

COMMERCIAL SUMMARY.

The Directors of the Suez Canal have decided to reduce the tolls half a franc on January 1, 1893.

Boise City, Idaho, is now heated with hot water from the hot springs a mile from the city. The cost will be 50 per cent. less than coal.

The medical faculty of Queen's University at Kingston has passed a resolution regretting the action of the medical council in reducing the amount of practical anatomy required of the students.

An extract from the *Sydney Morning Herald* states that the rock-cutting dredge *Poseidon*, has started work at the entrance of Newcastle Harbor. A trial of the rock-cutter was made and gave every satisfaction. The progress of the work will be watched with interest. The cutters are eight tons each, and remove the rock under water without the use of explosives.

It is said that the new passenger steamer for the World's Fair will be launched about December 1st. Over three hundred men are working on the boat. More than half the frames are up and the steel plates are being put on. She will be the finest passenger boat afloat on the Lakes next season. She will be 362 feet long, 42 feet wide and 25 feet deep.

At present the general merchandise traffic between Chicago and the lower lakes is monopolized by the steamer lines directly owned or in control of the trunk lines. There are over fifty steamers now engaged in it. The announcement that the whalebacks were to compete with the railroad line was made recently by Captain John G. Keith, who had just returned from West Superior.

The Russian duty on foreign-built vessels is 19s to 26 per ton, the rates varying according to size, construction and other details. Hitherto this duty has been made payable immediately. By a recent imperial notification it is now declared that the payment of the duty may be extended over ten years, but must be made in equal annual installments. The unpaid portion of the duty must be treated as a first charge upon the vessel, and this must be secured by a proper insurance upon it. This regulation is declared to be a "temporary measure" enduring only for five years.

A fleet of whaleback steamers will enter into active competition next season with the railroad propeller lines between Chicago and Buffalo for the immense trade in merchandise, flour, pork and other heavy freights which form the bulk of the shipments between Chicago and the seaboard. The steamers for this traffic are now already under construction by the American Steel Barge Company at West Superior, and five or six more will be commenced as soon as there is room in the whaleback yards at that place. These merchandise steamers are 265 feet long and 38 feet wide, and will carry 100,000 bushels of wheat.

The ordinary revenue of the Russian empire for the first six months of this year amounted to 397,600,000 roubles, against 404,000,000, roubles for the same period in 1891. The extraordinary revenue

amounted to 162,000,000, against 10,000,000 roubles in 1891. The ordinary expenditure amounted to 420,000,000 roubles, against 300,000,000 roubles in 1891, and the extra expenditure amounted to 70,000,000 roubles, against 10,000,000 roubles in 1891. The *Bourse Gazette* says: "The Budget for 1893 will show no deficit. No internal loan will be raised, but credit notes will be issued on the security on the stock of gold. The Finance Minister intends to increase the revenue by indirect taxation."

CLOAKS.

The winter fashions in cloaks have brought no surprises. The novelties visible are in the trimmings and in the modes of using them. The lines of coats exhibited shows an excellent variety, which speaks well for the universal popularity of these garments. Reaser jackets and military coats divide honors. Another favorite is the revised Russian coat with box pleated back. This latter coat is an excellent modification of the Russian garment, for the heavy woolen stuffs suitable for winter do not lend themselves for make up as rigid copies of the original form of this coat.

Capes from thirty-six inches to forty-two inches are still good. It is a garment which is peculiarly fit for early fall wear.

In trimmings for fall, furs, feathers and passementerie are being used in a diversity of ways.

Though there is no lack of varieties in all classes of cloak goods, still nothing distinctly novel is shown.

NOT A GOOD VINTAGE YEAR.

According to the *London Wine Trade Review*, 1892 will not rank as a good vintage year. The yield promises to be exceptionally small, but generally speaking the quality will be good. The extremes of heat and cold, rather than disease, have caused a diminution in the crop. The scorching of grapes in the claret districts means a small yield of indifferent quality. From Bordeaux it is reported that the vintage is entirely free from mildew. From Rheims it is reported that the champagne will be scarce, but of high quality. A similar report comes respecting Burgundy. The yield of champagne at best will be only one-half of last year's yield, but it will be of excellent quality if the fine weather continues. The *Jérez* correspondent of that journal expects a rise in the price of the cheaper sherries, the hot weather of August shortening the crop. The Portuguese vintage will be earlier than for several years, and the grapes have a promising appearance. On the Rhine and Moselle the yield will not exceed one-third of the average, but the quality will be good.

The present dull state of the shipping trade in Great Britain is without a precedent.

The iron ferrule, which is now coming into general use for the ends of tubes in the combustion chambers of steamers, is the invention of a British dockyard fitter. He has no patent on the ferrule, and will, therefore, lose a fortune.

FOREIGN MARINE NEWS.

Four steam vessels, the *Balena*, *Diana*, *Active* and *Polar Star*, will prosecute the South Sea whale fishing. They are being fitted out at Dundee, Scotland.

Excepting her rudder, the Cunard monster steamer *Campania* is entirely of British construction. The rudder, formed of a single steel plate, is so wide that no British firm possessed the necessary machinery for rolling it, and the work had, in consequence, to be entrusted to Krupp, of Essen, Germany.

An ingenious device was adopted during the recent British naval manoeuvres for the purpose of determining whether or not a torpedo really hits an enemy's vessel and puts her out of action, and thereby avoiding the disputes which have arisen on all previous occasions. Each torpedo boat carried four Flume Mark IV Whiteheads. Instead of the usual wooden heads that are fitted for peace operations, the projectiles were equipped with collision heads weighted with water to represent the explosion charge, and as the new fittings were made of thin copper, they telescoped on impact, and consequently registered the hit. At the rear, a Holme's light was attached, which flamed as soon as the torpedo rose to the surface, and, by indicating the position of the missile, facilitated its recovery.

A WOMAN'S IDEA OF A DRUMMER.

Time was when Sam'l of Posen represented a type of the race known as the drummer, says an exchange. Of course this was to the uninitiated, the woman who was married or in any way related to the drummer himself, knew him for what he was.

Now-a-days, all her ideas have changed, and she thinks of the traveling man as an indescribably fascinating person, who goes about something like the lion of biblical story—not a roaring lion—oh, no! but a lion "seeking whom he may devour." An immaculately attired somebody with nothing to do but be agreeable. A sort of male butterfly that a woman traveling alone must beware of for fear he figuratively and literally sips all her honey.

If any man on the train looks at all flirtatiously inclined, a woman immediately dubs him a drummer and in a half spiteful, wholly womanly spirit, thinks to herself that he had better be thinking of his wife at home, meanwhile, no doubt, meeting his smiling glances half way.

Every uninitiated woman secretly wonders if it is true that a drummer has a sweetheart or wife in every town. Poor, maligned fellows! what does it really profit them to be strictly virtuous.

And there is another side to the picture for every woman and that is the side of the drummer's wife. She is looked upon with pity by some, envy by others and curiosity by all. The woman who dotes upon her husband and cannot allow him one evening out a week, sighs pityingly, "poor thing." The woman who wants a good time and cares not for propriety, sighs enjoyingly, "happy thing," and so it goes, whether you are a drummer or not you are sure to regret it.