

## A PREFERRED CREDITOR.

Talking about bankruptcy matters, there was a debtor of the tribe of Judah who called his creditors together the other day and offered them eighteen pence in the pound, secured by his own bills of thirty days. As most of the unfortunates had little hope of getting anything, they eagerly accepted the proposition. One, however, who had been heavily hit, stood out for better terms, and all efforts to get him to agree were futile. Finally the bankrupt rounded him up in a quiet corner, and whispered:

"Look here, Chones, I vant to go straight mit you. Now, you go and sign mit de odder fellows, and den I makes you a breferred creditor."

"All right," said the kicker, "under those circumstances I will agree to a settlement. We should always deal mercifully with those on whom misfortune casts a gloom."

"Af course," returned Mr. Blankenstein, admiringly. "Now you hurry up and shign dot leedle baper."

The "leedle baper" was accordingly signed, and all the creditors had gone on their ways rejoicing (more or less), except the charitable joker, who had been told he would be "preferred." Seeing this, the bankrupt said:

"Vell, Chones, vat geeps you here?"

"Why," said the other, "you said I was to be preferred. I am waiting to know what I am to get?"

"Vell, I'll dell you," returned Mr. B.; "you get notings at all."

"Get nothing!" exclaimed the dupe. "Why, you promised to make me a preferred creditor if I would sign with the rest."

"And so you are," replied the honest insolvent. "I makes you breferred ven I dells you now dot you get noting. Dem odder fellers haf to vait t'irty days before dey know dot, and den dey get notings, too. Haf you got any more scribdure talk you like to mention?"—Tit-Bits.

## EXTRA LIFE RATINGS.

## DRINKERS AND SMOKERS AS LIFE RISKS.

Before the Life Assurance Medical Officers' Association of London lately, Dr. G. A. Heron read a paper on extra ratings of healthy lives. It has been published in full by the Medical Examiner. Referring to applicants for insurance, who have drinking habits, he said:

"A proposer, whose use of alcohol was moderate for him, would undergo no extra rating at our hands upon that score. It is, however, not impossible there might be found among us some difference of opinion as to what moderation in this connection means. When the medical adviser of an assurance company decides this question of moderation in matters alcoholic, he takes, I think, experiences of this kind he has had in his own person, and roughly sums up the habits of the proposer from this point of view. I do not claim a high degree of perfection for this test; but, on the whole, it seems to me a tolerably sound one. To attempt to classify as moderate or excessive, a man's consumption of alcohol by putting down in figures the amount of it he says he consumes in a day is, in my judgment, a very untrustworthy way of getting at the facts.

Men who drink to excess seldom know, and rarely want to tell, how much they drink. I know of no means by which men beginning to give way to alcoholic excess can, with certainty, be detected by the medical adviser of an assurance office, who for the first time sees the proposer when he presents himself for examination. The shaking hand, the tremulous tongue, the story of morning nausea, and such like symptoms are not always found in men guilty of alcoholic excess when they pre-

sent themselves for life assurance. The chief reliable source of trustworthy information concerning cases where the alcoholic excess is not great is the proposer's medical adviser. When we find the beginning of alcoholic excess, we should not, I think, consider the question of extra rating. In my opinion, these persons should be regarded as not assurable. In like way would I deal with the opium eater, and the chloral drinker, and it will not, I think, be disputed that these two classes of persons might, in the beginning of their abuse of these drugs, be passed by any one of us as healthy lives."

Referring to those who use tobacco, he said: "Tobacco, like other good things, is sometimes used in excess. It has happened to me to notice that the fauces and throats of certain otherwise healthy proposers were congested. Not seldom such persons, in answer to a direct question, have told me they knew they smoked too much tobacco. The ill effects due to excessive tobacco smoking are very transient; and I do not know of a well authenticated case in which permanent or material injury has been done to health by even what might fairly be called excessive smoking. Therefore, it has never occurred to me to recommend extra rating in such cases, though I believe this has been done."

## CROP OUTLOOK IN NOVA SCOTIA.

A despatch of last Saturday from Halifax says that the crop report for the province just issued by the Secretary of Agriculture shows that hay as well as all other crops will be fully up to if not above the average. It is certain that the hay crop will be a good deal better than the returns, which average 92 per cent. for the whole of the province, would indicate. Pasturage has been generally good, and live stock is in good condition. There is an increase in the number of sheep raised in most all districts which pay attention to this branch.

