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THE FUNNY PROFESSOR.

A Quiet Sitting With the Printers Cured Him of Levity.

Professor Remington, of Calacanthus Academy, the author of many of the amusing articles which have recently appeared in the *Daily Horn*, called on the editor of that journal, several evenings ago, and, after much "tittering," said:

"If, sir, the articles which I have been sending to your influential journal were humorous, I have now prepared one for you that is unreservedly funny; so funny, indeed, that even I, after conceiving it and thereby being prepared for all surprises, cannot read it over without extreme laughter. I should think that when an author laughs at his own conceits it is the best test of their mirth-provoking qualities. Artemus Ward, you know, often laughed uproariously at some of his jokes, and what better bears out the truth of my observation, the jokes that most excited his laughter had the most effect upon his readers."

The editor, who was running a six-line advertisement for Calacanthus Academy, agreed with the professor.

"I am told," said the school man, "that printers are fair judges of humor."

"Yes," replied the editor.

"Well, then, sir, when they strike this article a wave of mirth will ride throughout your entire office. By the way, I would like to take an unobserved position and hear their comment."

The editor consented and the professor secreted himself behind a pile of paper. He had to smother his mirth when he recalled certain expressions in the article, and once, had it not been for the timely and vigorous use of his handkerchief, he would, with a snort, have betrayed his hiding-place.

First Compositor [with a groan]—I've gone into the floral business.

Second Compositor—How so?

First Compositor—Caught some slush from Calacanthus."

Third Compositor [with a groan]—Is that chump writing again?

First Compositor—Yes, and he's extra funny this time.

Second Compositor—He's calculated to make a man tired.

First Compositor—Yes, and yet some people wonder why printers drink.

Third Compositor—The real wonder is that they don't commit suicide.

Fourth Compositor—Hello, I've got a take of it. Wish I had that fellow."

First Compositor—What would you do with him?

Fourth Compositor—Teach him to stand on his hind legs."

Third Compositor—He's getting funnier. Says here that a widow is a widow because her husband don't live wid'er.

[Loud groans].

First Compositor—Hold on. Here's a master stroke. Says that the yellow negro ought to have more affection for the mule than the black negro has because the yellow fellow is a mule-atto.

[More groans.]

Third Compositor—Wonder if the law would do anything with a man for killing him!

Second Compositor—Not if the jury had any sense.

Fourth Compositor—Hold up, another on the nest. Says that one of the lines in Burns was written by a toad. "Oh, wart some power the giftie gie us."

[The printers loudly thumped their cases.]

Second Compositor—That settles it. If that fellow comes around here I will bathe my hands in his cold and watery blood.

The professor slipped away. As he passed through the editorial room the editor innocently asked:

"Professor, won't you stay and look over your proof?"

"No, I thank you. In fact, I don't feel very well this evening."—*Arkansas Traveler.*

CHEWING GUM.

Men, as Well as Women, Use it in Large Quantities in Brooklyn.

I asked the cashier a question, says a writer in the Brooklyn *Citizen*. He sat in receipt of tribute at the desk of a bustling, crowded restaurant not many miles from the City Hall, which is patronized by the active business men of one of the liveliest regions of the metropolis. A woman is hardly ever seen at its tables, and a boy very rarely. In other words, its customers are almost exclusively male adults. Distributed around the cashier's desk, vying with the cigars in the solicitation of patronage, I saw piles of boxes of chewing gum of various brands, handsomely labeled. My question was:

"Who buys the chewing gum?"

"Our customers."

"Do you mean that men buy such a thing?"

"Certainly; lots of them. We used to sell a box a day, but the demand is falling off a little lately."

"What under the canopy do grown men want with such a childish article?"

"Well, a good many buy it as a substitute for tobacco. It helps them to break off the habit of chewing the weed. Others used it as a preservative of the teeth and some think it is an aid to digestion."

His reply surprised me. A box of gum, as I saw by inspection of the label, contains 125 sticks neatly wrapped in a satin-stamped tin-foil. Here was evidence that over a hundred men in one part of the city were given to the daily use of the article. Each stick is divided into five cakes, like a chocolate bar, and each cake is intended for one "chew." The restaurant, while well patronized, is by no means a large one. If the chewing gum is sold in anything like the same proportions elsewhere throughout the city, there must be thousands of men of sober age and sedate character who are wagging their jaws daily like so many school children. I am told that there are probably twenty varieties of chewing gum in the market, such is the demand for it. The old-fashioned "Black Jack" is used by youngsters, but the fancy brands with such poetical titles as "Pot Pourri," "Consolation," Hearts-ease" and the like are affected by adults of both sexes. The mania looks like a step backward toward our ancestral ruminant prototypes.

PENALTIES OF CELEBRITY.

How the Detective Photographer Gets in His Work.

Our public personages are threatened with a new penalty—the extreme celebrity. It is stated that photographs have been taken of the President of the United States and Mrs. Cleveland on Sundays while they sit in their pew at church, by indefatigable artists who, armed with "detective" cameras, locate themselves in the gallery. If this practice be universally adopted our celebrities will be afraid to go to church, because it is obvious from the enforced stillness which one is expected to observe in a place of worship that a photographer has a good chance of securing a likeness, even when the light is bad. It is, we are afraid, not possible, even with the most sensitive plates, to secure portraits of the preacher while pouring forth his impassioned eloquence. This is a pity, from a commercial point of view. Portraits of Spurgeon, Dr. Parker, Canon Farrar, and other popular men, taken while in the pulpit, would have an enormous sale.

DUCK-SHOOTING.

THE SPORTSMAN'S PARADISE IN THE VEGA SWAMPS.

