

DALBY & CLAXTON PAINTS, VARNISHES, ETC.,Real Estate, Insurance,
Mining & Financial**AGENTS.**

-AGENTS FOR-

The Yorkshire Guarantee and Securities Corporation, England.
Alliance Assurance Company (Fire), England
The British Columbia Fire Insurance Company, Victoria.
The Great West Life Assurance Co., Winnipeg and Victoria.
The Royal Canadian Packing Company, Claxton, Skeena River.

64 YATES ST., VICTORIA.**MISTAKES IN SHIPMENTS.**

Seldom a day passes but some jobbing house must explain to a dealer why there was an error in filling his order. In very few instances, however, are the jobbers really to blame, for their system is such that mistakes are not probable, if not practically impossible. The trouble is oftentimes with the dealer himself, who is careless, when in a hurry about making out the order. Here are some rules which are worthy of consideration, if not study. They are as follows:

Write plainly and legibly.

Give exact shipping directions in each and every order.

Write only one item on a line.

Devote a separate sheet to correspondence.

If ordering from a catalogue, give exact number, description, and price, stating number or month of catalogue from which your order is taken.

Put your samples in an envelope marked "samples."

Don't forget to sign your name. Many do.

HUNGARIAN MILLING.

Taken altogether, 1892 was a bad year for Hungarian merchant millers. Several causes conspired to this end. To begin with, during the first three months of the year, the Budapest wheat market was in an inflated condition relatively to the prices ruling in the rest of the world's exchanges. The great fall in the price of the principal cereal which took place at the end of 1891, as soon as it became clear that America was in a position to more than make up for the deficiency of Russia, did not, for some reason or other, extend to Budapest. This refusal to recognize facts cost the Budapest and large country millers very dear, as, paying extravagant prices for their raw material, they were naturally in no condition to compete with the millers of the United States, who, as far as prices go, are nearly always at an advantage.

It is noteworthy that, whereas in 1888 the mills of the Hungarian capital exported 770,000 metercentners of 220.46 pounds to Great Britain, their exports last year had shrunk to some 410,000 metercentners; the same items in the exports of France are written as 170,000 and 100,000 metercentners respectively; in the exports to other lands another fall is observable, the former item being 415,000 as compared

Coach Colors in oil and
Japan, Coach Varnishes,
Window Glass, Plate Glass



Ornamental Glass and
all kinds of Painters' and
Artists' Requisites.

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1812.**MONTREAL.**

with 150,000 metercentners. The closing of the foreign markets was to a certain extent, compensated by a brisk demand from Austria, in which other half of the empire a long continued drought had put many mills out of "the running," as the saying is. Doubtless it is due to this exceptional home demand that the last month of 1892 closed at Budapest with relatively low stocks of all the higher grades of flour. The loss of the British market is keenly felt, and strenuous efforts are being made to induce the Government, who owns the railroads, to assist the mills in winning back the ground lost in the United Kingdom by such a reduction of rates as shall enable the agents of Hungarian mills to undersell at any rate the American patent flours. Whether the authorities will see their way of carrying goods at a loss is, of course, another matter.

WHY LOST PEOPLE WALK IN CIRCLES.

The fact that people lost on a desert or in a forest invariably walk in a circle is due to slight inequality in the length of the legs. Careful measurements of a series of skeletons have shown that only 10 per cent. had the lower limbs equal in length; 35 per cent. had the right limb longer than the left, while in the other 55 per cent. the left leg was the longer. The result of one leg being longer than the other will naturally be that a person will, unconsciously, take a longer step with the longer limb, and consequently will trend to the right or to the left, according as the left or the right leg is the longer, unless the tendency to deviation is corrected by the eye.

The left leg being more frequently the longer, as evidenced by measurement of the skeleton, the inclination should take place more frequently to the right than to the left, and this conclusion is quite borne out by observations made on a number of persons when walking blindfolded. Further, on measurement of the arms, it is found that in 72 per cent. the right arm is longer than the left, while in 24 per cent. the left arm is the longer, showing that a considerable majority of persons are right handed and left handed. The inequality in the length of the limbs is not confined to any particular sex or race, but seems to be universal in all respects.

HOW TO OBTAIN DRY STEAM.

When putting up a steam pipe between boiler and engine, it should be made to slope slightly towards the engine, so that

all the water and condensed steam will be carried forward, as it can not be made to run back against the flow of steam, for water once in the pipe must move forward, and if no other outlet is provided, it must travel through the cylinder of the engine. The water can be kept from the engine by putting a separator or water catcher in the horizontal pipe, near the last end before it reaches the engine. A small pipe will lead from this back to the boiler, trapping the water before it reaches the cylinder. By the use of this simple arrangement the steam supplied to the cylinder will be much dryer and give better results in doing the work; it will also remove the danger of injury to the engine on account of entrained water. The pipe leading back to the boiler need not be larger than $\frac{3}{4}$ or 1 inch in diameter for engines of 100 horse-power or less.

If a water glass forms a portion of the return pipe, it will show that a surprising amount of water is returned from the steam pipe to the boiler. This water would otherwise have gone through the cylinder, requiring a greater amount of lubrication, assisting or causing leaks, and presenting a possibility of great danger to the engine.

In boiler tests, the steam which is condensed in the pipe and the water carried off by priming, is often credited to the coal, when a large portion of it is due to priming effects. The condensation of steam in the steam pipe is much greater than is generally supposed, and is always so much that greater economy in fuel would be obtained if the pipes were covered with some good non-ducting substance.

The different forms of separators employed in steam pipes serve an excellent purpose in providing dry steam only, to the engine, but if steam pipes were well covered, the work required of the separator would be reduced, in many cases, much more than one-half.—*Stationary Engineer.*

The Montreal spice mills of S. A. and A. H. Ewing & Co., was injured by fire to the extent of \$4,000; partly covered by insurance.

The Ontario Legislature is to be asked to give power to Toronto to spend \$10,000 in advertising at the World's Fair.

At a meeting of the bankers' Association of Winnipeg, it was decided that American silver would be received by banks at the following rates of discount after 1st April:—the silver dollar, eighty cents; half dollar, forty cents; quarter, twenty cents; and dimes, five cents.