

additions of batiste consist of a rolled collar and cuffs of a color, edged with a plaited ruffle. Lace, mull, silk, muslin and lise are combined with ribbon to form collars, jabots and blouse fronts.

I should not forget to say that I saw Clara Burton, the famous Red Cross woman, last week. She had just come from a reception where she had been greeted by hundreds of G. A. R. men, who crowded around her, exhibiting stumps of arms or legs, and saying that she saved their lives when they lost their limbs; and by hundreds of others who told her with tears in their eyes that she had saved their limbs from amputation, and that they owed everything to her efforts at the head of the army nurses. "I tell you," she said, "it was a wet time. They cried and I cried, and we had a blessed reunion."

Mrs. Harrison, our President's wife, was here, and is as sweet and charming as she looks. Her manner was cordial to all and kindly. You know they say she isn't fond of Mrs. Blaine, who once looked hopefully forward to occupying the position she now occupies. Only the other day I heard the reason. The story goes that Mrs. Harrison and Mrs. Blaine met in the dressing-room at some Washington reception, and that the former asked the latter some trivial question. The lady from Maine turned, stared coldly at her interrogator and deigned no reply.

"Perhaps you forget me," said Mrs. Harrison with some natural confusion. "I am the wife of the Senator from Indiana. I had the pleasure of meeting you once."

"It's quite likely," responded Mrs. Blaine, turning again to the glass, "but one can scarcely be expected to remember all the people one meets!"

Mrs. Harrison smothered her wrath then, and hastily departed. It is her time now, and she wouldn't be a woman if she didn't take advantage of it.

And they say she takes no further notice of Mrs. Blaine than strict state etiquette requires.

Well, I must close now, having told you all the gossip I can gather. I forgot to say (I always forget to say things in their proper places), that Dinah is away and asked me to be sure and write you her regular letter, not that I should never have answered your last, but that for a time my letters must do for both of us.

Boston.

As ever yours,

ELEANOR WYNNE.

#### INDUSTRIAL NOTES.

The three steamers—the *Empress of India*, *Empress of Japan* and *Empress of China*—which are to carry on the Imperial mail service via the Canada Pacific Railway to China and Japan, are now making rapid progress towards completion at the yards of the Naval Construction and Armaments Company, Barrow-in-Furness. The *Empress of India* is so far advanced that she will be launched with due ceremony on August 30th, and leave for the Pacific, probably by way of Australia, about November 1st. The other two vessels will follow at intervals of about two months, i. e., about January 1st and March 1st respectively. Arrangements are being made for through rates to all eastern points, and an agreement has been concluded with the P. and O. Company for the issue of round-the-world tourists' tickets. That no expense or trouble has been spared the Barrow Company and the Canadian Pacific authorities to make the service equal to any afloat, may be judged by a few details of the vessels. They are twin-screw steamers, of 10,000 horse-power, a gross tonnage of 5,700, and are contracted to do 18 knots on the measured mile, and 16½ knots on a 400 miles' sea trial. The dimensions are: Length between perpendiculars, 485 feet; breadth, moulded, 51 feet; and depth, moulded, 36 feet. Each vessel will be lightly rigged with pole masts and fore and aft canvas, and the form, both under and above the water, is of such symmetry and finish as to ensure propulsion at the high speed required. The greatest possible attention has been paid to precautions for the safety of the vessels. The plans were submitted to Mr. White, the Superintendent of Naval Construction at the Admiralty, and approved by him before construction was commenced. There is, too, a completely-divided set of engines and boilers, and the greatest possible strength has been concentrated in them, so that the canvas will not be required except to hold the vessels down in a heavy gale. The accommodation for passengers is extensive and luxurious. Each vessel will carry 120 first-class, 50 second, and 300 steerage, as well as nearly 4,000 tons of cargo. On the upper deck an extra promenade is provided for the use of passengers in the heaviest weather, while a good many special state rooms are also to be found on this deck. On the lower deck, which is 220 feet long, there is a covered promenade of 100 feet, where shelter and fresh air may be sought in wet weather; while the dining saloon, library and other parts of the saloon accommodation are richly upholstered. A special feature will be made of the second-class travel, which the Canadian Pacific authorities believe may be extensively developed. They believe, too, the whole traffic by this route is capable of much expansion. Western ideas have of late so permeated the life of China, and especially of Japan, that the people of these countries are travelling far more than they did formerly; while the success which has already attended the effort to divert the tea and general Eastern trade to the Canadian route is a good augury of what may be expected when this increased and improved accommodation is available. The total cost of the three vessels is estimated at between £600,000 and £650,000.—*London Canadian Gazette*.

Churchill Bros., of Hantsport, are building a large steamer which we understand is to be used for the coal trade. This enterprising firm are doing a rushing business. They received from their vessels on one particular day returns no less than \$80,000 and one vessel alone brought in \$39,000.—*Hants Journal*.



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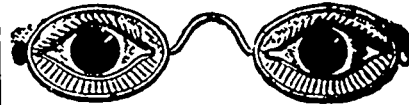
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1 Real Estate worth.....	1,000	1,000
4 Real Estates worth.....	500	2,000
10 Real Estates worth.....	300	3,000
30 Furniture Sets worth.....	200	6,000
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