

The French War Department has been experimenting in the preparation of portable and substantial food for the soldiers of the Republic. *Bouillon* has long been a popular nourishment with the soldiers, and the hot broth thickened with biscuit crumbs has been the food of the army through many an engagement. A dried bread has, however, now been made, which, being more absorbent in its nature, will sop up *bouillon*, coffee, etc., in much less time than the hard biscuit. The new bread is made in small cubes, and is said to be both palatable and inexpensive.

The new life-boat, which is expected to be of great advantage to the coast-guard stations of Great Britain, has been pronounced thoroughly satisfactory by experts, although as yet it has had no really practical test. The boats are made of mild steel, and are rolled in two pieces which are riveted to a keel which forms both the stem and the stern post. The boats are thus easily stored, and are so simple in their construction that they can be put together at a minute's warning. Their advantage over the style of life-boat formerly in use will doubtless be felt during the storms of the coming winter.

Many natural gas wells have been found of late in the Province of Ontario. The Erie County Natural Gas Fuel Co. have already bored twenty-three wells, all of which are sending out a good supply of the valuable combustible. One well recently struck at Berlie, Ont., is estimated to have a flow of some 2,000,000 feet per day. Another natural reservoir at Sherkston, Ont., has a daily flow of 10,000,000 feet. A pipe has been taken from this well direct to Buffalo, where the gas is used for manufacturing and domestic purposes. It will soon be in order for the U. S. Government to shut down on this under-ground business, which is becoming so profitable to the enterprising men who are developing the resources of their Province.

One of the famous Rodgers Bros., of cutlery fame, has recently been visiting Canada, looking after the interests of his vast knife business. A short interview with him threw an amusing side light over the protective policy of the McKinlay bill, which was so constructed as to shut out the English steel from the U. S. market and to encourage the makers of far inferior cutlery. The usual duty of 35 per cent on razors, knives, etc. was jumped by the famous bill to 180 per cent, the result being that there was no falling off in the trade and no lowering of price on the part of the manufacturers—the American people simply *paid the difference*, and a portion of them felt that they were helping on an economical administration of government. The utter futility of the McKinlay bill has seldom been more pointedly illustrated.

The serious error of going to law over a trifling matter is, we regret to say, becoming common in many of our Provinces. The case of a Quebec farmer may, however, serve to deter some of our readers from the cost of a lawsuit over some matter which had best be quietly compromised. The man in question refused to pay a tax of 41½c. which had been levied on him, claiming that he was not a resident in the parish in which the assessment was made. At the first trial the case was decided in favor of the farmer, but when an appeal was made the decision was reversed, and a bill of \$1200 was left for him to settle. The farm was sold in order to realize the necessary sum, and the man has again to begin life. Had he but paid the small sum which was at first demanded, he might still be a proprietor instead of a mere day laborer.

Paris is still in a flurry over the disgraceful business of the Panama Canal Co. The directors are ordered under arrest, and with the exception of M. de Lesseps they are mortally scared of the plight they now find themselves in. The great contractor seems to have fallen into his dotage, and his state of mind, combined with his ill-health, will doubtless prevent his appearance in the investigations. The fact of his disability to appear as a witness is agitating the public, who fear lest his infirmity should be taken advantage of by witnesses who will wrongfully swear that they acted under his directions. No less than 16,000 women hold stock in the company, the remaining 186,000 stockholders are chiefly butlers, cabmen, small shopkeepers and clerks. Meanwhile our friends across the border are pushing the Nicaraguan Canal with all their might, and urging Cleveland to be up and at it as soon as his inauguration takes place.

Some fun-loving member of the New Zealand House of Representatives has introduced a "Washers and Manglers Bill" in due form. As a take off on the verbose, involved, finical bills which are presented in all Parliaments, it is perhaps unequalled. The bill provides that any person desirous of sending a wash or mangle to any washerwoman or mangle shall brand the articles with his or her brand, first, however, registering the brand with the nearest Registrar of Stockbrands and depositing a fee of \$1.00. A full and complete list of articles is also to be made out, the list to include statements of place of purchase and cost of each article, as well as the present cash value at the time of registration. Three copies of the lists are to be made, one for the Minister of Public Works, one for the Auditor General, and the third for the nearest resident clerk of the court. Oddly enough, the Speaker of the House did not consider the bill as a skit, and it will shortly appear in printed form. We should suppose that the framer of the bill had enjoyed with Mark Twain the doubtful pleasure of receiving from the washerwoman a set of articles by no means answering to the description of those sent out.