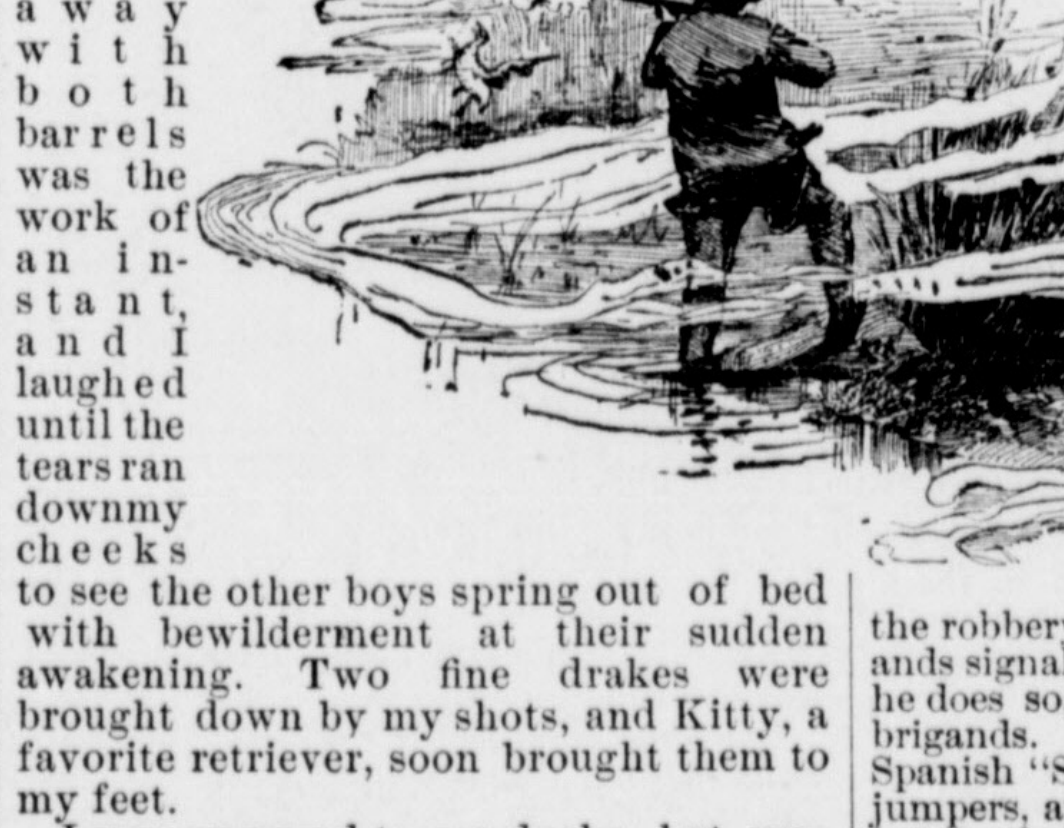
Ducks by the Thousand and Wild Geese and Swan in Abundance—Nature's Great Game Preserve in the San Luis Valley of Colorado—Great Sport.

THE Vega is an immense swamp in the San Luis valley opposite the town of Del Norte, Col. For fifty miles up the valley above the swamp great numbers of streams dash down the gulches from the mountains of the Sangre de Christo range. These streams gradually lose themselves in the sandy soil of the level plain until they disappear entirely, and the vast amount of water from the snow-crowned summits of the ranges rises to the surface again in this Vega, which in turn discharges its surplus into the Rio Grande river some sixty miles below Del Norte. During the spring and early fall this great tract of swamp land is literally covered with water fowl of every kind. There are large white swan, the staple old "honker" or Canada goose, the white brant or snow goose, the canvas-back duck, mallards, gadwall, pintail, spoonbill, pochards, scaup-duck, wood-duck, butter-ball and five or six kinds of teal, including the reddish brown with blue wing of South America, which follows the mountain ranges on its way to the north. The Wilson snipe, jack snipe and English yellow leg are abundant, with a good many plover and curlew.

To this paradise of the sportsman I went with a party of friends, provided with a camping outfit. We reached the "Lakes," as the swamps are generally termed, at nightfall, after a rather long and somewhat tedious journey. The only notable incident of the trip was the bagging of an antelope who was shot, while at full speed, with the rifle over 200 yards off. Of course we soon had him cleaned and strapped to the wagon, sure of plenty of meat anyhow.

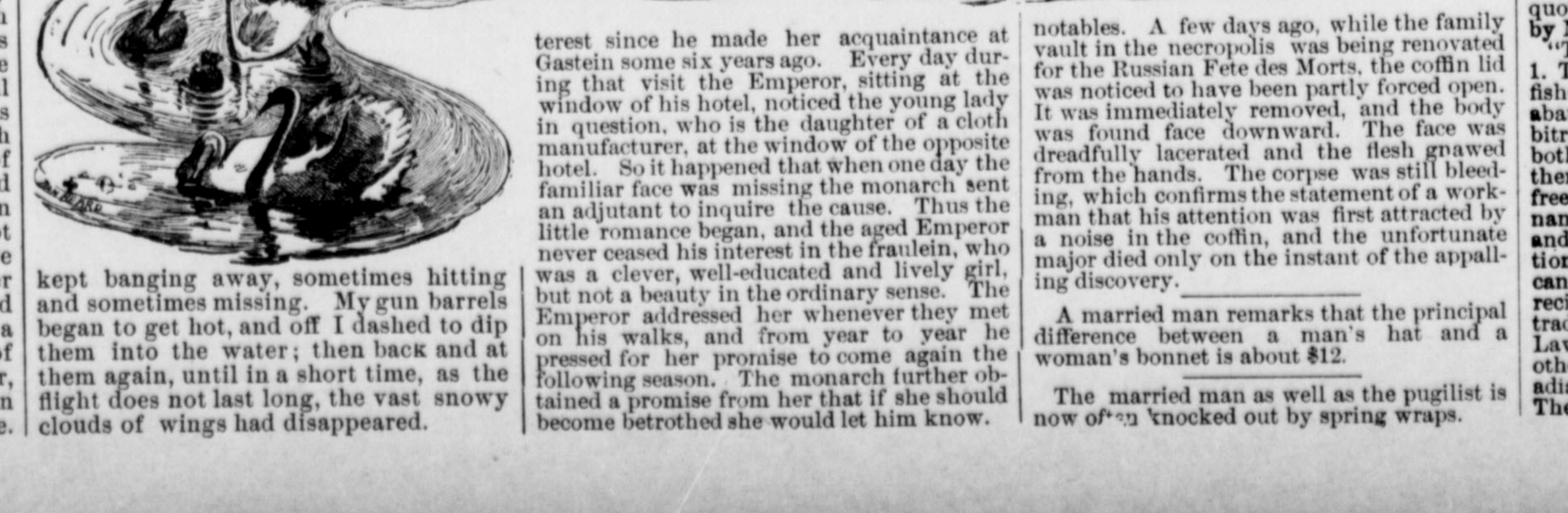
While pitching our camp we could hear the "honk" answering "honk" of the Canada geese and the cries of thousands of brant as they sailed in on many wings from the open water to the feeding grounds, while the quack, quack of the mallards resounded on every side. We took the direction of the flight of the brant and geese, knowing that in the morning they would leave the grassy swamp for the lakes by the same route, for it is a peculiar thing that geese and brant will follow the same trail through the air as deer follow theirs on the ground.

