

idea he had simply made use of the perfectly well-ascertained electric laws which had been developed chiefly in connection with electric lighting. Some ten years ago, had this idea occurred to him, he should have put it to one side, as that time there was too much to be done in respect to electricity to make it practicable. But one thing led to another, and electric lighting had developed dynamos to such an extent that sufficient power had been attained to use it as a motor, and it was the great development of that power which had led him to make the experiments the results of which he was about to explain. He then gave a description of the "line," and referred to the difficulties he had experienced in getting up a proper kind of "locomotive." He had aimed at conquering gradients that no steam locomotive could look at. It was necessary to avoid electric locomotives all losses of power by friction. It took curves easily and without any friction whatever, and there was hardly any possibility of the trucks been thrown off the line. A model train was next run along a model railway terminating in a series of octagon circles, and the trucks took the curves freely and without a hitch. He now came to the economical question, to see how far from being a mere toy the idea could be developed into a practical working machine able to do the work required by the manufacturers of the country. The lines were not intended to compete with the railways, but rather to act as feeders to them by collecting goods throughout districts, carrying them to the stations, where they would be put into trucks. This would have a great influence upon the railway traffic. The class of line he would put up with posts and rods ought not to cost more than £500 per mile. For engine-power for a 25-mile line he would put down £1,500 per annum. In concluding, Professor Jenkin said he did not propose to touch upon all the matters connected with the possible development of his scheme. He would simply leave his hearers with the impression that the whole contrivance was what he might simply call an electric horse and cart.—*Millers' Journal*.

The Polly of Cutting.

Ideas of value, as of other things, are inclined to run to extremes. As in an upward movement prices seldom stop at a reasonable limit, so when declining they trench on the cost of production, and in both cases every man's idea of value is, as a rule, made up of a compound of the ideas of all other men with whom he has exchanged views. No matter how high prices reach, some are always found who believe they will go yet higher, and when they are low many are ever predicting yet further declines.

Purchases are seldom made because the price is low. Especially is this true in depressed times, when any price is high for an article which is not needed, and when men buy only because they must to meet requirements. Such unlimited buying is independent of price, and would result at any price. In times of prosperity a cut may possibly be made without entailing any further effects, and may serve to

work off a surplus stock, but in times like the present it is taken as an acknowledgment on the part of the seller that prices are too high, and begets further lack of confidence and exerts a permanent injurious influence upon trade. The lowness of price is in everyone's mouth, and the news of every concession flies on the wings of lightening in all directions. Other dealers and manufacturers meet the cut in self-defence, and another lower level of prices is established, only to again recede at the news of the next cut. The demand for lower prices becomes chronic on the part of the purchaser. Public opinion is formed on a lower estimate of values, from which the recovery is difficult. It is therefore a serious thing to cut prices, and one that should not be resorted to except under very exceptional circumstances. Men are prone to buy on an advancing market. They are equally disposed to avoid a declining one, and the cut weakens general demand. Values usually sicken with increased demand, and experience teaches that the converse is also true, that demand increases as values grow firmer.—*Industrial World*.

The Belt Question.

The question, "Which side of a leather belt shall run on the pulley side?" seems not to obtain a universally satisfactory solution, and some establishments use both ways. The foreman, who prefers the coaptation of the flesh side with the pulley, claims that his belts last longer. In favor of this practice, a writer in the *Journal of Railway Appliances* gives these reasons: "Leather is fibrous, and under a glass shows small triangular sections, the granular or very delicate part being at the apex on the smooth side of the belt, while the fleshy bottom part is a coarse and thicker fibre, but when properly skinned, it is just as smooth as the grain, and a great deal tougher and more enduring. Belts that have run on the grain for some time become cracked, because the tenderest part has been subjected to the hardest usage. If the fleshy side does the work, the grain side being elastic, the fibrous part becomes bound closer together. This view was unequivocally sustained recently by the thirty years' experience of the proprietor of one of the most extensive belting factories in the country, who said the belt thus run in the "natural position of the hide." On the other hand, the superintendent of an establishment where heavy machine tools are made runs all his belts grain side to pulleys, claiming a closer contact and longer endurance. These pulleys are all of turned, finished iron, and possibly the different pulley material may account for these differences as to use. Wooden faced pulleys, especially above twenty-four inches in diameter, are coming into use again.—*Journal of Commerce*.

The Largest Wooden Vessel Ever Built.

It is generally believed that the largest sized sailing ships have been built within the past three or four years. This is not the case. Probably the largest wooden ship ever built was launched at Quebec on June 25, 1825. This was the timber ship Baron of Renfrew.

An account of her launching taken from an old paper gives her dimensions as follows: "Length 309 feet; breadth, 60 feet; depth, 38 feet internally, 57 feet externally; anchor, 4½ tons; tonnage, 5,888 tons; from taffrail to keel, 50 feet; mainmast above deck, 75 feet, whole length, 104 feet; mainyard, 73 feet; bowsprit, 60 feet; draught of water, loaded, 24 feet; length of tiller, 28 feet, 14 inches diameter; hemp cable 27 inch, 100 fathoms, and weight 126 cwt.; chain cable 120 fathoms, links 14 inches long, 7 inches over, of 7-inch bar iron: cargo on board when launched, 4,000 tons of timber; cargo, from 8,500 to 9,000 tons; 30 times around the capstan make a mile; 4 time, the surface of the deck equal one acre; 3,000 tons timber to build her, 12 tons oakum, 125 tons iron." This vessel was lost on the Flemish Banks in October of the same year.—*Maritime Register*.

EMERSON.

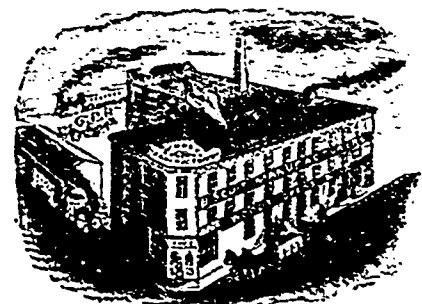
It is estimated that about 500,000 bushels of wheat will be marketed here. From all appearances the average yield will not be below forty bushels to the acre.

Vegetables of all kinds are plentiful. From the memory of the "oldest inhabitant" this has been the most successful season for gardening ever known in this section of the country.

The crops north, west and east of Emerson look magnificent. Never were the prospects for a bountiful harvest any brighter. The farmers are all busy cutting barley, and will commence cutting wheat next week. A good many farmers intend doing away with stacking their grain and thrash immediately after cutting. As a natural consequence of the farmers being all hard at work, business in the city is very quiet, but the merchants are hopeful of doing a rattling trade after harvest.

The great Panama Canal of Lesseps will be completed in 1888. Some \$42,000,000 has already been expended. About all the difficult and expensive work has been done and the work will be rapidly pushed.

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