Strenuous efforts have been made of late in London to secure work for the great mass of unemployed men. The British Government has decided to employ a large number of these out-of-works on a gigantic national undertaking, and orders have been issued for the destruction of the ancient Millbank prison, which occupies two and a half acres of valuable land. In its stead is to be erected a National Gallery for British Art. The building is to be long, low, and classic in its outlines. The Government will also erect at the further end of the twenty-four acre plot a much-needed barracks for troops. Too much praise cannot be given to the Government, who has devised so excellent a measure for meeting the needs of the poorer people, while at the same time valuable and useful buildings are added to those already existing in the Metropolis.

A Toronto jewelry firm recently advertised a 10 per cent discount on all goods purchased by customers who should present with the amount of purchase a coupon from one of the daily papers—the object of the firm being to draw the Christmas trade and to compare the value of the various papers as advertising mediums. Some enterprising woman, however, hoping to get a fifty per cent discount, gave half the purchase money and five coupons in return for a handsome watch and chain. The firm objected strenuously to the woman's scheme, pointing out that according to her views, had she brought ten coupons, she might actually have bought the articles for nothing. At the present time the long-headed woman retains the watch and chain, although a suit may be brought against her to recover half the purchase money. The incident is an interesting one, pointing as it does to the trouble which a misleading advertisement may create, for it is quite possible that the firm in question have unintentionally perpetrated a fraud upon the public. The outcome of the case will interest many.

The Saturday holiday or half-holiday has a most pleasing sound to the busy workwoman. The teacher looks forward to the weekly rest, and many saleswomen profess to regard it as a beacon light. Now, while we are decidedly in favor of the breathing spell which our educational authorities and many of our business men permit, we are by no means satisfied that the fact of the half or whole holidays implies the rest of the worker. Too often the money-earner is the moving spirit of the family, and countless details of work are put aside for the weary girl, who of course "will have nothing to do" all the afternoon. If she is of the teaching profession her family may decide that a domestic Saturday, "to help her and keep her hand in," is what she needs, and the manufacture of puddings and cakes for Sunday will be reserved for her. If the worker be a sewing-girl she will find many pieces of work "saved up" for her, or if she be a milliner's assistant, she will fabricate bonnets for her family until she hates the sight of shapes and trimmings. The shop-waiter and the typewriter have also their own grievances, and find it hard to accept the well thought rhyme that:

"A man's work is from sun to sun,
But a woman's work is never done."

Perhaps a little thoughtful consideration may help to ease the burden of our working girls who, while they have goodwill enough to oblige everyone, should yet consider themselves in the matter. A courteous refusal to do extra work on the looked-for holiday, backed by the scriptural doctrine of the willingness of the spirit and the weakness of the flesh, might solve the difficulty.

It is now pretty evident that the transfer of the Intercolonial Railway to the C. P. R. will not be accomplished without strenuous opposition, if it is accomplished at all. If the transfer is to be made upon the ground that the railway does not pay, that it is a bill of expense to the country, and that its cost of operation under Government management is greater than it would be if under the control of a private corporation, then it will be well to consider these reasons and see what there is in them to justify the transfer of the road to the C. P. R. Company. If the Railway does not pay, neither do the Canals and other public works of Canada, in the benefit of which the people participate. These are certainly an expense to the country, but whoever heard of an Ontario M. P. growling about deficits in Canal tolls. The I. C. R. cost in the neighborhood of \$53,000,000; it is a Canadian asset, and to transfer it without a cash consideration would injure the credit of Canada, and would materially and unnecessarily increase the net debt of the country. If the Government finds that the cost of management is excessive, and considers the responsibility of the operation of the Railway as burdensome, it no doubt could readily find a syndicate of Maritime Provincial men who would take over the Railway, guarantee its being worked in the interests of the public, and in fact pledge themselves to do all that the C. P. R. could undertake or fulfil. The Prince Albert branch of the C. P. R. is 276 miles in length, and passengers over this road pay the modest sum of \$27.60 for a single ticket, good for one way only. Woe betide us if this giant railway monopolist gets its clutches upon the I. C. R. The people of western New Brunswick have already some knowledge of its rapacity, and the representatives of these fair sea-washed Provinces should combine as one man in order to prevent this latest proposed gobble. We believe that the C. P. R. Company should be given ample running powers over the I. C. R., and for that matter any other company that may wish to utilize the roadway, but transfer the Railway? By no means! If the Government cannot operate the road to advantage, let it be put in commission and run on business principles. If this were done the deficits would soon become a matter of history, the road be run at a profit, and the people satisfied.

Your best chance to be cured of Indigestion
Is by Trying K. D. C.

K. D. C. Relieves and Cures.
K. D. C. quickly relieves and positively Cures Indigestion.