Early in the morning I arose before the others had turned out of their blankets and cautiously taking up my gun slipped in a couple of shells, No. 4 shot, and crept out. As I stood in the gray morning light I heard some splashing near me, and peering in that direction I observed several mallards grubbing away in fancied security. To start them up with a clod and then bang away with both barrels was the work of an instant, and I laughed until the tears ran down my cheeks to see the other boys spring out of bed with bewilderment at their sudden awakening. Two fine drakes were brought down by my shots, and Kitty, a favorite retriever, soon brought them to my feet.



I was prepared to see ducks, but was dumbfounded at the thousands that flew quacking up at the sound of the gun. The air was alive with them; and it would have made any one laugh to see the boys as they rushe out in deshabille, each with a gun and intent on a shot should any come near enough. I was so amused that I did not attempt to fire again, but stood looking at the "circus." The birds having again settled the boys went sorrowfully into the tent, berating me for arousing them so suddenly.

Breakfast was soon under way, during which a plan of operations was decided upon. We were to divide and each was to take a station on some one of the many "sand hills" which were distributed through the marsh and over which our game would fly on their way to open water. I took up my position behind a large sage bush, with which species of vegetation these small mounds or hills were covered, and seating myself in the sand calmly communed with a plug of tobacco until I heard a bang! and looking up saw that one of my friends had plumped a brant, and almost at the same time the heavens seemed to swarm with them. The air resounded with their cries as their white wings, glistening in the morning sun, dazzled the eyesight. I had no time for reflection, but got at once down to my work. Bang! bang! bang! My own and the others' guns cracked away, while the frightened birds wheeled through the air. I kept banging away, sometimes hitting and sometimes missing. My gun barrels began to get hot, and off I dashed to dip them into the water; then back and at them again, until in a short time, as the flight does not last long, the vast snowy clouds of wings had disappeared.



When all the fowl shot by our party of four were piled together we counted thirty-eight brant and ten Canada geese. We divided up the game to carry and found each had as much as he wanted to "tote." Needless to say, no shots were fired at ducks. We could not have carried them.

Returning to camp, we rested until evening, when the same scene of slaughter presented itself again. During our stay all the shooting we could do did not seem to diminish the abundance of game. We did not get a swan, much to my regret, for though we saw some, they were never within range, but calmly soared aloft in their graceful magnificence, fanning the air with sail-like wings slowly and lazily until out of sight.

After several days we returned to Del Norte satiated with sport. In all my rambles never have I approached nearer a sportsman's paradise than the lakes of the San Luis valley. PANG.

SOUTH AMERICA'S FUTURE.

A Great Country, Which Has Been Underrated by Us.

We of the United States are too apt to think of the continent as bounded on the south by the Isthmus of Panama, and to ignore, or at least underrate, the importance of South America. We see it on the map; we have a dim recollection of war between Chili and Peru; we remember Dom Pedro of Brazil, and we recall the fact that the mouth of the Amazon is 150 miles wide, and these isolated matters nearly comprise our knowledge of South America. Our ignorance respecting their politics, their history, their actual condition, is paralleled only by the British ignorance concerning the United States.

As a matter of fact, South America, especially of late years, has been making rapid progress in everything that goes to make a great and prosperous country. Old geographical lines have been obliterated, little States absorbed by or united with greater ones, and internal improvements projected and carried out on a scale almost gigantic. Lines of steamboats have been put into operation on the rivers and railroads built here and there, until the pampas have lost their terrors and communication has been made easy and frequent.

Chili, which has been called the New England of South America, has very recently adopted important legislation, which will secure the construction of two lines of railway across the continent from the Atlantic to the Pacific coast. One road to be built is to fill the gap now existing in the line built by the Argentine Republic from Buenos Ayres to Mendoza, about 160 miles from Santiago. This road will be commenced at once, and it is expected will be finished within a year. This road will make Buenos Ayres the port of entry for the southern half of the continent, and will cause most of the freight now shipped to Valparaiso and other Pacific ports by the way of Cape Horn or the Straits of Magellan to land at Buenos Ayres, and be thence transported by rail. This road will shorten the time of the journey from Europe to these Pacific ports from twelve to fifteen days.

The second road for which the Congress of Chili has granted a concession is to run nearly parallel to the first about 300 miles to the south of it, extending from the port of Bahia Blanca, in the Argentine republic, through the pass of Antuco in the Andes to Talcahuana and Concepcion on the Pacific coast of Chili. This road will tap the centre of the only coal district in South America which has been extensively developed, and will open up new districts in such a way as to destroy the coal monopoly existing there so many years, and will seriously affect the English coal trade on the east coast.

The Argentine republic and Chili are notably the countries of energy and enterprise in South America, and the intimate connection which two lines of railway will give them must excite a generous rivalry and a spirit of progress and development. We may confidently look to see South America take rapid strides toward prosperity and assume the position among nations to which her geographical situation and natural advantages entitle her.—*San Francisco Chronicle.*

MOST COURTEOUS THIEVES.

Charming and Considerate Behavior of Train Robbers in Spain.

