

**FRESH EGGS WANTED.**—City people have long ceased to exclaim at the price charged for eggs during the winter months, but they are still exclaiming at the fact that although they pay from 35c. to 40c. per dozen for eggs whose freshness should be undoubted, yet too often they find that the good price has not bought a correspondingly good quality of eggs. Fresh looking eggs sometimes deceive the purchaser. Salted eggs or laid-down eggs are sometimes put with genuinely fresh eggs to piece out the requisite number of dozen, and the consequence is that the housekeeper who comes across the supplementary eggs is doubtful as to the quality of her whole purchase. The farmer who marks his eggs as they are gathered in, and who markets his eggs before they have had time to stale is sure to secure steady and good-paying customers.

**FRESH WATER HIGH SEAS.**—A recent decision given in the Supreme Court of the United States, classes the Great Lakes of Canada along with the Mediterranean and other large inland waters as "high seas." The objection which was urged, that as the lakes were of fresh and not salt water the word "sea" was a misnomer, was not allowed to stand. This decision affects several cases which are now before the courts, the chief of which has dragged on since 1887. A party of women and children on board of an excursion steamer were beaten and terrified by a number of roughs who had concealed themselves below. These disturbers of the peace were arrested when the steamer arrived at Detroit, but the magistrates declined to interfere on the grounds that the offence had been committed in Canadian waters. Now, according to the more sensible decision, the offenders will be compelled to stand trial.

**TO AVOID GRIP.**—Grip has arrived in Canada again, and this year it is not dignified by any French name, but it is simply and phonetically spelled. In New York, Montreal, and many other cities, we hear of many cases, and it would appear that the disease has lost nothing during its absence of some months. Another illness which is not exactly grip is following in its wake. The person attacked has some days of headache, pain in the eyes, distress in the stomach, and general lassitude to undergo. The disease then seems to die out, and except in the cases of very feeble persons, few fatalities have been recorded. The best advice we can give to those who wish to avoid the usual winter accompaniments of coughs and colds is to keep up the general health of the body, to avoid draughts, to wear warm clothing, and to breathe through the nose. Were these simple precautions attended to there would be little heard of many of the ills to which flesh is heir.

**TRANSFORMED FACTORY GIRLS.**—It is hoped that one result of the closing of factories in so many parts of the United States will be that many of the female employes will take to domestic service. A league of benevolent men and women has been formed, whose self-assumed duty it will be to find housework for the idle and suffering girls, with the double object in view of assisting the girls, and at the same time of solving one of the most serious of domestic difficulties. Four capitalists have pledged themselves to give certain money prizes to the girls who become successful and faithful servants, and who retain their places for a certain length of time. The scheme is a good one, but it is scarcely far-reaching enough. What of the housekeeper who struggles along training raw material. Should not she too be rewarded for her tolerance and her forbearance, or is she to be content with the knowledge that she is but doing her duty to her ignorant and distressed sister-woman.

**THREE POSTAL NEEDS.**—Our Canadian postal service is one of which the country may well be proud, yet there are some improvements still to be made before the service can be considered wholly satisfactory. It may as well be admitted that for many years to come there is little probability that the postal revenue will equal the postal expenditures, and a self-supporting service is not even to be aimed at at present. It is, however, possible to reduce the annual deficiency, and in order to achieve this result it may be necessary that cheaper postage shall prevail. In the United States the two-cent letter rate has been found most satisfactory. It is true that the territory of the Dominion is larger, and that our population is smaller and more scattered, and the postal expenses therefore greater, yet we are confident that if a cheaper rate were granted the number of letters sent by mail would be so materially increased that there would be little increase in the annual deficit. Another cause for just complaint is the postage rate on drop-letters. A note which has but a block to travel costs as much to deliver as would one sent from Florida to British Columbia. This should not be. The old rate of one cent for drop letters was fully enough, and when that rule was in force the letter-boxes for city notes were used to a much greater extent. The third and last grievance is with that illogical department of the service where letters are registered. A fee of five cents is charged for registering a letter, and in return for the expenditure the citizen has only the guarantee that a little extra care will be taken by the department to ensure the safe keeping of the letter. If the letter is lost or delayed, the sender, and not the P. O., is held responsible for the enclosure. In other words the letter is insured for safe delivery, the premium is paid, but no insurance is guaranteed. The service would not be weakened, if instead of demanding the fee for unfulfilled services, an arrangement were made by which postal orders for small sums might be obtained. In the near future we must either be supplied with postal currency or be provided with postal orders for small amounts.

