

A Big Shipment of Canned Beef.

A Chicago dispatch, noting the cablegram from London recently to the effect that an American firm had been awarded a contract for supplying preserved meat for the British Army in Egypt to the amount of half a million pounds, says the truth was only half told, as the contract was for 1,000,000 pounds of corned beef and 1,000 cases of brawn. This is the largest individual contract for provisions ever awarded by the British Government, and the rations drawn from this supply are calculated to be sufficient for the meat-eating soldiers in Egypt for six or seven months. In illustrating the enormous capacity of America for feeding the world, it may be stated that half a million pounds of this contract was delivered to the Government officials at Woolwich arsenal within an hour after the award, and the other half million pounds were loaded aboard the cars at Chicago the same day, and started as a special flying freight train toward New York. This latter shipment required an entire train, and by request of the various parties interested, the New York Central railroad sidetracked all other trains to give the great Chicago provision train the right of way. All this haste was necessary in order to catch the steamer Briton, which was engaged to transport the beef to England.

The immense transaction was so quietly and successfully carried out as to excite extended comment in the British war office. The contract referred to caused the slaughter of about 7,000 cattle, as only about 150 pounds of each beef is packed in tins as corned beef. The meat is first packed or corned for fifteen days, and thoroughly boiled and hermetically sealed in cans of two and six pounds each, the latter being packed in cases of pine boxes of one or two dozen cans each for transportation.

The corned beef is ready for table use upon being taken from the tins; but in Egypt or other tropical countries it is the custom of the soldiers to sink the cans in deep water when possible, for a few hours before using. This renders the meat more firm and palatable, and causes it to open out nicely from the cans. The brawn is a sort of headcheese made from pigs' heads, and is the most nutritious food in the world for hard-working men. It is used largely in lumber camps and in the army.—*Canadian Breeder.*

Underselling.

The necessity for business reform must be generally realized in the east, when such a journal as *The Week* gives the following sound advice upon the above subject:

"Underselling is one of the obstacles which business men who pursue an honorable course have to encounter. The man who habitually undersells runs in a crooked groove at every turn of which bankruptcy is written. Goods sold below cost cannot be paid for in full, and very often they are not paid for at all. The trader who pays his way must sell at a profit and he cannot afford to cut below others in the same line. The bankrupt stocks which this kind of trading brings into the market will of course be sold below the original cost by the

jobber by whom they were bought at forty cents on the dollar; but this exception only proves the rule, that habitually to sell below cost is to incur the risk of bankruptcy. It is a mode of appropriating the proceeds of goods without paying the purchase money, and when carried on with deliberate design is a form of fraud which no more deserves to be condoned than shop-lifting or pocket-picking."

The Sault Ste. Marie Road.

The first section of the Minneapolis, Sault Ste. Marie & Atlantic Railway, which strikes west from Turtle Lake on the West Wisconsin toward Sault Ste. Marie, was opened to regular travel yesterday. The completed section is 46 miles long, has been built and equipped exclusively by Minneapolis capital, is without a penny of indebtedness, and is to be extended to Sault Ste. Marie, where it will connect with the Canadian trunk system as speedily as possible. The road will bring Minneapolis 125 miles nearer New York, Boston and Port. land than at present, and bring it as near the steamship port of Montreal as Chicago as to New York. There is great rejoicing in Minneapolis over the opening of the first section of the road, as it is considered one of the most important of railway enterprises connecting that city with the east.—*Minneapolis Tribune.*

Invention of Saws.

The saw was, it is said, invented by Dardalus, according to Pliny, but Apollodorus says the inventor was Telus. It is stated that the latter, having found the jawbone of a snake, employed to cut through a piece of wood, and then formed an instrument of iron like it. Beecher says saw mills were invented in the 17th century; but this is not so, it appears, for they were erected in Maderia in 1420, at Breslau in 1427. Norway had the first saw mill in 1530. The Bishop of Ely, ambassador from Mary of England to the Court of Rome, describes a saw mill there in 1565. In England, saw mills had at first the same fate with printing in Turkey, the crane in Strasbourg, etc.; the attempts to introduce them were violently opposed, and one erected by a Dutchman in 1663 was forced to be abandoned.—*Engineer.*

A Scathing Denunciation.

John Randolph's denunciation of Henry Clay, in a secret session in 1825, was so scathing that the victim could not answer, but sought revenge through a challenge. Randolph, pointing his long finger at him, said: "This man (mankind, I crave your pardon), this worm (little animal, forgive the insult) was raised to a higher life than he was born to, for he was raised to the society of blackguards. Some fortune, kind to him, cruel to us, has tossed him to the Secretaryship of State. Contempt has the property of descending, but she stops far short of him. She would die before she would reach him—he dwells below her fall. I would hate him if I did not despise him. It is not what he is, but where he is that puts my heart in action. That alphabet that writes the name of Thersites, or blackguard of squalidity,

refuses her letters for him. The mind which thinks on what it cannot express can scarcely think on him—a hyperbole for meanness would be an eclipse for Clay."—*B. P. Poore in Boston Budget.*

Recent Legal Decisions.

CARRIED—DETENTION OF GOODS—LIABILITY.—In a recent case where goods which were to be converted into money were detained in transportation by a carrier, the Supreme Court of Texas held (*Huston & Texas Central Railway vs. Jackson*) that the carrier was liable to pay legal interest by way of damages.

CARRIER—LIABILITY—SPECIAL CONTRACT.—While ordinarily the carrier's liability is to the consignee, yet the shipper is his agent in making the contract, and it is sufficient for a carrier to prove a special contract limiting his liability with the shipper. This may be done according to the decision of the Kentucky Supreme Court in the case of *Adams Express Company vs. Marshall*, by showing that the shipper has voluntarily accepted a bill of lading containing the stipulation in question.

LIFE INSURANCE—INSURABLE INTEREST.—A stranger who has no interest in the life of another cannot obtain a membership for that person in any mutual benefit society where the membership secures an insurance on the life of the member, according to the decision of the Supreme Court of Indiana in the case of *The Elkhart Association vs. Houghton*, decided on the 30th ult.

ATTORNEY AND CLIENT—PURCHASE—EXECUTION.—The mere relation of attorney and client does not of itself disable the attorney of a judgment creditor for buying on his own account at a sale in execution of the judgment, provided he act with perfect fairness and good faith and in no manner in opposition to the interest of his client. So held by the Supreme Court of Louisiana in the recent case of *Hyams, administrator, vs. Herndon et al.*

BANKRUPT—SCIT BY CREDITOR.—A creditor who has not proved his claim may, pending proceedings in bankruptcy, commence a suit on a provable claim against the bankrupt, notwithstanding section 5,106 of the United States Revised Statutes, which prohibits the prosecution of such suits to final judgment until the question of the bankrupt's discharge shall be determined. *Thompson vs. Massie*, decided by the Ohio Supreme Court Commission on the 28th ult.

CONTRACT—ACCEPTANCE—ATTORNEY.—Where a person for whose benefit a contract has been made between other parties accepts the contract, it cannot be canceled by the parties so as to affect his right to enforce it, according to the decision of the Kentucky Court of Appeals in the case of *Dodge's Administrators vs. Moss*. In this case the act of an attorney was held to be the act of his clients, and equivalent to an acceptance by him of a contract made between third parties for their benefit.

CONTRACT BY CITY—ILLEGALITY.—In a case where a complaint shows simply a contract to rent property by a municipal corporation, and it is claimed that the contract to rent was un-