville is overrun with local and itinerant agents of all kinds.

Hundreds of people are crowding into the Rainy Lake gold district.

The Hanover Presbyterian church has just paid the last of its debt.

"Campania" is the name of a new post-office in Amaranth township.

Joseph Graf's saw mill, Chepstow, has been burned at a loss of \$2,000.

It cost a man in Vancouver \$15 for trying to run a pitchfork into a baillif.

Winnipeg merchants want legislation closing all retail stores at 7 p. m.

Waterloo will have a band tournament and a Foresters' fete this summer.

The suspended National Bank at Port Angeles, B. C., will resume business.

A Toronto man will build a large sawmill at Port Arthur if he is given a bonus.

Guelph's assessment for this year is \$3,718,725, an increase over that of last year.

Fur seals are more plentiful about Cape Flattery than they have been for years.

A number of ships at Vancouver will be loaded with lumber for Australian ports.

Mrs. George Jeffrey, near Leanington, committed suicide by cutting her throat.

Citizens of Rodney are boring for natural gas which has been found there at 90 feet.

The Canadian Copper Company's mines will soon run to their utmost capacity.

The Central school, Chatham, has been robbed of a large quantity of school supplies.

Ailsa Craig Council limit tavern license to two in number, and puts the license fee at \$200.

A part of Coney Island, in the Lake of the Woods, has been added to Rat Portage for a park.

The Pacific express left Montreal one day last week for the coast with thirteen babies aboard.

Last year \$6,740,000 premiums were paid to different life insurance companies in Canada.

Windsor hotels are already receiving applications for the accommodation of summer boarders.

The removal of some G. T. R. trains causes great dissatisfaction in the northwestern part of Ontario.

Edward D. Davidson, one of the wealthiest and most enterprising men of Nova Scotia, died recently.

Sarah Gauley, a domestic at Goderich, was burned to death. She went too near a stove while cleaning a lamp.

A post office has been established on the Caradoc reserve to be known by the Indian name Waub-na-Keep post office.

"Sockless" Jerry Simpson, the Populist leader in Congress, spent his boyhood days at Corunna, Lambton county.

Duncan McCrae, one of the earliest pioneers in British Columbia, was accidentally drowned near Vancouver.

No trains are now running over the line of the Great Northwest Central, Manitoba, owing to the small amount of freight.

Richardson, the wife murderer, now in Chatham jail, professes to be converted and says he is fully resigned to his fate.

George A. Goodwin, a Canadian, following his profession in old London, has been elected President of the Society of Engineers.

Halifax with a population of 42,000 has 10 aldermen. Winnipeg with 27,000 has 12, Quebec with 75,000 has 10, Guelph with 10,000 has 18.

By the breaking up of the ice around Christian Island and Thunder Bay, considerable damage was done to fisherman's nets, books, lines, etc.

An old squaw 105 years of age, recently died in Rainy River. She was the mother of the present chief of the Manitoba Indians, who is 80 years old.

The mother of Mr. T. D. Finlay, of St. Thomas, who resides near Kingston, has lately received a bequest of \$50,000 through the death of a relative.

A workman on Point Pelee found a leather bag suspended by a string from the branch of a tree, in the bag was \$25 in well preserved green backs.

From 47 applications and a lot of photographs Miss Luella Lloyd, of Hamilton, was chosen as a teacher in Windsor and her name was finally drawn by lot.

A young man living near Owen Sound, while hitching up a pair of horses to take the family to church, was knocked down and trampled to death by the animals.

The coal mines at Lethbridge, Northwest Territories, are closed down owing to proposed great reduction in wages. Four hundred men are out of employment.

Matthew Parks, of Nova Scotia, and Jas. Donovan and Simeon Gillis, of P. E. Island,

are among the crew of the Gloucester fish'ing schooner Flash, which is given up as lost.

If the route is practicable, the Canadian Pacific Railroad, it is said, will attempt to secure the old Superior Air Line Railroad for a Superior and North-west line to Chicago.

The C. P. R. has arranged to ship 16,000 bushels of Ontario wheat and about 1,000 tons of Quebec hay to the English market from the port of St. John, N. B., as an experiment.

Every foot of the Fraser river from Quesnelle to the north has been taken up in gold claims. The miners have requested the Government to remove the royalty of gold procured along the Fraser.

