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MADE THE COMPASS USELESS.

The story that a deviation of her compass resulting from the presence of steel in a cork leg worn by the man at the wheel caused the steamer Susan E. Peck to strand near Bar Point, Lake Erie, in September last, with a loss to the underwriters of upward of \$20,000, recalls a similar circumstance. According to the narrator, on one of the trips of the fine steel steamer Castalia down Lake Huron the past season, the second mate reported to Capt. Allen that the compass had suddenly gone wrong; that the needle would swing three or four points to the right or left at intervals, and that because of these erratic movements it had become utterly impossible to steer a course—in fact, he had lost track of the course of the steamer altogether. Capt. Allen accompanied the mate to the pilot house and found matters just as they had been reported. Besides the man at the wheel, two lady passengers were in the pilot house when Capt. Allen entered. Turning to them, after meditating for a moment, he asked if they wore steel corsets. A reply in the affirmative led to a further question as to where they had been, and this elicited the information that the ladies had paid a visit to the engine room and that while there the engineer had afforded them an opportunity to inspect the dynamo which supplied the electric lights of the steamer.

"That settles it; you must get out of here!" next greeted the ears of the ladies as Capt. Allen opened the pilot house door for their exit. And while they were walking back to the cabin in a maze of surprise and astonishment at Capt. Allen's exhibition of bluff, sailor-like authority, that compass got right down to staid business again and showed the man at the wheel the way with its usual precision. It is hardly necessary to explain that the dynamo had magnetized the steel corsets worn by the ladies and that the corsets became responsible for the crazy race the needle of the compass ran as the wearers moved to and fro in the pilot house.

A Sydney, N. B., law firm, of which Mr. Gillies, M. P. for Richmond, is the head, applies for the incorporation of the Boynton Bicycle Electric Railway Company, of Canada, to run from Winnipeg, Man., to Louisburg, N. S.

The chief officer to be appointed under Hon. Mr. Foster's Insolvency Bill will be known as receiver. He will be paid by fees, those requiring his services paying for them, as is now the case with the sheriffs and the registrars. It seems only fair that litigants and others, for whose service these officers are provided, should pay for the work performed. The general taxpayer, who is neither debtor, creditor nor land speculator, should not be called upon to pay a cent towards their sustenance.—*Carleton Place Herald.*

• W. J. STEIN, •

Chartered Accountant and Auditor,
513 COLUMBIA ST., NEW WESTMINSTER.

—AND—

P. O. Box 636, VANCOUVER.

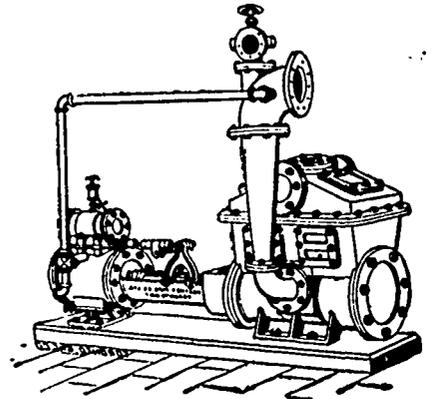
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