I spent a pleasant week in Madrid, and I then went on to Seville. The express journey was not without its interesting features. We stopped now and again for fifteen minutes and half an hour. When we stopped everybody got out of the train and went into the buffet—passengers guards, engine-drivers, porters, and all. We all sat down together and ate and drank together, and then we all smoked cigarettes together round the fire. When it was time to start, we got up, stretched ourselves, and leisurely strolled back to the train, the guards and the engine-driver and the stoker being generally the last to turn out.

Our "civil guards," of course, went with us, their mustaches fiercely twisted and their rifles loaded. We still want this sort of protection on long railway journeys over lonely plains in Spain, because the brigands are not quite done away with yet. The way in which the robbery is carried out is this: The brigands signal to the engine-driver to stop, and he does so, being generally "in" with the brigands. Then these gentlemen call in Spanish "Salteadores de caminos," or road jumpers, approach the carriage, raise their hats to the passengers, and in the most polite language request them to give up their money and jewels. The "guardias civiles" are stopped from firing at the robbers by the affrighted passengers, as the rascals have previously explained that if they are fired at they will shoot at the passengers in return.

The chief of the brigands usually addresses the passengers in these terms:

"Ladies and gentlemen, please deliver up your money and valuables of every description. We do not wish to put you to the indignity of a search, but shall rely upon your honor. But as soon as you tell us you have given up everything we shall search one passenger of each class. If upon either we find a single coin or a single valuable, we shall shoot one passenger in each compartment. Ladies and gentlemen, do not hurry yourselves. Our time is yours."

You can imagine that under these circumstances there is very little kept back. The passengers beg and pray of each other to conceal nothing. As soon as a complete surrender has been made, the brigands raise their hats and bid the passengers farewell in these words, "Vaya ustedes con Dios"—May you go with God—and as the train moves off they add, with beautiful and simple piety, "and may we all meet again some day in God's big parlor."—*Madrid Letter.*

THE EMPEROR'S SWEETHEART.

Marriage of the Pretty Maiden Who Captivated Kaiser Wilhelm.

At Iglau, in Moravia, the marriage has just taken place of the young lady in whom the Emperor William has taken great interest since he made her acquaintance at Gastein some six years ago. Every day during that visit the Emperor, sitting at the window of his hotel, noticed the young lady in question, who is the daughter of a cloth manufacturer, at the window of the opposite hotel. So it happened that when one day the familiar face was missing the monarch sent an adjutant to inquire the cause. Thus the little romance began, and the aged Emperor never ceased his interest in the fraulein, who was a clever, well-educated and lively girl, but not a beauty in the ordinary sense. The Emperor addressed her whenever they met on his walks, and from year to year he pressed for her promise to come again the following season. The monarch further obtained a promise from her that if she should become betrothed she would let him know.

This happened last winter, and the lady thought politeness required her to inform the Emperor of the day of her wedding with Herr Killian, a merchant of Iglau. The consequence was that on Saturday morning there arrived a large parcel from Berlin containing a bracelet richly set with diamonds, a jewel box adorned with the imperial crown, accompanied by a letter from the first court chamberlain saying that the Emperor himself chose this present, and that he desired the bride to wear the bracelet at the ceremony. This was only accomplished with some difficulty, as the custom house officials would not deliver the jewelry until it had received the Austrian hall mark. High personages had to interfere to enable Fraulein Kern to wear the Emperor's present during the ceremony, which took place in the Jewish synagogue at Iglau.

THE SALVATION ARMY.

Proceedings at the Annual Meeting—Its World-wide Operations.

The annual May meeting of the Salvation Army was held on Wednesday in Exeter Hall, when Mr. and Mrs. Booth were present, the former presiding. There was a very large attendance, the body of the great hall being crowded in every part. There was a strong brass band in attendance, and the entrance of Mr., Mrs. and Miss Booth was greeted by a flourish of trumpets. Throughout the proceedings the "Amens" were loud and frequent, as also were the "Hallelujahs" and other expressions in respect of the utterance of which the army has become notorious. Mr. Booth, early in the meeting, shouted "Bless the general," "Bless the majors," "Bless the army," "Bless the Unionists," "Bless the home rulers," &c., and wound up by shouting "Bless everybody," to all of which the audience responded by hearty shouts of "Amen." Mr. Booth then gave his address, in the course of which he said he had no shortcomings to report. Speaking in a metaphor, he said the wings of the Salvation Army were longer and stronger than ever, so that during the year they had been taking longer flights and acquiring greater results than they had been previously able to do in the history of the society. The object of the army was to bring salvation to mankind; and during the year they had passed through the training homes 494 lasses and 445 lads. Thus 939 young people had graduated during the past year in the "Salvation University," and there were 473 in training to-day. Since January there had been 1,000 applications for admission to the ministry of the army, and of these 120 had been accepted and were ready to be taken in. Not only had these officers been trained, but used, thirty-five new corps and fifty-five new outposts having been established, while in addition there were the travelling forts. He hoped to see the day when the army would number 340,000 fighting officers. He did not, he said, purpose to submit any balance-sheet, but every farthing was accounted for and copies of it might be bought at the doors for 2d.; nor did he proposes to do any begging in particular, though he proposed to do something general in that way, as he was anxious to extend the operations of the organization. It was reported that the army had extended its operations to Germany, Holland, Denmark, Lapland, the Transvaal, and St. Helena; while among those in attendance were Major Weeresooriye, a native of India, who spoke of the work done in Ceylon and India, and Staff-Captain Hellberg, of Scandinavia. In the course of the evening, Mr. Booth referred to the rescue work of the society, and said that they had now five homes in London and six in the provinces. Through these 1,085 cases had passed, and of the 845 who had left 613 had proved satisfactory. They had now begun the work in the West-end of London, and were going in for saving dukes, and earls, and members of Parliament. The army newspaper, the *War Cry*, was now published in eight different languages, and had a vast circulation, equal to 436,000 weekly.—*London Times.*

WILD ANIMALS IN BENGAL.