Quebec has a gross debt of about \$23,000,000. New Brunswick owes \$2,000,000, Nova Scotia \$1,764,000, Manitoba \$2,209,000, and British Columbia \$620,000. Ontario has a surplus of several millions.

The entire loss of the Treasury of Ontario by dishonesty of officials since Mr. Mowat became premier 25 years ago is less than \$25,000. In the same time the defalcation of municipal officials in the Province was \$274,754.64.

Canada's trade and navigation return-show that the exports in 1893 were valued at \$118,619,750, as compared with \$1135,963,375 in 1892, an increase of \$3,656,375. The total imports were \$129,074,268, as compared with \$129,466 in 1892.

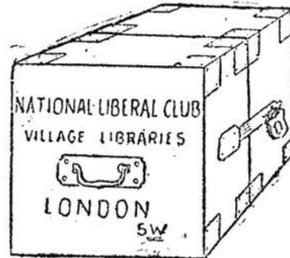
## LIBRARIES THAT TRAVEL ABOUT

### A NOVEL WAY OF HELPING THE MASSES.

Boxes Packed With Good Books Sent from Place to Place in England by the Liberal Club.

The village library system that has been organized and perfected in England is entirely unknown here. The experiment has been brought to perfection by the National Club, and it has been found to be not only a successful educational feat, but a capital plan of propaganda.

The plan involves the circulation of the best books throughout the Kingdom at a minimum of cash to the readers. What is called a library is a box of books made up in London and sent to the secretary of the local Liberal Association, who loans out the books for as long a time as may be necessary under such rules as he may see fit to impose. When the books are all returned they are put back in the box and re-shipped. The extent of circulation by this system is enormous, and it is said the wear and tear are trifling, one box of books having been shipped sixty times and several of them having been out five months.



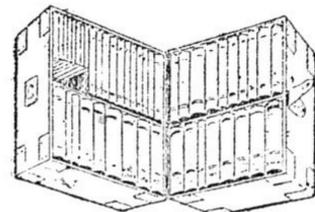
THE LIBRARY READY FOR SHIPMENT.

The Secretary of the National Liberal Club, Mr. Donald Murray, states that a thousand boxes do not supply the demand, and that the scheme has developed into a potentiality beyond the dreams of man.

The books sent out by the Liberal Club are called libraries. They are packed securely on shelves in stout, iron-bound padded boxes, covered with canvas, as shown in the illustrations. Each box contains a catalogue. At each village the box may be kept three months. No charge is made for the loan of the library, which costs on an average about \$50, but the village librarian may exact a fee from the borrowers of one-half penny per volume to recompense him for his trouble.

Into each box is packed a number of Liberal leaflets for circulation, free of cost, and thus the leaves work. It is interesting to note that in several villages these little circulating libraries have been the nucleus of clubs and local reading rooms.

Mr. Murray says it is impossible to estimate the influence that has been exerted by the libraries. They have put the people in immediate contact with the best literature, and as great care has been exercised in sending out only the worthiest class of books, the interest of the working class has been excited by the simplest methods.



THE VILLAGE LIBRARY.

In looking over the list of libraries sent out by the Liberal Club, it is seen that great care has been exercised in the selection of books. History, criticism, biography, science, economics, social problems, the best fiction and travels furnish the bulk of the books, but in no case does the list let itself down to the merely sensational. Standard works of fact and imagination are alone admitted.

The Westminster Gazette recently made a suggestion that a national memorial to Mr. Gladstone should be created, and when the subject came to be canvassed, it settled down to this establishment of village circulating libraries as the most fitting and the most appropriate to the genius of Mr. Gladstone. It will, therefore, probably result in the establishment of "The Gladstone Village Library Fund."

Prince Bernadotte, second son of the King of Sweden and Norway, intends visiting London on the occasion of the World's Congress of Young Men's Christian Unions in May.

## QUEER EXPERIENCES AT SEA.

### Immense Tidal Waves, Submarine Eruptions, and Showers of Fishbones.

Sailors have more than their fill of strange sights and strange experiences. The fact that we on shore hear so little about them is owing to their absolute commonness—from the mariner's point of view; and it is only when some accident accompanies the occurrence that, as a rule, we are treated to any details about it.

Big waves rank among these experiences.