**THE IDLE LAKE VESSELS.**—In all the ports on the Great Lakes the ships are being laid by for the winter. In the Maritime Provinces there is none of this work to be done, and it is with a curious interest that we note the labor consequent on the closing of navigation. The lake vessels and steamers are moored to the wharves for the winter. The sails are taken down and stored in sail-rafts, the ropes and all portable material are removed for safe keeping, and great iron padlocked chains do duty as mooring lines. In the steamers, all the brass journals are taken out and wrapped in cotton wool, the water is drawn to the last drop from boilers and steam pipes, and the whole machinery is oiled so as to prevent rusting. Wooden vessels are salted, in order to prevent the decay of the frame work. Strong brine is poured between the outer and inner ribs, and the plankings are well saturated with the preservative salt. Until well on in May the ships lie idle. Then a small army of the laborers set to work, bring out the fittings which have been locked up for safe keeping and fit the navy of the lakes for another season of activity.

**SOME CHRISTMAS CUSTOMS.**—Now that the excitement of our Christmas celebrations are over, a few facts as to the origin of many of our holiday customs may not be out of place. The date of the day of the year on which we celebrate our Lord's birthday has been the occasion of much comment. The early Christians of the Western churches decided to associate their festival with the pagan day set aside for the observance of "the birthday of the unconquered son," and little by little as the Christian religion prevailed the traditions and practices of the pagans became associated with those of the Christian celebrators. The burning of the yale log, the decorations of mistletoe, and the Christmas tree itself, are pleasing customs, yet are all of heathen origin. The practice of decking places of worship with greenery is a remnant of the Jewish custom at the yearly feast of tabernacles. There are of course many beautiful customs of later origin, dating only from the birth of Christ—the songs of the waiters, so familiar to British ears, give in humble dialogue the conversation between the three wise men from the East. The presentation of gifts on the natal day is in accordance with the fact of the travellers presenting the mystic offerings of "gold, frankincense and myrrh," and the kindly feeling of "peace and good-will to men," which is after all the very essence and spirit of the Christmas festivities, can be traced directly to the Heavenly song of the Angelic Host.

**PADDLE WHEELS ON A CLOUD.**—This is the description which Mr. Glazebrook, the inventor of the new flying machine, has given the idea, which, after long floating in his mind, has materialized into an interesting model of an air ship. The new vehicle is of an oval shape, and the inventor has aimed to have it combine the virtues and the non-resistant qualities of both birds and boats. Two paddle wheels are placed in the centre of the boat—a small engine is placed a little forward of the wheels and a steering apparatus consisting of a rudder worked by wires from a horizontal wheel is fixed to the rear of the frame. The motive power employed may be gas, steam or electricity. A semi-oval gas bag of varnished silk canvas surmounts the car. Inside this balloon is another gas bag which is furnished with a stop-cock, so that the amount of gas to be let in or out is under the control of the aeronaut. In this air bladder lies the unique feature of the balloon, for, according to the inventor, it enables the balloonist to dispense with ballast and to raise or lower the balloon according to his wish. Mr. Glazebrook claims that the bladder idea is imitated from Nature, and that both birds and fishes inflate their air bladders when they wish to rise and dispel the air when they wish to descend. The inventor is confident that the new machine will maintain its equilibrium in the car, that it will rise to any desired height, and that it may be steered in any horizontal direction. We have no doubt that some day a practical flying machine will be constructed, and we shall be pleased indeed if Mr. Glazebrook's model is found to be a good working one.

**THE FLAUNTING ADVERTISEMENTS.**—There is a bill now before the British Parliament with the object of which many right minded people will sympathize, although at the same time they may realize that the proposed remedy for the present abuse is too radical a measure. The object of the bill is to prevent landscape, mid-air and other obnoxious forms of advertising, by making the advertisers accountable for any disfiguration of Nature. Even in Canada we have become too sadly familiar with eyesores of this description. Beautiful landscapes are marred by huge advertisements of tobacco, picture-que rocks are compelled to testify to the qualities of liniments or balsams. The fences of private grounds suddenly blossom out in the night with legends of dyes or of stove polish, and whether the public is in the mood or not, it is compelled to read, mark and perceive. On the other hand there is no wish to prevent the manufacturer from placing his wares properly before the public. This is his just due, and so long as he does not presume upon his right the public should not object. The advertisers have the same license as the press, and they are tenacious of what they consider their right. One manufacturer says pertinently that if the public object on aesthetic grounds to the placing of advertisements in fields by the road-side, it will soon object to the equally unæsthetic work of the farmers who manure the road-side fields. We are confident that the solution of the difficulty lies with the advertisers themselves, and they will soon learn that the public press is the best means of familiarizing the buying public with their wares. This, and legitimate advertising on posters and hand-bills is already able to do the work without offending the sensibilities of the æsthetic or the unæsthetic public.

The Worst Disease—Dyspepsia  
The Best Cure K. D. C.

K. D. C. Relieves  
Distress after eating.

K. D. C. Cures  
Midnight Dyspepsia.

K. D. C. Restores  
the Stomach to Healthy Action.