The Enormous Loss of Life Caused by Their Ravages and Deaths from Snake Bites.

The total number of persons killed by wild animals and venomous snakes in the ten divisions of Bengal during the official year 1885-86 was the highest in the last five years, and amounted to 11,823. As is usual, nine-tenths of these deaths were caused by snakes. But of 12,223 buffaloes, oxen, horses and ponies destroyed in this manner, only 311 were killed by snakes. These annual returns do not take account of sheep, goats, pigs and monkeys, the destruction of which is very large. The hyena is credited with the destruction of 773 head of cattle. In Bhagulpore the number of wolves killed fell to 86 from 337 in the year before, and the reason given was that a shikari had been punished for an attempt to pass off jackals' heads for the heads of wolves. Passing over the most formidable wild animals, it appears that 548 persons were killed by jackals, 221 by crocodiles or alligators, 84 by pigs and 22 by elephants—whether wild or domestic is not stated—12 by buffaloes and oxen, one by a horse, one by a deer, and two by muskrats, the bite of the latter having brought on mortification or tetanus. Only 18 deaths were put down to mad dogs, which is regarded as a manifest understatement. Not a single death was caused by wild animals in the town and suburbs of Calcutta, but 13 persons died from snake-bite. The total amount of 29,884 rupees was paid for the destruction of wild animals and venomous snakes, as compared with 42,374 rupees in the preceding year.—*London Times.*

A DRUNKEN PARSON.

A Curious Case That Came up in an English Police Court.

A case was heard at the Chester county Police Court, when the Rev. Henry Rudge, curate of Plemstall, near Chester, was charged with being drunk. Defendant, who did not appear, was represented by Mr. Brassey, solicitor, and the police, who prosecuted, by Mr. Cartwright, solicitor. Police-constable Clarke said that on Thursday, April 14, he saw defendant staggering along the footpath at Hoole. There was a ditch alongside the pathway, into which the reverend gentleman fell. Witness assisted him out, and accused him of being drunk. Defendant said he was only tired, and requested to be loosed. Witness let him go, and he again fell into the ditch. He then asked defendant for his name, and he replied, "Snooks." Witness said, "What is your Christian name?" and the reverend gentleman said, "I shall not tell you." Witness then called a soldier and a postman and lifted him out, put him in a conveyance, and sent him home. Mr. Brassey pleaded "Guilty" on behalf of the reverend gentleman, and expressed regret for the occurrence. The bench inflicted a fine of 5s. and costs, amounting in all to £2 19s.—*Reynolds' Newspaper (London).*

HORRIBLE CASE OF TRANCE.

A Russian Officer Buried Alive and Dying in the Grave.

The Odessa correspondent of the London *Daily News* sends particulars of a case which has caused considerable sensation. Major Majuroff, an artillery officer, and aide-de-camp to the governor general of Odessa, aged thirty-five, died as was supposed three weeks ago somewhat suddenly, and was interred forty hours afterward. His funeral was marked by military pomp, and by the presence of civic and military notables. A few days ago, while the family vault in the necropolis was being renovated for the Russian Fete des Morts, the coffin lid was noticed to have been partly forced open. It was immediately removed, and the body was found face downward. The face was dreadfully lacerated and the flesh gnawed from the hands. The corpse was still bleeding, which confirms the statement of a workman that his attention was first attracted by a noise in the coffin, and the unfortunate major died only on the instant of the appalling discovery.

A married man remarks that the principal difference between a man's hat and a woman's bonnet is about $12.

The married man as well as the pugilist is now often knocked out by spring wraps.

TRADE WITH CANADA.

THE HON. BENJ. BUTTERWORTH'S PLEA FOR RECIPROCITY.

A Notable Speech Delivered to the Canadian Club of New York City—Complete Free Trade With Canada Strongly Advocated from a Protectionist Standpoint.

The Canadian Club, recently organized in New York, mainly through the efforts of Mr. Erastus Wiman, held a notable meeting May 19. The audience gathered in Association Hall, in addition to several hundred members of the club, included prominent members of the Chamber of Commerce, Board of Trade and Transportation, Stock and Produce Exchanges. Mr. Wiman presided. The speech of the evening was delivered by Congressman Benjamin Butterworth, of Ohio, in favor of a reciprocity treaty between the United States and Canada. Mr. Butterworth, although a thoroughgoing protectionist, is an ardent advocate of free trade with Canada, which he regards as being as fully in accord with protectionist principles as free trade between the States of the Union. He introduced a bill to that end in the Forty-ninth Congress and has given an amount of study to the subject which enabled him to make his speech an interesting repository of facts and figures on the subject.

He began his speech with an avowal of his protectionist creed. The protective system has for its object to do away with the inequalities which obtain between competitors in the several industries in this country and those of the old world engaged in the same field of employment. The farmer found his compensation in the building up of our industries. Under the influence of protection great cities and towns, centres of large industrial population, grew up and provided a market for the product of the farms. So that what the farmer lost in the increased price of the articles he purchased he more than made up by the increased amount he received for the supplies he was enabled to sell to those employed in the industries which owed their existence to the protective system. The protective tariff should and does ostensibly deal with unequal conditions in the field of competition, its mission being to equalize them. It follows logically, and as a common-sense proposition, that when the conditions are equal so-called protection is disguised robbery, legalized filching from one citizen to enrich another.

REMOVING THE BARRIER.