We do not refer to those waves which are the immediate consequences of high winds and atmospheric disturbances but to those single waves of immense height which show themselves suddenly in the midst of a sea comparatively smooth. A vessel may be sailing along in fine weather, and with no swell on worth mentioning, when without the least warning, comes sweeping along a wave of towers like a mountain, falls on the deck, and carries away everything movable, members of the crew among the rest. The steamer San Francisco was once struck by a tidal wave of this sort in the Gulf Stream, and 179 persons swept into the sea and drowned. In March last all the crew save one of the bark Johann Wilhelm were washed overboard by a single wave. In June, last year, the ship Holyrood encountered another such sea, which is said to have risen up "suddenly like a wall," and to have flooded her decks fore and aft. The Canarders Etruria and Umbria have both encountered the phenomenon, and the former had one man killed and several others injured. The case of the Pomeranian will be fresh in the minds of all. Sometimes these waves are the result of the submarine eruptions and land earthquakes occurring in close proximity to the sea.

An English bark crossing the north Pacific met with one of these big waves, and immediately afterward the ocean seemed to be boiling, and the sulphur fumes that emerged from the water were so powerful as to drive the crew into the rigging. Certainly there was an eruption here as the ship sailed over, and the wonder is that the great wave did not do more injury. Again, the American schooner Dara J. Ward, while on a voyage to Seattle, Wash., from Copper Island, was sailing quietly along when suddenly she was lifted as if a whale had struck her bottom, and then experienced a succession of shocks which cast everything loose about her decks and knocked the crew off their feet. There were a few big waves succeeding the main one, and then everything was smooth again.

The biggest solitary wave ever known was that caused by the Peruvian earthquake of Aug. 13, 1868. In no other instance, we are assured, has it been known that a well-marked wave of enormous proportions had been propagated over the largest ocean tract of the globe by an earthquake whose action has been limited to a relatively small region, and that region not situated in the centre, but on one side of the area traversed by the wave. At Arica it was fifty feet high, and enveloped the town, carrying two war ships nearly a mile beyond the railway to the north of the town. The single sea traveled northward and westward. Its height at San Pedro, in California, was sixty feet. It inundated the smaller members of the Sandwich group, 6,300 miles away, and reached Yokohama, in Japan, in the early hours of the morning, after taking in New Zealand on the way. It spent itself finally in the south Atlantic, having traversed nearly the whole globe.

A singular occurrence was reported recently by the English ship Lucipara. She was about midway between the Cape and Australia when she encountered a hurricane. About midnight of Aug. 4 last the sea suddenly fell almost calm. "It appeared as if the sea was affected by some tremendous pressure," when suddenly the whole vessel, fore and aft, was enveloped in sheets of flame that rose half way up the masts and overran the decks for three-quarters of an hour. It was an electrical storm and the crew, never having encountered such a thing before, were panic-stricken, and very naturally so. They expected every moment to see the masts go by the board. After what must have been a very cheerful forty-five minutes the flames snuffed out suddenly, and left darkness so thick that it might have been cut.

Another singular occurrence was that of the bark Peter Pridell, which was off Valparaiso when a whirlwind passed over her stern, taking away everything movable, sails and all, on the after part of the ship, leaving the forward end untouched. Here was the sharp end of a storm with a vengeance. Almost as surprised at their good fortune and narrow escape must have been the crew of the barkentine Fortunata, which, while on a voyage from Rio Grande to Liverpool, felt a tremendous shock that could not be accounted for until the vessel was put into dry dock, when a sword of a swordfish was found to have penetrated some feet into the wood of the hull.

Yet another of the curiosities of the sea is the occasional shower of fishbones or the like falling on the deck when many miles from land. These showers are easily explained. The fish are taken up in waterspouts and come down in a more or less rarified condition. But perhaps the most awful of all things that can happen at sea is a fire. A severe squall breaking over the vessel unprepared for it, and with all her sails set, is bad, but the experience is short, sharp, and generally decisive; but for long drawn-out agony there is nothing like a fire especially if it is among coal, and there is also dynamite or gunpowder in the cargo.

## NEW FIRE LIGHTER.

### It Does Away with Kindling Wood and Blazes While You Work.

Here is a valuable little kitchen implement which has just made its appearance in England. It is for quickly lighting the fire



without the aid of any kindling. It is formed of a strong iron casting in the box-like end of which is embedded a composition that greatly resembles asbestos in its properties. This composition is fastened down by a wire mesh, and when being used is soaked with paraffin, and set in the grate. It is then lighted and coals heaped on in the ordinary way, and as soon as the fire is well alight is removed.