

to have a grand flower parade during the day, similar to the society events at the summer resorts, only to make the 4th of July parade for the people, and by the people, and so on, and upon a gigantic scale. Then in the evening there would be a splendidly illuminated parade, all electric lights, etcetera, *ad infinitum*. The watering place coaching and flower parade are very effective with their handsomely trimmed coaches and horses. And their gaily dressed buds and chaperones. And it is altogether a charming finale to a season anywhere.

By the way it is *en vogue* for Phyllis and Judith to wear sailor hats with riding habits—always providing of course that this petit little chapeau is becoming. It is the fashion, you know, now-a-days to look one's best, and to be as individual as possible in the matter of costume.

Apropos of summering places such a pretty custom has come into fashion this year. There is certain to be a struggling church, or a deserving charity of some kind in every neighborhood, and the guests at the hotels and the cottages have taken it upon themselves to pay off the church debt, to give a piano to the orphanage, at least to make some tangible expression of their good-will toward men.

Who shall say the world does not grow better?

Yours devotedly,

New York.

DINAH STURGIS.

[FOR THE CRITIC.]

THE ALDERSHOT CAMP.

DEAR CRITIC,—On Tuesday, the 3rd inst, the King's Troop of Cavalry, Capt. Ryan; the 68th (Kings County) Batt, Lt. Col. Chipman, and the 93rd (Cumberland) Batt, Lt. Col. Harrison; went into Camp at Aldershot. Owing to the lamentable deficiency of means to drill the whole Militia Force of the country annually, the Aldershot Camp was weaker this year than we believe it has ever been. Its strength (or weakness) was as follows. —Cavalry, officers and men, 45; 68th, 405; 93rd, 225. Staff, about 12, total, say 687. The Staff consisted of Lt. Col. Worley, D.A.G., in command; Brigade Major, Lt. Col. Macshane; District Paymaster, Lt. Col. Murray; Musketry Instructor, Lt. Col. Irving, (Brigade Major of P. E. Island); Supply Officer, Lt. Col. Starratt, 69th; Principal Medical Officer, Dr. Borden, 68th; Inspector of new Drill, Major Gordon, A Company (Fredericton) Infantry School Corps; and a number of Sergeants from the Fredericton School, formed a most complete and efficient Staff of subordinate instructors. Much interest is evinced by some of the smartest of our young Militiamen in flag signalling, which they pick up under the instruction of one of these Staff Sergeants with much aptitude and rapidity. Very much, indeed, was effected during the 12 days' camp in every branch of drill, but the ill-effects of the bi-annual drill become more and more apparent every year by reason of the increasing number of new men. Not only does this continual change affect efficiency, but some results are apparent in conduct. Men who have been used to camp behave with an almost universal propriety, which is conspicuous in Nova Scotian encampments. But when there is a large leaven of raw recruits the restraints of discipline, and the points of military behavior are of course less understood by a proportion, which a continuance of the system tends to annually augment. Without saying, therefore, that there was any marked misbehavior in the Camp of 1889, it must be said that at first neither conduct or efficiency were quite up to the usual high standard. In the last five days, however, a very marked improvement took place, and the inspections and review of Thursday and Friday were far from unsatisfactory. It is a plain duty not to palter with truth, but it is a pleasure to be able to state that no breath of censure touches Captain Ryan's Troop. With them there was no deterioration in the soldiery demeanor which distinguishes them. If others sometimes slouch about in untidy guise, the Kings troopers, even in moving about the camp off duty, carry themselves always like soldiers, while their conduct and etiquette are unimpeachable. And this year the opinion of Militia officers has been confirmed by an officer well-known in the army to be one of the smartest cavalry men in the service. Col. Worsley, desiring the opinion of Col. Goldie, requested that able officer to visit the camp and inspect the Kings Troop. Col. Goldie who, when he commanded the 6th Dragoon Guards (the Carabineers) had that fine regiment in magnificent order, was both surprised and pleased with the Nova Scotian troops, and expressed his satisfaction without stint or reserve. As Col. Goldie is not an officer to hesitate in the expression of his opinion where things are not all right, his cordial praise was eminently grateful to Capt. Ryan and his command, and it is not asserting too much to say that it afforded as sincere and cordial a satisfaction to every other officer and corps in camp as to the troop itself. Nothing would please us more than to see the troop become a squadron, and its Captain a Major. Friday afternoon wound up very pleasantly with sports, the prizes in which footed up to a considerable sum. Here again the troop scored a victory in a tug-of-war, in which they pulled their opponents steadily over without the give-back of an inch. Among the foot races was a running one for officers, which was won in gallant style by the Deputy Adjutant General himself. There was not a single break to the extraordinary fineness of the weather, and if the heat was sometimes trying, not a drop of rain fell during the whole twelve days to entail any discomfort of wet; perhaps a shower or two would have been acceptable, for the dust was certainly a little unpleasant. Altogether, however, it was a glorious time. On Saturday morning, the 14th, the various bodies began to move off by different trains, and at four in the afternoon the Staff got on board for the weary four hours and a half the Windsor and Annapolis elects to inflict on its victims between Aldershot and Halifax.

