

story at once graceful, strong and sad. There are one or two bright spots of true humor, and others of deep pathos, moving the reader to laughter or tears. The scene is laid partly in Italy and partly in the United States, and the story turns upon a marriage between an Italian count and an American girl, who was visiting in Italy. This union turned out unhappily, and ended after many years of misery on the part of the wife in a separation. The descriptions are beautiful; the story is evenly balanced, and the interest absorbing to the end, which is sad but peaceful. The moral appears to be not to marry aliens, for when the first glow of love's young dream is over the terrible diversity of habits and thoughts will work havoc. One is not so sure after all that Rachel's life was an utter failure. There are different ways of looking at it. D. Appleton & Co., New York; price \$1.25.

D. Appleton & Co. announce: "A Text-Book in Psychology," translated from the German of Johann F. Herbart.

The delightful autobiography of the famous artist Jules Breton appears in a superb *édition de luxe*, accompanied by twenty plates, reproducing Breton's most notable paintings of French peasant life, and including "The First Communion" and the "Evening at Finistere."

A new novel by the popular English author Rhoda Broughton, written in collaboration with an American, Miss Elizabeth Bisland, is to be published immediately in the Town and Country Library. The title is a "A Widower Indeed," and the book is described as one of much interest and force.

A beautifully bound illustrated edition of the charming story "Colletti," by the author of "Straight On," is to be published immediately by the same house. There are thirty-six clever illustrations by the French artist Jean Claude, and the book will appear with the luxurious accompaniments of wide margins, gilt top, rough-cut edges, and specially designed and novel cover.

Dr. Edward Eggleston, whose remarkable novel, "The Faith Doctor," has promptly entered upon a second edition, is one of the oldest contributors to *The Century Magazine*. He began his work for it by writing the literary notes for the first number, and furnished its first short story. It was called "Hulda, the Help."

The following tribute to the work of an American magazine is contained in the report of the Secretary of the Interior of the United States just submitted to Congress:—"Your attention is also requested to the paper contributed by Mr. John Muir to the number of *The Century Illustrated Monthly Magazine* for November, 1891, entitled 'A Rival of the Yosemite—the Cañon of the South Fork of Kings River, California.' It furnishes maps of this section and is illustrated by most admirable engravings of the wonderful scenery there existing. The engravings are chiefly from the pencil of Mr. Charles D. Robinson. These gentlemen, as well as the editors of *The Century*, especially Mr. Johnson, have taken a great personal interest in the forest reserves in California, and are worthy of great consideration, both from their experience and intelligence. The magazine article mentioned advocates the extension of the Sequoia National Park so as to embrace the Kings River region and the Kaweah and Tule Sequoia groves. The boundaries are there set forth. The subject is recommended to your favorable consideration and action."

This month brings the Christmas numbers of the magazines, which are always welcome guests. The *Century* holiday number is a work of art, and full of the spirit of Christmas. Pictures and poems celebrate the event of the month, and among them we find the following.—The cover comes first, being a new and special design, drawn by George Wharton Edwards, and printed in gold on brown and white. The frontispiece is a reproduction of the painting of "The Holy Family," by Du Mone, a young American artist, who presents in this picture an original conception of the subject. The number also contains engravings of modern pictures relating to Christmas as follows:—"The Arrival of the Shepherds," by H. Lerolle (with a poem by Edith M. Thomas); "The Appearance of the Angel to the Shepherds," by P. Lagarde; "The Annunciation to the Shepherds," by J. Bastien Lepage; "Holy Night," by Fritz Von Uhde, and a Madonna by Dagnan-Bouveret, accompanied by a poem by Mrs. Mary Mapes Dodge, entitled "An Offertory." Quite appropriate to the season also is Mr. Stillman's article on "Raphael," accompanied by Mr. Cole's engraving of "The Madonna of the Goldfinch," made especially for this number, and three other examples of Raphael's work—the *Æneid* and *Parnassus* groups from the Vatican, and the portrait of Maddalena Doni. Relating to the season also are four stories: "The Christmas Shadrach," by Frank R. Stockton; "A Christmas Fantasy, with a Moral," by Thomas Bailey Aldrich; "Wulfy, A Waif," a Christmas sketch from life, by Miss Vida D. Scudder, and "The Rapture of Hetty," by Mrs. Mary Hallock Foote; the last dealing with a Christmas dance on the frontier, and illustrated by a full-page drawing by the writer. There are many other illustrated articles of general interest contributed by known writers, making the number of special value. Published by The Century Co., New York.

EDISON'S NEW METHOD.

Referring to the recent published interviews with Mr. Edison concerning the improved system of street-car propulsion, a general and wide spread impression seems to have been created that the new method is to entirely supersede the present trolley system. This is absolutely not so.

Mr. Edison has devised this new system for loads of heavy traffic in large cities where the expense of the original installation is warranted by the traffic, and where the trolley system will not be permitted. For instance, the new system would not be applicable, in a commercial sense, to long roads operating less than 50 cars simultaneously. It must therefore be understood that outside of the large cities the best system that can be advocated is the trolley.