As regards the relations between Canada and the United States, Mr. Butterworth contended that they should be characterized by free trade. He said:

"What is proposed is full and complete reciprocal trade and commerce between the United States and Canada, by the terms of which for all purposes of trade, barter and exchange the two countries shall be as one, the arrangement having nothing to do with governmental matters or political conditions, there being no necessary connection or relation between the political institutions of a country and its trade and commerce. We seek by this arrangement to remove all the custom-houses along our Canadian frontier, to withdraw the line of pickets that keep watch and ward on both sides along 3,000 miles of our Northern boundary to see to it that the American farmer does not sell his neighbor across the line some early potatoes or early corn without going to the custom-house, paying a large part of the value of the produce for the privilege, and compelling the Canadian to submit to the same extortion before he can sell to his friend who supplied him with the early corn and potatoes a later variety of the same articles, that we—as the inhabitants of what is for all purposes of trade a common country, being in race, religion, ancestry and tradition one people, differing only in our political institutions—shall throw down the barriers that now block every highway of business prosperity and progress, and open all the course and channels of trade between the Gulf of Mexico and the northern boundary of the Dominion of Canada—that the farmers, manufacturers and merchants shall seek our markets unhampered and unrestricted in every part of this vast field of development, and thereby settle at once and in a manner worthy of our race and civilization the petty squabbles, now more than a century old, about the fisheries. He who appeals to the protective system as between competitors in Canada and the United States asks monopoly, not equality. He seeks an unjust advantage, not an equal opportunity. As against the old world, both Americans and Canadians may invoke the protective system; but as between Canadians and Americans it has no proper place, unless to authorize extortion in the interest of the monopolists is the proper mission of legislative effort."

Mr. Butterworth reviewed the history of the relations between the two countries, giving incidentally a sketch of the fishery dispute which, relating solely to the privileges of a few thousand fishermen engaged in a single avocation, draws into the vortex of controversy all other interests pertaining to the trade and commerce of the two nations. He instanced the opinions of statesmen of the past in favor of reciprocity as the true basis of settlement. He said:

MOVEMENTS TOWARD RECIPROCITY.

"Such favor did the idea of reciprocity of trade find that in 1848 the House of Representatives passed a bill which had for its object the establishment of that relation. John Quincy Adams was a member of that House. Robert C. Winthrop and Abraham Lincoln were also members of that House. The attitude of the Whig party toward reciprocity may be inferred from the fact that they had a majority of ten in the Houes which passed the bill I have mentioned. The Senate was Democratic. The bill failed to become a law only because there was not time before adjournment for its consideration by the Senate. Wm. H. Seward was then senator from New York. Daniel Webster was Secretary of State, Millard Fillmore was President. It had come to be recognized that the only possible settlement of the controversy in regard to the fisheries which could be just and lasting and which would tend to promote the prosperity of the two parties whose interests were immediately and most affected, was the removal of the hampering restrictions upon commerce and the enlargement of the trade relations between the United States and Canada.

"Mr. Seward, in closing his speech on the subject of the fisheries, said:

"'What the colonies require is some modification of commercial relations which may affect the revenue. That is a subject proper to be acted upon by Congress. Let us no longer excite ourselves and agitate the country with unavailing debates, but let us address ourselves to the relief of the fishermen and the improvement of our commerce. There is only one way that Congress can act, and that is by reciprocal legislation with the British Parliament or the British colonies.'

"The wisdom of those who adopted that view has been attested by time and experience. Partial reciprocity came in 1854, and only failed in its mission because it was partial, unequal, and in a measure unjust. It is believed that Canada had the advantage in that arrangement. However, the treaty which secured a measure of reciprocal trade only proved the adequacy of the remedy if rightly applied.

In furtherance of this same policy President Grant in 1874 negotiated a treaty establishing in part substantially what is now proposed. The propositions embraced in that treaty, which was negotiated by President Grant and Secretary Fish on the one side, and Sir Edward Thornton and the Hon. George Brown, commissioners for the provinces and Great Britain, on the other, embraced the following propositions, which I quote from a report semi-officially submitted by Mr. Brown to the Canadian Senate:

"The draft treaty embraces ten propositions: 1. The concession to the United States of our fisheries for twenty-one years, and the abandonment of the Washington treaty arbitration. 2. The admission, duty free, into both countries of certain natural products therein named. 3. The admission, duty free, of certain manufactured articles therein named. 4. The enlargement of our Welland and St. Lawrence canals. 5. The construction of the Caughnawaga and Whitehall canals. 6. The throwing open to each other, reciprocally by both countries, the coasting trade of the great inland lakes, and of the St. Lawrence river. 7. The concession to each other on equal terms of the use of the Canadian, New York and Micbigan canals. 8. The reciprocal admission of vessels built in either country to all the advantages of registry in the other. 9. The formation of a joint commission to secure the efficient lighting of the great inland waters common to both countries. 10. The formation of a joint commission to promote the protection and propagation of fish on the great inland waters common to both countries." [The proposed Caughuawaga Canal was intended to connect the St. Lawrence river at Montreal with the northern end of Lake Champlain. The Whitehall Canal was intended to connect the Hudson river at Troy with Lake Champlain at Whitehall.]

FEATURES OF THE TREATY.

It will be observed by reference to the list of the articles covered by this treaty that it is free from one of the objections suggested with reference to the reciprocity treaty of 1854, in that it admits into the Canadian markets the products of our factories and shops, which the treaty of 1854 did not. The list covered by the treaty is as follows: Agricultural implements, of all kinds; axles, of all kinds; boots and shoes, of leather; boot and shoemaking machines; buffalo robes, dressed and trimmed; cotton grain bags; cotton denims; cotton jeans, unbleached; cotton drillings, unbleached; cotton plaids; cotton ticking; cottonades, unbleached; cabinet ware or furniture, or parts thereof; carriages, carts, wagons, and other wheeled vehicles or sleighs, or parts thereof; fire engines, or parts thereof; felt covering for boilers; gutta percha belting and tubing; iron—bar, hoop, pig, puddled, rod, sheet or scrap; iron nails, spikes, bolts, tacks, braids, or springs, iron castings; India rubber belting and tubing; locomotives for railways or parts thereof; lead, sheet or pig; leather, sole or upper; leather, harness or saddlery; mill or factory or steamboat fixed engines, and machines or parts thereof; manufactures of marble, stone, slate, or granite; manufactures of wood solely, or of wood nailed, bound, hinged, or locked with metal materials; mangles, washing machines, wringing machines, drying machines, or parts thereof; printing paper for newspapers; paper-making machines or parts thereof; printing type, presses and folders, paper cutters, ruling machines, page numbering machines, and stereotyping and electrotyping apparatus, or parts thereof; refrigerators, or parts thereof; railroad cars, carriages, and trucks, or parts thereof; satinets of wool and cotton; steam engines, or parts thereof; steel, wrought or cast, and steel plates and rails; tin tubes and piping; tweeds, of wool solely; water wheel machines and apparatus, or parts thereof.

