

## OUR COSY CORNER.

**WORCESTERSHIRE SAUCE.**—Ingredients—One ounce of ground black pepper, half an ounce of powdered mace, half an ounce of ground cloves, half an ounce of cayenne pepper, half an ounce of peeled garlic, eight ounces of shallot, two quarts of vinegar. Put the mixture into a large brown jar and let it stand two weeks closely covered; stir daily; boil twenty minutes; strain through muslin; bottle.

To prepare grasses and autumn leaves for winter decoration is a favorite amusement at this season of the year, and a jar to place them in is the next consideration. A huge stone jar of any artistic shape can by the use of a little ingenuity and taste be made very ornamental. First paint it with Naples yellow and white, coat after coat, then rubbed and smoothed over. Then take large sheets of sand paper and gild them over with liquid gold. After this is completed cut out great sprays of blackberry leaves and flowers, and glue them on. To do this correctly first cut the design in tissue paper, making as large a section as possible; this is to be gummed to the back of the sandpaper, following the outlines with a pair of sharp scissors. The only care needed is to keep it from cracking. If a colored design is wanted, paint the sandpaper; brown is lovely, using some white varnish in mixing, and while moist sprinkling with coarse diamond dust. Conventionalized flowers may be used, forming a border at both top and bottom, if desired, then bringing in the sprays, branches and blossoms as if springing from them. Apple blossoms, hawthorne, dogwood, wild rose and delicate creepers are very effective, but any arrangement will be found wonderfully pretty and effective.

It is a great mistake to clean brass articles with acid, as they very soon become dull after such treatment. Sweet oil and putty powder, followed by soap and water, is one of the best mediums for brightening brass and copper.

Flower bonnets will be fashionable for evening wear; also those made of autumn leaves, in velvet.

Many basques are now simply outlined with a silk cord in a contrasting color to the dress fabric. A marine blue cloth tailor-made suit, outlined with a gold cord, was simple, but ladylike and pretty.—*Godey's Lady's Book*.

Patent leather, though not favorably looked upon by many, is to be worn in many grades of shoes, boots and slippers.

We are glad to notice that the apron is rapidly coming in again. Our grandmothers used to wear pretty ones, and there is no reason why, for girls in their teens, they should not be much more generally used than is the case. A pretty apron sets off a pretty figure, and in its design the most cultivated art taste may find ample scope for originality and beauty.

## WEDDING RINGS.

As there is nothing a woman more jealously guards than her wedding ring, a few particulars about these symbols may prove interesting. The Roman maiden received a ring from her prospective husband in token of his fidelity. Gold was the usual material employed, but in the time of Pliny iron rings set with adamant were used to denote the durability of the contract. As now, this ring was worn on the fourth finger of the left hand. During the fifteenth and sixteenth centuries the diamond was much esteemed as a wedding ring in Italy, as it was believed to possess the power of maintaining happiness between husband and wife.

The Anglo-Saxons used gemmed rings, a fashion they borrowed from the French. Wedding rings have been worn on the thumb and on the right hand, but utility and the desire to preserve the precious tokens caused them to be relegated to the finger they now adorn; although the fancy that a vein or nerve runs directly from the fourth finger of the left hand to the heart is very ancient, and may have had something to do with the destination of the ring.

In modern Greece two rings are used—a gold one for the bridegroom and a silver one for the bride, the inferior metal marking the inferiority of the wife. The ring fell under the displeasure of the Puritans, as did all the signs and symbols used by Rome, and during the Commonwealth they tried—but unsuccessfully—to abolish it.

## THE PROPOSED MESSINA STRAITS TUNNEL.

There appears to be a great probability that the tunnel under the Straits of Messina, proposed as long ago as 1879, will be constructed, the Italian Minister of Public Works having instructed the engineer Carlo Navone to carry on investigations on the basis of the plans prepared by the engineer Gabelli. The latter brought the subject before the Italian Parliament in 1879, and in 1882 he delivered a lecture at Rome, in which he pointed out how important it was to join the railways of Sicily and Southern Italy, both for commercial and military reasons, and demonstrated the practicability of the undertaking from an engineering point of view. According to Professor Seguenza, of Messina, a geologist, the formation of the strata under the straits is favourable to the construction of a tunnel. The cost of the latter is estimated by Gabelli at £2,840,000, and the time of construction at from four and a half to six and a half years. The tunnel would have to be made about 500 feet below the level of the sea, this depth being reached by spiral approaches from the land ends. Its total length would be about eight and

a half miles. There is an alternative proposal for joining the island of Sicily with the Italian mainland by means of a bridge thrown across the Straits of Messina, which is about eight miles wide at its narrowest part. Whichever scheme is adopted, there seems to be no doubt that the closer connection of the island with Italy is much wanted. Sicily has made great economical progress since its union with the Italian kingdom, its railways having now reached a length of over 500 miles, whilst the number of its population, according to the last census, is about three millions.—*Iron*.

