

The Secret of a Long Life.

You sometimes see a woman whose old age is as exquisite as was the perfect bloom of her youth. She seems condensed sweetness and grace. You wonder how this has come about. You wonder how it is her life has been a long and happy one. Here are some of the reasons:

She knew how to forget disagreeable things.

She understood the art of enjoyment.

She kept her nerves in hand, and inflicted them on no one.

She believed in the goodness of her own daughters and in that of her neighbors.

She cultivated a good digestion.

She mastered the art of saying pleasant words.

She did not expect too much from her friends.

She made whatever work came to her congenial.

She retained her illusions, and did not believe that all the world was wicked and unkind.

She relieved the miserable, and sympathized with the sorrowful.

She retained an even disposition and made the best of everything.

She did whatever came to her cheerfully and well.

She never forgot that kind words and a smile cost nothing, but are priceless treasures to the discouraged.

She did unto others as she would be done by, and now that old age has come to her, and there is a halo of white hair about her head, she is loved and considered.

This is the secret of a long life and a happy one.—*Ladies' Home Journal.*

Inland Navigation in Great Britain

The statistics of inland navigation in the United Kingdom had fallen into neglect because of the overshadowing importance of the railways until two years ago, when parliament called for returns on the subject.

From these returns, which have lately been published, it appears that there are about 3,800 miles of inland navigation in the whole United Kingdom, of which 1,000 miles are on open rivers and 2,800 miles are canals.

Of the latter about 2,500 miles are in England. The canals cost about \$50,000 per mile on the average, and most of them, except 1,000 miles owned by the railway companies, pay a fair interest on the investment.

Still, the canals have declined in importance, absolutely as well as relatively, since the commencement of the railway era. "The English canals," says an English writer, "are now less capable of dealing with a given volume of traffic than they were in 1830. The mileage of working canals is less than it was then. Some of the lines have been absolutely closed, others have fallen into decay for want of attention, and now they rarely carry their annual crop of water lilies in undisturbed tranquillity." Probably there is only one country in the world where canals are destined hereafter to bear a considerable proportion of the general traffic, and that is Holland, where the maintenance of the canals is absolutely necessary for other than strictly commercial purposes.

Interoceanic canals and canals connecting great natural waterway systems, are destined to be the only important artificial waterways.

The French Canadian.

It is constantly said that the French-Canadian are to be the future citizens of New England, because their families are so prolific in children. The editor of the *Franco-American Chronicle* undertakes to modify this impression. He shows that the prolificacy of the French-Canadian is exaggerated. The families containing from twelve to twenty-six or thirty children are as much phenomena for the Canadians as they are for outsiders.

In the United States there are from two to eight children in the French-Canadian families. In Springfield the largest family of French descent has nine children; in Lowell similar families average from two to six only. In France during the last fifty years the rates of births have been decreasing to such an extent that families of five or six children are very rare, and it is stated that there was but one birth last year to every forty-two inhabitants, and the number of illegitimate births was also decreasing fast.

The Irish-Americans take the lead for prolificacy, and it is these people who are the proud fathers and mothers of the large families. They range all the way from ten to twenty-nine children to a household, and it is these Irish-Americans who are representing the Eastern part of the continent. The French are second where the Irish are first.

The "Central" strike has turned out badly for the strikers.

Disappointed in the amount of assistance received from the organization to which they belonged, and stung to be reinstated into their old places, they are now plainly told by vice-president Webb that they must abandon all hope of return. The Company, Mr. Webb says, have enough men now to operate the road in all the departments. They have been weeding out the incapables that slipped in during the strike and have now an experienced class of men. "Even," he says, "if any of the new men should leave, their places will be filled by new men, as we have firmly determined not to employ men who have been doing all in their power during the last six weeks to injure the road." That the Company should have so determined, provided they won the fight, was to have been expected; that they have a right to so decide will be conceded by every unprejudiced mind. To deny this privilege would be rank injustice and tyranny.

