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GROCERS.

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J. F. Thackray; treasurer, W. S. Williamson;
inside guard, D. W. McCulloch; executive
committee, Messrs. Clarke, Berwick, Roberts,
and Barron. The annual "At Home" will be
held in January. It was resolved to advertise
the fact that the retail grocers give no Christ-
mas presents.

One might suppose, on looking as we did the
other day at the marvellous machines, and the
quick-fingered girls, at Eddy's match factory
in Hull, Que., that he could make matches
enough for all the inhabitants of this wooden
country. But we read in the Sackville, N.S.,
Post that the match factory of Chas. I. Keith
& Co., Havelock, King's Co., is about ready for
operations. The firm has put in a 100 horse-
power engine and boiler.

A consignment of apple trees was shipped
from Annapolis to California last week, the
first that has ever been shipped from the
province to the United States.

The St. Andrew's Canning Company are
finding a ready market for all their goods.
Two thousand cases of their manufacture have
been shipped this season to Montreal, rep-
resenting a cash value of \$10,000.

Those who have read Thackeray's charming
poem "The Cane-bottomed Chair" will
remember the cosy room where "Away from
the world and its toils and its cares, I've a
snug little kingdom up four pairs of stairs."

Here we talk of old books, and old friends, and old
times.
As we sit in a fog made of rich Latakia.
This chamber is pleasant to you, friend, and me.

The tobacco referred to is grown near Latakia,
a small seaport in Northern Syria, which
occupies the site of the ancient Laodicea. A
tribe called the Ansarich is specially engaged
in the cultivation of Latakia tobacco. The
plain of Koura, at the foot of Lebanon, also
gives excellent Syrian tobacco, the best quality
of which is very seldom seen in Europe. It
leaves a white ash, while Oriental tobaccos, as
a rule, leave a black or dark grey ash. In
Turkey proper the chief centre of cultivation
is Drama, in the Salonica province. This dis-
trict gives about 700,000 kilos. annually, the
best quality going to Constantinople, and the
inferior to Russia.

An example worth following is described by
the N. Y. Times thus: At the close of business
hours, in accordance with their usual custom
on Thanksgiving Eve, Messrs. Simpson, Craw-
ford & Simpson, Sixth-avenue, distributed
among their employees between 800 and 900
turkeys, aggregating in weight over five tons.

At this time of year, grocers are giving their
attention mostly to fancy groceries, to fruits
and Christmas goods, which are moving rather
more than other lines. There is a demand for
low grade teas, however, and of these Japans
and Young Hysons are scarce. The season in
teas has been a satisfactory one however.
"Take it all in all," said an importer yester-
day, "the season's tea trade has been fairly
brisk and fairly remunerative." Outside mar-
kets for sugar continue fairly firm, but in
Canada the demand is light, which seems to
keep the market down. The advance in
Valencia raisins is a feature of the market.
Sicily filberts and Grenoble walnuts are both
higher.

—A new merchant starting business in a
new house has formed a new sign board. It
reads: "Esculent Repository." The esculent
repository is nothing but a grocery store.—
Philadelphia Times.

SOME RAILWAY INFORMATION.

The returns of the Demerara Railway for the
fortnight ending October 19, 1889, amount to
\$7,496, as against \$7,955 for the corre-ponding
period of 1888.

The New South Wales Railway Commis-
sioners have accepted a tender for the manu-
facture of 12 tramway motors within the
colony.

The Homestead Steel Works of Carnegie,
Phipps & Company, at Pittsburg, recently
completed and shipped a lot of steel ties for
the Chicago & Western Indiana Railroad.

The Souris branch railway is now graded
within two miles of Melita, and the probabili-
ties are that it will be pushed to the coal fields
early in the spring, says the Brandon Times.
There has been a delay in laying track on
account of getting rails forward. The Cana-
dian Pacific Railway have large quantities of
material to handle for the Central and for the
Regina and Long Lake road and on that
account are kept more busy than usual.

We find in the Coal Trade Journal the fol-
lowing statistics of the Erie Railway's busi-
ness: The annual report shows earnings of
\$7,110,799 in the last fiscal year—a decrease
of \$1,179,299. Tons of coal carried were 9,377,
146—a decrease of 821,440 tons. Rate on coal,
.566 as against .611 per ton per mile. The
hard coal tonnage fell off 1,142,085 tons, while
soft increased 327,148 tons.