It will be observed that the treaty embraced articles of common daily use among the people and such as affect the prosecution of leading industries. They also relate specially to the protection of branches of industry engaged in by the citizens of both countries, and to articles in which considerable traffic between the two may be reasonably expected.

Commenting upon the wisdom of this treaty, one of the leading statesmen of Canada, the Hon. George Brown, who, as stated, was one of the Commissioners on the part of Great Britain, made use of the following language, which I will adopt, as it presents the case with clearness and candor, and, as I think, impartially, and suggests the advantages which are to inure in case of a reciprocal arrangement, which not only includes all that was covered by the treaty of 1854, and proposed in the negotiations of 1874, but removes every commercial barrier that now exists along the line which separates the two nations.

A CANADIAN'S VIEW OF THE SUBJECT.

Speaking of the ten propositions, Mr. Brown said: "The first, second and seventh of them go naturally together, and they need no comment. They embrace simply the conditions of the old treaty of 1854, which operated so favorably for us, and so much more favorably for the United States. I will leave it for the present and return to it again. The fourth proposition—for the enlargement of our existing canals—is one eminently for the advantage of the United States, and involves a very large expenditure on our part. It is impossible to estimate the enormous annual gains that must result to the farmers of the Western States, when vessels of 1,000 and 1,200 tons shall be able to load in the upper lake ports and sail direct to Liverpool—free from transhipment expenses, brokers' commissions, way harbor dues, and ocean port charges, and return direct to the prairies with hardy emigrants and cargoes of European merchandise. Canada, no donbt, would have her share of benefit from all this—but it could not be compared for a moment with that of the great Northwestern and some of the Middle States. The fifth proposition for the construction of the Caughnawaga canal would be also an immense boon to the United States. It would open up to the dense manufacturing population of New England for the first time, a direct water communication of their own with the great West; it would enable them to load ships of 1,000 tons at their Lake Champlain ports with merchandise for the prairie States, and bring them back freighted with farm produce; and when the Whitehall canal should be enlarged to Troy, and the improvements of the upper Hudson completed to deep water, where in the wide world could be found so grand a system of internal water navigations that, stretching as it then would, in one continuous ship channel from New York on the Atlantic to the west end of Lake Superior, and possibly ere long to the eastern base of the Rocky Mountains?

"Canada, too, would have her share of profit in all this. Her great lumber interests on the Ottawa and its branches would find full advantage from it, and the enterprising farmers of the midland and Eastern counties of Ontario would have the New England market, with its three and a half millions of manufacturing population, open to their traffic. The sixth proposition is the concession to each other of the inland coasting trade, and nothing could be done more sensible or more profitable to both parties. Our season of navigation on the lakes is short—the pressure for vessels in particular trades at special times is very great on both sides of the lakes, and freights advance to unreasonable rates. Cheap transportation is a foremost question in this Western industrial world, and what can be conceived more absurd than to see, as is often seen, large quantities of produce lying unshipped for want of vessels, because foreign bottoms cannot take freight from one port to another in the same country? What the United States could fear from the competition of our limited marine with the 5,576 vessels of all kinds and an aggregate tonnage of 788,000 tons, it is difficult to imagine. The eighth proposition—for the reciprocal admission of vessels built in either country to registry in the other—is generally regarded as highly advantageous to this country, and no doubt such is the fact. But I confess I cannot see why it ought not to be regarded as infinitely more advantageous to the United States. During the civil war the merchant vessels of the republic were sold in large numbers to foreign owners and acquired foreign registers, and notwithstanding that shipbuilding had almost disappeared from the United States in consequence of an extreme protectionist policy, the law absolutely forbade their being brought back or vessels of foreign build being purchased in their room. The consequence is that at this moment nearly the entire passenger traffic of the Atlantic is in the hands of foreigners—a vast portion of the freight of merchandise from and to foreign countries is also in the hands of foreigners—and only two months ago we had the startling statement made officially by Mr. Bristow, the very able Secretary of the United States Treasury, that no less a sum than $100,000,000 is paid annually by the people of the United States to foreign ship-owners for freights and fares. Now, a large portion of these ships, which the people of the United States require so urgently, can be as well built in St. John and Halifax and Quebec, and at less cost, than in any other country. Why, then, deprive the American citizens of the privilege of buying them from us and sailing them as their own? We are told that American shipbuilding is reviving; but were it to revive with all the rapidity the most sanguine could desire, it could not keep pace with the wear and tear of the present reduced marine and the annually increasing demands, much less begin to supply the vacuum created since the war. The ninth and tenth proposals are for the appointment of joint commissions for the care of the lighthouses and the fisheries of the inland waters common to both countries; but as to these there is no difference of opinion, and no doubt of the great mutual advantage that might flow from the proposed concerted action in regard to them."

This treaty did not fail by reason of its not finding favor with the Senate. It was not transmitted to that body till the 17th of June, 1874, and so near adjournment that there was not time for its consideration. The propositions as stated show how broad and sweeping the contemplated arrangement was to have been. Had that treaty been completed it would have been the most brilliant achievement of President Grant's administration, and before this the last barrier that intercepts the natural and healthful flow of trade between Canada and the United States would have been removed. The advantages of such a reciprocal relation would have become so manifest that not a vestige of our system of custom houses and tolls levied upon commerce would remain as witnesses of a system which had nothing to commend it, and had its origin in the strained relations which obtained between England and the United States.

BENEFITS OF COMMERCIAL FREEDOM.