A larger acreage of land is under cultivation this year than usual in Nova Scotia, which is one of the most hopeful signs of the time, looked at from any standpoint. The potato crop and all root crops promise an abundant yield, being five to ten per cent. above the average. So with oats and other grain crops. Insect pests have not given much annoyance this season. The potato beetle has ceased to be a scourge of late years. Very few complaints of its ravages are made this season. The fruit crop in Annapolis and Cornwallis valleys will be a good one. In other sections of the province the apple crop will be a little behind, but taking the province all over, there is good hope for a profitable year.

## AMERICAN IRON ORE.

Negotiations were closed on July 26th at Cleveland whereby the National Steel Company acquires immense iron ore and transportation facilities. The amount of money involved in the deal is known, says the Chicago Record, to approximate \$6,000,000. The National Company has leased for twenty years the Chapin Bessemer iron mine at Iron Mountain, Mich.; the mines of the Winthrop Iron Company, in the Bessemer ore range, and bought or leased the ships, docks, wharves, storage facilities, real estate and other property of the Mutual Transportation Company and of the Menominee Transit Company. In detail, the deal will give the company possession of unlimited supplies of the best low-phosphorus, high-silicon ores and shipping facilities of the highest order. The Chapin mine alone is known to be capable of yielding at least 1,000,000 tons a year at the dumps with the present plant, and the Winthrop mines will easily afford

between 300,000 and 400,000 tons a year more. Four million dollars is said to be the leasehold consideration for the mines, and on that basis the price per ton of ore will be extremely low to the National Company.

Under the conditions which seem likely to prevail in the iron ore market of the world next year, this deal is of unusual significance. The problem of transportation has been more important this year than the obtaining of the ore. Charters of steamers to carry ore have been practically impossible to obtain at rates worth considering, and the outlook for next year is even worse. To insure itself against such a state of affairs, the National Company has purchased outright nine steel steamships, with an annual tonnage capacity of 1,400,000—or enough to handle the entire estimated output of the leased properties. The possession of storage and loading facilities at the mines puts the company in a position of practical independence, as it already owns coal lands sufficient to meet its demands for coke without going into the market.

## THE HORSE AND THE MOTOR.

For certain purposes the motor car is never likely to displace the horse. On good roads the latter will, no doubt, be at a disadvantage, but in cross-country roads the motor will have no chance. If a motor-car gets bogged, the effect of setting the engine at work is simply to make the wheels bury themselves more deeply, and the only chance of getting the vehicle out by its own efforts is to take a line from the car to some anchorage and wind up. Failing facilities for this, resource must be had to the despised horse, who, at a pinch, can "yank a street-car out of a coal cellar." This limitation to the powers of the motor-car has been clearly apparent in some of the many excellent tests which were made under the auspices of the Liverpool Self-Propelled Traffic Association. In view of the enormous amount of heavy haulage which has to be accomplished in South Lancashire, it is natural that it is to this department of motor-car work that the Liverpool trials have been mainly directed. The tests about to be made in connection with the Richmond Show may give us equally valuable hints with respect to the lighter class of vehicle, for which there is likely in the end to be a very large demand.—(British) Engineering.

## A NOTABLE CARGO.

The Manufacturer's Record gives a list of products forming the cargo of the steamship "St. George," recently carried on a regular trip between Charleston, S.C., and Hamburg, Germany, which, it is claimed, is a very noteworthy cargo for this season of the year. The bulk of the cargo came from Arkansas, Missouri, and Tennessee, and was shipped into Charleston over the Georgian and Southern roads. The cargo consisted of 1,200 bales of cotton, 134 tons of cottonseed meal, 2,500 barrels of rosin, 754 tons of Tennessee phosphate rock, 550 barrels of cottonseed oil, five car-loads of barrel headings, two car-loads of cedar pencil material, 27 car-loads of oak, walnut and pine lumber, and 20 car-loads of oak and poplar logs.

—In Chicago's "Elite" Directory.—"Long before I met you I heard of your family," said the Count. "Yes," replied the beautiful girl, coolly. "I believe papa is quoted in Bradstreet's."—Chicago Post.

—A Sea-side Hotel Joke.—Like everybody else, the sea waves arrive at the shore in great style, but they go away broke.—Philadelphia Record.