The boy in the fable who in his greed filled his hand so full of nuts that he could not withdraw it from the narrow-necked jug until he relinquished his hold altogether,

furnishes a good illustration of the experience which is likely to come to the gas manufacturers of Chicago. Not satisfied with a liberal margin of profits, the four leading gas companies of the city have combined to raise the price of that indispensable article. The consequence is that the city authorities have filed a bill asking the courts to forfeit the charters granted to the four companies, and the trust. The charge is that they illegally combined for the purpose of suppressing competition and creating a monopoly, with the result that the city and individual consumers are charged exorbitant rates for gas, the quality of which is also inferior. Little commiseration will be felt for the grasping monopolists should they find themselves deprived of the power to do business at all. Such greed deserves to be sharply rebuked.

A. W. Ogilvie & Co.

The flour exhibit by the Ogilvie Milling Co. in the main annex building has attracted great attention during the fair, and is well worthy of notice. It consists of a pyramid of flour sacks of the various sizes and is about eighteen feet in height. On this pyramid are artistically displayed some of their principal flour brands, consisting of all grades of pure Manitobas, mixed Manitobas and Ontarios and pure Ontarios, among them being Ogilvie's Hungarian patent, strong bakers', Vienna sponge, wave crest, patent A, patent B, patent star, crown patent, Goderich, diamond A and white spray. D. D. Wilson's, Seaforth, also shown. All these brands of flour and oatmeal are unsurpassed in their several lines, and command the highest price in all parts of the Dominion. The whole exhibit is beautifully decorated with lithographs of the mills, sheaves of grain and banners. Two of Ogilvie's mills are located at Montreal, one at Winnipeg, one at Goderich and one at Seaforth, the best grain centres in the different Provinces, which enables this firm to supply their customers with the best quality of flour in all lines they require. The combined daily capacity of Ogilvie's mills is nearly 6,000 barrels. Ogilvie's brands of flour are household words from Vancouver to Halifax, and take the leading place in the Canadian trade as well as in foreign countries to which they are largely exported. The Hungarian strong bakers' and Vienna sponge brands are extensively used by nearly all leading bakers in the Dominion. The exhibit is in charge of J. F. MacLaren of Toronto, traveller for the firm in Ontario. Mr. T. O. Kemp, Seaforth, manager of the Ontario trade, Mr. Shirley Ogilvie of the Winnipeg firm, Mr. Hutchison of the Goderich branch, and Mr. D. D. Wilson of Seaforth oatmeal mills, have been in the city during the exhibition. The Ogilvie Milling Company commenced operations in the milling business about 25 years ago, and by their indomitable perseverance and energy now stand at the head of the milling industry in Canada. The whole concern is under the control of Mr. W. W. Ogilvie of Montreal, to whose indefatigable efforts are largely due the proud position the firm of which he is proprietor and manager occupies to-day.—*The Toronto Globe.*

Messrs Stewart Munn & Co., Montreal.

In the Dairy and Apiary buildings, at the Exhibition this year, we notice an exhibit of Munn's Pure Newfoundland Boneless Codfish in one and two-pound bricks packed in various sized boxes for the convenience of the trade. This article being of superior quality and a new industry introduced into Canada direct from Newfoundland into representatives, Messrs. Stewart Munn & Co., of Montreal, being desirous of drawing the attention of the merchants of Ontario to its production, and being a wholesome food for family use, have, in consequence, had this article monopolized heretofore by the United States. The Montreal firm expect to have arrangements made to supply the principal portion of the trade of Canada. Accompanying the exhibit are recipes for the different styles of cooking the fish.—*The Toronto Empire.*

Autumn Scenery Along the Hudson.

as viewed from the trains of the New York Central & Hudson River Railroad, whose tracks skirt for a distance of 148 miles the east shore of that noble river, is beautiful in the extreme. By taking the famous vestibule New York and Chicago Limited, leaving Grand Central daily at 9:50 A. M., the Southwestern Limited, leaving at 10:20 A. M., or the Chicago Express, leaving at 10:50 A. M., or corresponding trains leaving Buffalo for the East, at 7:00 A. M., 7:45 A. M., or 8:50 A. M., passengers are afforded a daylight view of natural scenery unsurpassed on this continent. Moreover, the magnificent equipment of all through trains by the New York Central route, including drawing-rooms, sleeping, dining, and buffet cars, four tracks, easy grades and light curves, offers to travellers the acme of comfort and luxury in travelling facilities.

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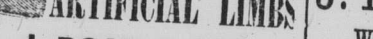
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