In order to have a better understanding as to just what this new system is for large cities, we are furnished the following information by Mr. Edison: The overhead system is entirely dispensed with.

The present cars, trucks, tracks and road-beds as now in use are retained with certain changes in the joints and cross-ties.

The power furnished by 1,000 volt generators is distributed to reducing apparatus placed in boiler plate manholes at intervals varying in accordance with the number of cars required to be operated. At those various reducing points the current is transformed from 1,000 volts to a 20 volt pressure and connected direct to rails of track. This limit of 20 volts is fixed in order to prevent any effect of the current on horses.

The economy of current is about the same as present system of trolley.

The car motors being wound with uninsulated copper bars, and the pressure current being so low, there is entire freedom from burning out armatures, as water can be poured on the armature without any ill effect.

The problem of producing a perfect rail joint and the picking up of heavy current through a mud-covered rail has been solved in a practical manner. The road at Mr. Edison's laboratory is a quarter of a mile long with a six per cent. grade and very short curves. It is operated successfully when the whole of the rails are buried in mud, and also in dry sand.

Mr. Edison is arranging to have the system placed in practical operation on a heavy traffic road in a large city, probably New York, to demonstrate its practicability. This will be done during the coming year.

INDUSTRIAL NOTES.

We would invite your attention to the advertisement in this issue of this now famous box metal, for all kinds of machinery journal bearings, from a root cutter to a threshing machine, or from an electric light machine to the largest engine ever built. Some firm has been busy in circulating printed matter calculated to damage the reputation of Copperine and thereby build up their own, which is not considered good practice. The best article will take the trade. "The survival of the fittest." Copperine is not unknown to many of the largest machinery owners in this section. Everybody says it is a good box metal. Its manufacturer says it has no equal. Messrs. Ogilvie & Co., of Montreal, have used it a few years past. Just lately they ordered, built by Messrs. Wm. & J. G. Gay, of Toronto, one hundred and fifteen flour machines, stipulating that every box was to be made of copperine. They would use no other metal. The Montreal manufacturers to a man say it is the best they have ever used, and they have tried all the latest contrivances. Copperine took the diploma at the St. John, N. B., Fair last year, and again this year, as well as the diploma from the Montreal Fair. We are safe in saying that copperine is one of the best metals to be had at any price, and withal is the cheapest.—*Com.*

At the annual meeting of the Kerr Vegetable Evaporating Company, Ltd., held at Kentville about three weeks ago, the business was shown to be in a satisfactory condition. A margin of profit was made, notwithstanding the heavy capital expenditure.

THE SPOOL WOOD INDUSTRY.—The American Bobbin, Spool and Shuttle company are making preparations for next season's work. They intend erecting a mill in the Sugary and work is going on chopping down the birch and sawing it into four feet lengths. The company has an office in town, alongside the Sutherland & Creaghan store.

Mr. Chas. D. Manny (for a long time manager of the works at Glead, Maine,) assisted by Mr. John Russell, formerly of the Russell Spool Works in Newcastle, will have immediate charge of the practical details of manufacturing at the mills at the Sugary and Ox Brook.

Mr. Wm. E. Skillings, secretary of the company, was recently here overlooking the ground and expresses himself as greatly pleased, not only with the chance to operate and the general good quality of the wood, but also with the cordiality with which he was received on every hand.—*Advocate.*

HUMPHREY'S MILLS, MONCTON.—The grist mill of J. A. Humphrey & Son, Moncton, is capable of grinding fifty bushels in one hour, and ground 3,000 bushels in one week this fall. The grain was brought in by farmers in the vicinity. The woollen mill now gives employment to 57 hands, and in the three mills they employ from 80 to 100 hands. They take wool in exchange for cloth. Large quantities of wool is sent them from all parts of the Maritime Provinces and Quebec. Their cloths are handled by the principal wholesale and retail dealers in the Dominion. During the past spring they added fifty per cent to their former capacity. Their mills are about two miles from the I. C. R. railway station at Moncton, and there is a siding of the I. C. R. and Buctouche & Moncton Railway within a few yards of their carding mill. From the time the wool enters the mill until it is ready to come out in cloths, it passes through twenty processes, and it is a profitable hour that is spent in watching the manufacturing of cloth.—*Moncton Transcript.*

Those who do not visit Pompeii every time they travel upon the continent are surprised at the changes which are noticeable since last they looked upon the excavations of this most wonderful city. Recently two important additions have been made to the buildings which tourists are permitted to visit. They are the temple dedicated to Augustus and the women's baths which certainly, for thirty years, have been used for the storage of objects of art. The latter is the only building in Pompeii in which are preserved intact, without any restoration, the ceilings of the rooms, and the pavement of the tepidarium is also intact. In the temple only one object—but that of great value to art—is preserved, the altar on which sacrifices were offered up.—*The Chicago Graphic.*