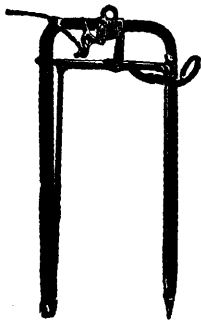


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clutch, adjustable for size of load desired; ingenious design of stop block, which enables perfect control of carriage; no springs required for locking car which has motion in all directions; compact form of fork which can be tripped in any position; the car is reversible and of double action; for novelty, ingenuity, and usefulness. Excellence of material and construction.

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petitor at the various shows for which she was entered. The prizes and certificates won by this splendid animal since 1892 would suffice to fill a long catalogue. A first was the invariable rule. The records of the Animals' Institute Donkey Show, the now familiar Costermongers and Street Traders' Donkey and Pony Show at the People's Palace, and the Industrial Exhibitions at Lower Clapton, all go to prove this. As a matter of fact, so great a reputation was achieved by the Flying Scud as a prize show donkey that within quite recent times the executives of shows at Dulwich and Herne Hill declined to allow the mare to be entered on the ground that it would deter others from attempting to compete. When the championship race above referred to was over, Peter Jackson, the pugilist, offered the owner £60 for the winner, his intention being, it is stated, to take her to America on tour for exhibition. The offer of course was refused. Only a few weeks back Spencer also declined to take £100 for his pet, and the sad death of the favorite has been the occasion of much legitimate sorrow in the coster's little household in the Southwold road. The knacker's ruthless knife closed in unceremonious fashion the eventful page of Flying Scud's unchecked career of victory in life.

Old Europe Shows Us The Way.

THE *Toronto World* in a recent issue preached the following pointed sermonette on the evils of poor roads: "As the result of an inquiry made by the United States Department of Agriculture, replies were received from over 1,200 counties, giving the cost of hauling crops in various parts of the United States. The average load hauled was found to be 2,002 pounds; the average length of haul, 12.1 miles; the average cost of hauling a ton of crops to market was \$3.03; while the average cost of hauling a ton for a distance of one mile was 25 cts. In order to compare the roads of the United States with those of Europe, the bureau, through its consuls, made careful inquiry on the subject of cost of hauling in England, France, Germany, Belgium, Italy and Switzerland. The average cost of hauling one ton one mile was found to be in England 10 cts.; in France, 10 cts.; in Germany, 8½ cts.; in Belgium, 9½ cts.; in Italy, 7½ cts., and in Switzerland, from 6 to 8 cts., the average for all these European States being 8.6 cts. per ton per mile. More than one cause may enter into this determination of cost, but that the great cost in America is due to our poorly-made dirt roads is proved by the fact that while over the superb roads of Europe a farmer will