"In discussing this question we will of course bear in mind the physical conditions with which we have to treat. The territory of Canada is interlocked with our own. The rivers and lakes cross the boundary lines and are our common highways of traffic and trade. Their public highway are ours. The relation therefore of our territory to theirs, the location of our rivers, the facilities for conducting exchanges, all suggest and protest in favor of unhampered reciprocal trade. The resources of Canada in that which constitutes material wealth, her supply of materials needed in the various avocations which employ our people, are boundless. On the other hand we have infinite variety and exhaustless supply of things largely indispensable to the comfort and enjoyment of our Canadian neighbors. All these suggest the advantages to be derived from free commercial intercourse. We are not dealing with a people across the ocean, but our neighbors and kinsmen. I insist that unless it be the mission of both governments to sacrifice the interests of the many for the aggrandisement of the few, the present system which compels our Canadian neighbors to pay fifty millions of dollars a year for the privilege of supplying to citizens of the United States articles indispensable to their comfort and prosperity, and which compels the citizens of the United States to pay a like sum into the public treasury of Canada for the privilege of doing like service for Canadians living across an imaginary line, is absolutely defenceless and wholly without excuse."

TRADE BETWEEN THE TWO COUNTRIES.

To illustrate the character of the trade between the two countries, the speaker submitted a statement of the imports from Canada and the exports to the Dominion from the year 1850, to and including the year 1878, covering the period of partial reciprocity as established in 1854, and which terminated in 1866. He went on:

"During that period Canada, of her products, sold to the United States in round numbers $700,000,000 worth, the larger per, cent. of which consisted of lumber or timber. During the same period we exported to Canada $848,000,000 worth of our stock in trade. I should be glad to learn how either Canadian or Yankee prospered by reason of the immense tax levied upon the goods so exported and imported. I should be glad to learn just how any blessing that attached to paying one-third of the value of the goods so exchanged inured to the benefit of any considerable number of our people. The men who used these goods both in this country and Canada paid a price largely in excess of their value and only because they were produced across an imaginary line drawn from East to West, and which marks the Northern frontier of the United States and the Southern frontier of Canada. Certainly the philosophy of the doctrine of protection has no application here."

Mr. Butterworth presented another tabular statement of the rates of duty paid on these exchanges. They range from eleven to one hundred and fifty-five per cent. ad valorem.

What are the objections to the removal of this burden? I hear of none except as they relate purely and solely to some local interests. It is proper to call attention to the fact that one of the leading statesmen of the day, one who has filled possibly a larger place in the public view than almost any other man of our day—I allude to James G. Blaine—has advocated, and most ably, a commercial union between the United States and the South American states. His proposition has met with general favor, nor has it been treated as a party question. If great advantages are to be derived from such a union, how much greater and more important are the advantages to be gained from an intimate trade relation with those immediately upon our border, to whom we are allied by ties stronger than those which relate merely to commerce, and with whom our trade, although they number but five millions, is more than the trade with the forty millions lying south of us and with whom the commercial union is proposed. I submit a statement which indicates how much more valuable to the United States as a market Canada is than all the realms lying south of the Rio Grande, including Mexico and the South American states.

During the year 1885 the United States sold to all the Central and South American States but $27,000,000 in round numbers, and to all countries lying south of the Rio Grande in the aggregate $64,000,000. To the 45,000,000 of people on the south we sold $64,000,000, while to the 5,000,000 of Canadians we sold over $50,000,000.

If our hampered and restricted trade with 5,000,000 Canadians is over $50,000,000, what will be the magnitude of our commerce in that direction when the blockade is removed, and when our neighbors shall number 25,000,000 of people?

NO FEAR OF COMPETITION.

Do American manufacturers fear competition? Certainly not. Do they and our merchants desire the Canadian market with the great possibilities that open up before them in that direction? Certainly they do. Does the American farmer fear competition with the Canadian farmer? It is simply impossible. There could be no conflict of interest. On the contrary, experience abundantly attests that with every avenue of trade and commerce between the sources of supply in the United States and the markets of Canada and between every source of supply in Canada and the markets of the United States opened up, and uninterrupted, a new impetus would be given to every branch of trade and industry, and a new era of prosperity for both nations would dawn upon us.

It must not be forgotten that there are affecting the farmer certain conditions which no system of protection can control—the rain and the sunshine. His crops depend upon the earlier and the latter rains, nor can any system of law increase the yield of his ground in the presence of a drouth or a superabundance of rain; but the products of the factory can be controlled, the output limited, and the prices fixed. His competitors for the European market are not in Canada, but in India and Russia. Canada only produced the past year about seven per cent. of the wheat grown in this country. There are special interests which, of course, will be affected. That the fishing interest will be seriously crippled, I do not believe, nor can I agree that that nursery of seamen and school which supplies the army or the militia of the sea will suffer by reason of fair competition between the Canadians and the men of New England who go down to the sea to catch fish. If with similar conditions and fair competition we cannot hold our own on sea and land the trouble must be found in conditions which are not to be righted by the levying of a tax which increases the price of every codfish ball and of every mackerel which is placed upon the table for food. So far as the timber interest is concerned it has no proper place in our system of protection, the object of which is to build up industries, but unfortunately for the timber industry in this country the more it is protected, the more it is cherished, the more speedily it dies, and we are and have been taxing ourselves upon every shingle we use and every beam that we require to construct a dwelling, not to make strong an industry that will flourish and grow and furnish a more ample yield, but simply to pay a bonus to certain individuals who have prospered beyond measure, and without any corresponding benefit to the great mass of the people of this country upon whom the tribute was levied.

The Canadian forests are limitless. Their timber is rotting and going to waste, while the citizens of the United States are paying enormous prices for a supply to construct houses and make shingles to cover their heads, and thousands of mechanics are idle for want of the material—lumber—to enable them to prosecute their calling. Idle men on both sides of the line are the direct and necessary result of our absurd system. It is not only absurd but an outrage upon our people when one or two industries are permitted, nay authorized, for their own benefit to tax every other vocation, trade and calling in this country, and thus impose needless burthens. The time has come when both burdens and blessings should be more equitably distributed, and what is proposed here is a step in the right direction.

In conclusion Mr. Butterworth reviewed the possible objections that might be urged to reciprocity from a Canadian point of view.