

is one of frequent occurrence. Three weeks ago a traveller called on a retail merchant in a western town. He was told by the merchant that he wanted nothing whatever on that day, but would give him an order if he would come back in two weeks. The traveller made a special trip to the town mentioned, called on the merchant, but found that the order had been given a week before. The merchant was, of course, very sorry, but would not give him another order. We are inclined to think that, in the first instance, the request to call in a couple of weeks was merely another way of telling him he did not want anything at present, but that he might want something in a couple of weeks. The traveller in thus keeping his word lost a great deal of valuable time, besides his travelling expenses. If merchants have no orders to give, let them say so at once and not hold out false hopes to travellers.

FROM LONDON TO PARIS IN TWO HOURS.

The wonderful "Water Railway," as exhibited in Paris, although looking very much like a flight of fancy, may, if it be found at all practicable, prove a neck-and-neck competitor with the electric railway for high speed railways. This extraordinary invention has a carriage without wheels, sliding upon a grooved iron rail. Water at high pressure is forced under the slide blocks; this raises the carriage slightly, and distributes itself in a finely divided state under the block, reducing the friction practically to nothing, so that the carriage may be moved by the pressure of the forefinger. High-pressure water taps, distributed along the permanent way, are directed against the rack under the carriages, and force the train along at a speed, it is alleged, of 80 to 120

miles an hour, and the chairman of the company owning the invention contemplates a journey from London to Paris (when the channel tunnel is completed) in two hours. High-speed traction is in the air, and various schemes are afloat to still further annihilate distance, an essential part of such schemes being the use of stationary engines at points along the line. The scheme of this kind, which uses electricity as the propelling force, has, it appears, already a week or two ago been practically tried in America, where enormous speeds, three or four times that of our express trains, are mentioned. While mechanical difficulties of an apparently insurmountable nature seem to arise at the suggestion of such speeds, there are not wanting engineers who believe in the possibility of both these undertakings, and great interest must attach to the experiments, which may lead to the development of railways working at speeds almost undreamt of, except in the scientific romances of the present day.—[Electrical Engineer.

Mr. A. G. Watson, Manager of the Toronto Willard Tract Depository, says their trade in July and August was ahead of same dates last year. He anticipates a heavy fall trade.

The tenth annual picnic of the Barber & Ellis Company was held on Friday, Aug. 9th. The "Cibola" carried the 450 employees of the firm to Niagara-on-the-Lake, where games were provided for the athletes, and a strong band furnished the music for those who cared to dance and a most enjoyable day was spent. Among the members of the firm and their friends present were: Messrs. P. T. Perrott, J. W. Maughan, Fred Pimm, W. T. Clark, John Notman, J. D. Jerome, H. P. Sharp, Wilson, of Jas. Murray & Co., J. W. Corcoran, of Canada Printing Ink Co. Mr. W. T. Clark managed the games.

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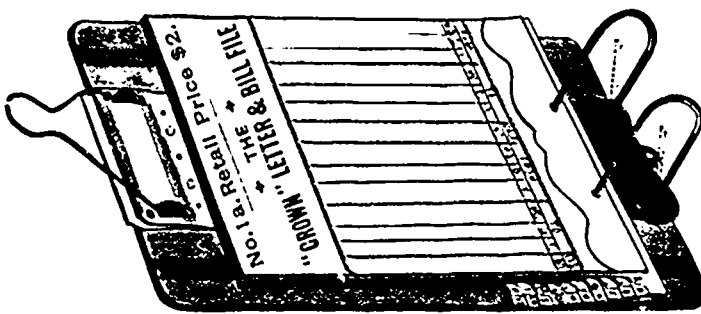
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