## INDUSTRIAL NOTES.

A. Robb & Sons, of Amherst, employ a force of 60 hands in their foundry. Business is lively, and fresh orders come in daily.

Work at the Windsor Foundry is brisk, and the fall trade is one of the best that has been known for many years.

The "Truro Condensed Milk Co." are now doing a profitable business in canning prepared coffee and cocoa, which can be used without delay.

The Amherst boot and shoe factory ship goods to the value of \$1,000 daily, and yet find it difficult to keep pace with the demand.

The pay sheet of Messrs. Rhodes, Curry & Co. shows a weekly outlay for wages of \$900; 100 men receive steady employment.

The Yarmouth woolen mill is now working on full time, a large order for cloths having been received from England.

The brick building, 125 Hollis street, known as the *Reporter* Building, has recently been refitted throughout, and is now occupied by the enterprising firm of James Bowes & Sons, book and job printers. The building is heated by radiators, the steam being supplied from the boiler in the basement, which also supplies the power necessary for running the printing presses. In the basement press room is one of Campbell's (New York) two revolution printing presses, capable of delivering the finest class of book work. A second "Pony Press" or jobber, by the same maker, has been set up on the second floor; it is suitable for the rapid production of mercantile work of any and every kind. This press is said to be the speediest in the Maritime Provinces. On the same flat is a "Peerless Press," for small job work, and a self-clamping lever paper cutter, besides card cutter, perforator, etc. The first floor of the building is occupied as offices, the well-lighted composition room being on the third flat. A complete new outfit of type has just been purchased, including Roman, plain and fancy letters of all descriptions. Messrs. Bowes & Sons are evidently determined to keep their printing establishment well abreast of the times in every particular, and we have no doubt that their enterprise will be well rewarded, as it deserves.

## COMMERCIAL.

The dominant feeling in the business community has been a good and healthy one. In most departments there has been an active movement in distributing goods. The volume of trade has not been unusually large, but the movement is full and satisfactory, keeping merchants busy. It is much better than has been experienced for many years. Though competition is keen, and profits are, in consequence, slim, still the increased turnover of goods leads naturally to the belief, that when the books are balanced at the end of the season, a satisfactory showing will result. Nothing has occurred to shake the confidence that has been established. Obligations are well met and payments generally promptly made. All accounts from the interior concur in indicating a prosperous state of trade. Travellers, who are out for most branches, report prospects good, and are sending in a considerable number of orders. Prices for most leading staples have shown an upward tendency.

The city street railway cars have been running for a week, and are evidently doing a large business, for they are all crowded the entire day. The citizens evidently take kindly to them, and seem disposed to bestow upon them a far more liberal patronage than they did on the former O'Brien line.

The death of Donald George Keith, the head of the Nova Scotia Brewery, causes some speculation as to the future management of the concern. It is a large and valuable establishment, and is entirely owned by the Keith family, being free from encumbrance. It has an estimated trade of fully 6,000 hds. of ale and porter per year, including a number of remunerative army and navy contracts. It is generally believed that a competent manager will be appointed, and that the brewery will continue to be run in the interests of the present owners. To force it into the market would be to sacrifice it, and the family has no occasion to resort to that step, as in the hands of a capable manager it cannot but continue to be a very profitable investment of capital.

The navigation season on the St. Lawrence is drawing to a close, and none of the steamers that have left Montreal and other ports on that river during the past two weeks will make other visits to them between now and next spring. The winter season for this port will, therefore, soon open, and the number of steamers arriving and leaving Halifax will correspondingly increase.

**DYE GOODS.**—Cottons, woollens and silks—both raw and manufactured—continue to be very buoyant, and every advance secured is firmly held. The advance in woollens may be safely placed as, at least, 15 to 20 per cent. In this market a considerable volume of business has been done in these lines, and country orders have come in with satisfactory freedom.

**IRON AND HARDWARE.**—Business in this department has continued good,