An electric locomotive of somewhat novel
design has just been built at the New York
Locomotive Works, Rome, N.Y., for W. H.
Darling. The storage system is used, the bat-
teries occupying what would be the fire box in
an ordinary engine. The reciprocating move-
ment of the pistons is caused by currents in
helical coils wound about the cylinder, the
construction being founded upon the principle
that an iron plunger will be drawn into a coil
of wire through which an electric current is
passing.

The Pennsylvania Railroad Company has
made contracts for 39,000 tons of steel rails
for next year's delivery, 12,000 tons to be fur-
nished by the Cambria Iron Company at
Johnstown, 12,000 tons by the Pennsylvania
Steel Company at Steelton, Pa., and 15,000
tons by the Lackawanna Iron & Steel Com-
pany at Scranton. The prices range from
\$28.50 to \$30 per ton at mill. The Union
Pacific Company has also recently made con-
tracts for 40,000 tons of steel rails for next
year, the order being divided among several
mills.—Railroad and Engineering Journal.

Mr. Taylor, the United States Commissioner
of Railroads, has received from the assistant
attorney-general for the Interior Department
an opinion that railroads receiving grants of
lands from States, which grants were made to
the States by Congress to aid the construction
of railroads, are amenable to the laws creating
the railroad bureau, and are required to make
such reports as the commissioner may demand.

The total of iron ore shipments from Lake
Superior mines during the season, says the
Chicago Herald, was 6,804,511 tons, which is
2,182,564 greater than last year, including rail
shipments. The entire season's output of the
mines exceeds 7,000,000 tons.

It is said that out of nine million bushels of
wheat shipped from Duluth by one firm last
year, seven millions was sent by way of New
York, not because the St. Lawrence route
cannot compete with the Erie as far as internal
freights go, but because shipping could not be
got at Montreal to take the grain across the
Atlantic.

The Hants Central Railway Company recom-
mend a line from Windsor, N. S., by way of
Noel and Maitland to Truro. It is said to be
59 miles in length, contemplates a bridge over
the Shubenacadie River, near its mouth, which
is estimated to cost \$1,450,000. The Stewi-
acke Valley and Lansdowne Company's line is
from Windsor to near Brookfield, crosses the
Shubenacadie River near Five Mile River, and
is 50 miles long. It is contended that it will
cost less than \$700,000 to build and furnish
all the accommodation that the other proposes.

PARAGRAPHS FOR SHOP AND FACTORY.

The seven paragraphs which immediately
follow are from the Boston Journal of Com-
merce, which appropriately calls them "Shop
Suggestions for Practical Mechanics":

When a countershaft heats in the bearing
that is supposed to always remain cool, and
runs cool on the side where all the strain of
the belt comes, see if the belt is not drawing
the shaft hard against a collar. Sometimes
the hub of a wheel is set up close to one of the
hangers for this very purpose, and where the
rim of a loose pulley is allowed to strike some-
thing should be expected to heat.

It would seem almost impossible to get a
belt to draw a shaft much in the direction of
its length and still run well on the pulleys,
yet this can be done not only one way but both
ways in every revolution of the belt.

There are more than fifteen reasons why a
belt should flap up and down while it is run-
ning. The seams being stretched all out of
shape and becoming "dog-legged" is responsi-
ble for some of its bad actions, and slipping
on the shaft wheels adds greatly in this respect;
but no belt, however well it has been taken
care of, can run as if asleep as long as the load
it is to carry is unsteady or the source of power
is intermittent in its action.

A pulley covered with leather will transmit
twenty-five per cent. more power than when
left with its smooth lathe finish for the belt
to run upon, and for this reason many a pulley
has been covered to make a belt drive where
it has failed to carry its load. The increase
in diameter is worth something in this respect,
and would be a help to the system if another
layer of belting could be added to both wheels.

A new method of measuring the speed of
shafting is being talked up of late by which
the number of revolutions are to be judged by
the hum of the instrument. It is proved that
for the sound of F there are 21,120 vibrations
in a minute, or 335 for every second, and all
that is required is to have a set of change
gears arranged so as to beat over the openings
of a flute and catch the letter that the shaft
gives. The variation in speed, even for a
single turn, is easily detected by a musical
ear, and whether the load on the engine is
properly balanced.

A number of experiments were once made
by taking short lengths of shafting and run
them for a long time while being sprung out
of line in their bearings, just to see how many
turns they would make before breaking in
halves. It took but a slight deflection when
the shaft was driven for a long while. Each
turn actually bends the shaft back and forth
in every direction, and no doubt accounts
for their coming apart in millwork occasion-
ally.

Another experiment has been made by
taking a bar of iron and hanging it up with a
string while a continual shower of light blows