F. O.

INDUSTRIAL NOTES.

The Windsor Foundry Company, Windsor, N. S., call attention to the improved apparatus manufactured by them for handling anchors and chains. This is done with fewer men, in less time and much easier than by any other arrangement, by the use of the Providence windless manufactured by this company. It is approved by underwriters, owners, masters and builders of vessels.—*Canadian Manufacturer*.

Messrs. John A. Humphrey & Son, Moncton, N. B., are making considerable improvements and additions to their woollen factory. This factory was first put in operation in 1882, and is equipped with two sets of cards, three jacks and twelve looms, the machinery being driven by a 75 h. p. steam engine. A new brick weaving building, 90 x 34, will be erected. The consumption of wool is about 140,000 pounds a year.

The Londonderry Iron Company, whose works are near Londonderry, N. S., will pay out in wages to their workmen this season \$252,000. They will also pay the Intercolonial Railway \$100,000 for freight charges.—*Canadian Manufacturer*, Toronto.

Rhodes, Curry & Co. are making good progress with their \$100,000 contract on Government buildings. They are hustlers.—*Chignecto Post*.

From the State University at Berkeley, California, comes a report of a discovery made by one of the professors of the institution, which, if true, will result in revolutionizing the leather industry. The claim is made that experiments have determined that certain combinations of fat and oils with sulphur compounds, when used for tanning, have the effect of rendering leather impervious to water, and so pliable as to render it almost indestructible. The assertion is made that boots and shoes manufactured of leather thus prepared will last five times as long as the footwear now on the market, with no additional cost. When it is considered that the people of the United States annually expend \$300,000,000 for boots and shoes, the importance of the discovery which will so greatly reduce this expense can be imagined. Leather men here assume to think that such results of the discovery are impossible, but admit that, if true, they might as well shut up their business and factories.—*Maritime Sentinel*.

NEW CARS.—Messrs. James Harris & Co. are now building six passenger cars for the Intercolonial, which, when completed, will be probably the finest and best equipped passenger cars yet secured by the railway. Two of the cars are nearly finished, and two more are well under way, and work has been commenced on the remaining two. The cars are beautifully panelled and finished inside with oak and mahogany. The outside appearance is similar to that of the Canadian Pacific passenger cars, only that the color is of a deeper hue and much handsomer. These cars will run on the celebrated Krupp wheels, which are about 47 inches high, or 14 inches higher than the ordinary car wheel, and will consequently draw much easier and run smoother than the cars with the smaller wheels. The Krupp wheels are manufactured in Germany, and are in four parts. The inside or centre piece of the wheel is of wrought iron, and around it is the steel tire about 2½ inches in thickness, held firmly in place by two rims, over which it laps down about half an inch, the rims being set tight to the wrought iron centre piece by bolts and nuts. Wheels of this make have hitherto been used almost altogether on Pullman cars. This is the first time this firm has ever equipped passenger cars with them. Messrs. Harris & Co. also have fifteen new flat cars for the Great Eastern Railway, and two for the International Coal Company almost completed.

A writer in an exchange says:—"Sometimes I have had to make holes in steel that were too hard to cut or file easily. Then I make a chemical mixture that will cut a hole. I mix one ounce of sulphate of copper, a quarter of an ounce of alum, half a teaspoonful of powdered salt, a gill of vinegar, and twenty drops of nitric acid. This will cut a hole in any steel, or, if washed off quickly, it will give a beautifully frosted appearance to the metal.

A. Sibley, representative of the enterprising Anglo-American manufacturing company, of Wittenburg, Colchester County, is in the city making arrangements for a business tour through the Province, to introduce the goods made by this company. From some specimens of the work he shows, there is no doubt that convenience and durability are two points the concern may well claim, to say nothing of the ingenuity displayed in a number of useful household goods, besides window blinds and a nice line of children's toys. The company bids fair to command success.

Says the Amherst Record:—"An oil tank of 25,000 gallons capacity is being made by A. Robb & Sons, at their boiler shop, for St. John branch of the Imperial Oil Co. It is cylindrical, is made of boiler-plate, and is 30 ft. long by 12 ft. diameter. There was at first some question as to the transportation of so huge an article by train.

It is reported that an American company have bought out what is known as the "Huestis Quarry," at Wallace. It is brown stone, and these Americans pronounce it the best on this continent. The trimmings of the City Hall, Halifax, are stone from this quarry. There is quite a boom among the quarries this summer, and a great quantity of stone is being shipped. There are ten vessels, large and small, at the wharf, most of which are engaged in the stone trade. The New York fleet has not yet arrived. But they are on the way.