

no significance, because the time for which that sum might be charged was left wholly to the mayor, and he might fix so short a time as to be equivalent to a refusal to license at all. This we think was not a proper exercise of the power vested in the council to regulate the license peddlers. It was more in the nature of a delegation of their whole power to the mayor. In our opinion the ordinance cannot be sustained.

INSURANCE—TEMPORARY ILLEGAL USE OF PROPERTY.—The temporary illegal use of property merely suspends a policy of insurance thereon during the continuance of such illegal use, and if before a loss occurs the illegal use has ceased, in an action on the policy the plaintiff is entitled to recover, according to the decision of the Massachusetts Supreme Judicial Court in the case of *Hinckley vs. Germania Fire Insurance Company*. The property covered by the policy in the case consisted of billiard tables, bowling alleys, and their furniture and fixtures. It appeared that the property described in the policy was owned by Warren R. Spurr and Edward W. Spurr until February 28, 1882, when they agreed to sell the same to Herbert A. and Edwin R. Hinckley, at which time they received from Herbert A. Hinckley, a brother of the plaintiff, a written instrument called a furniture lease of the property. The plaintiff ran the bowling alleys and pool tables for hire, and had no license after May 1, 1883, when a previous license running in the name of Herbert A. and Edwin R. Hinckley expired. The property was destroyed by fire August 6, 1883. The Superior Court ruled that the plaintiff was not entitled to recover, and directed a verdict for defendant. The policy declared upon was in the Massachusetts standard form prescribed by the public statutes, and provided that "the policy shall be void if the insured shall make any attempt to defraud the company, either before or after the loss, or if gunpowder or other articles subject to legal restriction shall be kept in quantities or manner different from those allowed or prescribed by law, or if camphene, benzine, naphtha or other chemical oils or burning fluids, shall be kept or used by the insured, except that what is known as refined petroleum, kerosene or coal oil may be used for lighting." The Supreme Court in granting a new trial, said: Without at present going beyond what is called for by the circumstances of the present case, we are of the opinion that, assuming the temporary use of the property insured without a license to come within the prohibition of the policy in the clause above quoted as to gunpowder or other articles subject to legal restriction, yet that clause is not to receive such a construction as to prevent the policy from reviving after such temporary use has ceased.—*Roadstreet's*.

Rubber and Leather.

Do those who buy more rubbers buy less boots? When the rubber was clumsy, ill fitting and heavy to wear, the ladies' boots gradually assumed more weight in the soles and one of the features of the day was for manufacturers to claim for their products superiority because they could be worn in wet weather without rubbers. Waterproofing the material was re-

sorted to so that the ladies could go dry shod and yet live without the objectionable rubber. Our rubber manufacturers have been equal to the emergency having long since discovered that rubber is *nothing* without beauty. As a consequence we find the following clipping:

"A noticeable feature along with the growth of the rubber trade is the lessening of the demand for heavy-soled leather goods for women."

To-day, the light, stylish button of the ladies is undoubtably owing to the neat fitting sandal, which can be put on or off without destroying the beauty of the foot, which it is its duty to protect. So, fashion in rubbers, fashion in bonnets, fashion in dress, all have their power. Somewhere and how, each and all alter the shape, style and material of the ladies' boots. To-day it is short dresses and high boots, tomorrow it is fancy hosiery and low slippers. He is a fortunate prophet who has the prescience to discern what change each freak will make in his boots, quickly enough to make it his own profit.—*Lynn Union*.

An Ingenious and Useful Invention.

A patent has been issued to a gentleman of Gallipolis, O., for a pair of scales which announce, with unerring correctness, the value of any number of tons, pounds or ounces at any price. For instance, a ham is placed on the scales, its weight is 12½ pounds, and the price is 12½ cents per pound. A sliding weight is moved along the scale beam until it balances the ham. In the notch where this weight stops will be found the worth of the meat in dollars and cents to a fraction. Again suppose a child comes to the grocery for 50 cents worth of tea that is selling at 75 cents per pound. One indicator is set at 50 and the other at 75. The tea is poured into the scoop until the scales balance, when the amount is found to be as correct as if several minutes of valuable time had been employed to weigh it and figure out the price in the old way. The invention can be applied to druggists scales, stock or letter scales, and will, doubtless, cause a revolution in the scale business generally. The inventor is Mr. Jules Pitrat, a cultivated gentleman of French descent who has been an invalid for several years, and who worked out the problem after months of hard study and experiment. A gentleman of this city who saw the first model at work, a few days ago describes it as perfectly wonderful in its operation, and yet so simple in action that a child can learn to use it in a few moments.—*Shipping and Commercial List*.

The Cheap and the Dear Seller.

Is it not the first law of economics that the cheap seller will supersede the dear seller, and get all his market away? Certainly, that is true in the long run; but it is not true in five minutes. The difficulties in the way of the "ordercutter" or underseller are very great indeed. In the first place, "the trade" hate him, and the hatred of the trade is unpleasant. Then the buyer who cares about a fall of a penny is always credit, and does not like to quit the man who will give it, and who regards desertion as the one unpardonable sin. Moreover, he, or rather she, believes in the customary

price, and whatever the newspapers may say, cannot get rid of the impression the somehow the underseller is giving her, in some way, inferior quality for her money—a belief diligently encouraged by the regular tradesman. And lastly, the underseller being anxious mainly for accidental custom, is neither so obliging nor so patient, nor so careful about deliveries as his established rival. So strongly do these three causes work together, that we have heard of instances in which bakers in populous neighborhoods have bought their underselling rivals' stocks and sold them at their own prices without their customers either knowing or resenting the tax so directly levied. The force of habit, which even arrests downfalls in bread, is much stronger as to articles less needed and less accurately understood, till we arrive at cases in which, as in the milk trade, cheapness is positively suspected or disliked, as if it must of necessity be based upon some fraud. As a rule, however, the demand that a customary and low price should be lower still comes with surprising slowness, and the distributors, when their wholesale market has given way, enjoy unexpected profits continuously for months.—*The Spectator*.

Decay of an Iron Bridge.

A phenomenon has been observed in the Callow-hill street bridge, in Philadelphia, which is of great interest to architects and engineers, although the tax-payers of Philadelphia probably take no satisfaction in it. A few days ago men were sent to repaint the girders of the bridge, and began, as a preliminary process, to scrape off the rust. The attention of the foreman was soon attracted by the unusual size and weight of the scales of rust which fell upon the railroad below, and, on piecing some of them up, found that they were solid masses from one-quarter to three-eighths of an inch in thickness. It is needless to say that plate iron girders which had lost their substance by rust to such an extent as this would have little strength remaining, and the bridge under the movement of a horse car or loaded cart, which was so great as to compel the painters sitting on their swiveling stage to cling to the ropes or braces of the bridge to avoid being shaken off, indicated still further the necessity for an immediate inspection of the whole structure.

The first examination was an informal one, made by persons living in the neighborhood, who found not only that some of the ironwork had been nearly eaten through by rust, but that the whole bridge, which is built on a steep rising grade, had moved down hill so far as to tear out the top courses of stone of the upper abutments, and to buckle the struts of the intermediate supports; while the movements of the roadway framework had cracked the asphalt over them, and forced out the paving blocks between the horse railway tracks. The bridge includes one span of 340 feet, and as there can be no trifling with girders of this length, extensive repairs will probably be necessary. The structure was only completed in 1875, so that ten years of neglect have sufficed to bring it nearly to destruction, and those who have to design in portant iron roofs or bridges will do well to notice by this example how short