

amazing that such a thing should be tolerated, but ladies make no open protest, gentlemen are heedless, the conductor is complacent, and the brute remains undisturbed, although he has no more right to empty this matter in a public vehicle than any other kind of filth. Ere one has left the car the conductor has probably rudely seized him by the shoulders in demanding his fare, he has been compelled to listen to idiotic whistles and other noise-makers; and his emergence from it has been accomplished only after a struggle with the hobs that congregate on the platform.)

(If this is a fair account of American car-manners we may be thankful that on this score, as well as on others, we are Canadians and not Americans. However crowded our cars may be, there is in them an almost invariable spirit of courtesy, good nature, and mutual accommodation.—E.)

Don't bustle into a theatre after the performance has begun, to the annoyance of others. Arrive early and be seated in time. The manager, who will resolutely refuse permission for any one to enter an auditorium after the curtain has risen, will win for himself a golden meed of praise.

(This again is perhaps a little extreme. Late arrivals can, and mostly do, take their places, at least with us, without noise, demonstration or disturbance.—E.)

Don't talk at the theatre or at a concert when the performance is going on. To disturb others who wish to listen is gross ill-breeding; but, unfortunately, it is common with the very class who pretend to an extensive share of good breeding.

(Here also we think Halifax at least is not particularly open to censure. It is quite possible to speak a few words now and then in a low tone without annoyance to the most attentive listeners, and we do not remember ever to have seen propriety transgressed in this respect.—E.)

Don't at any public entertainment make a move to leave the auditorium before the performance is over. Men who recklessly and selfishly disturb public assemblies in this way have the instincts of savages, not of gentlemen. *ETIQUETTE.*

AN ABSURD STORY.

"Woman coming driving a horse."

The word was quickly passed along the street. Children screamed and scattered right and left, strong men shuddered and grew pale and some drew back into doorways. Suddenly she dashed around the corner. Then she was gone. A policeman crawled out of the street with a broken leg and a ruined countenance.

She dashed on down the street. Those who were warned in time got out of the way; the others were borne down. The truck drivers and ice waggon men hurried into side streets. The passengers got off a horse car and lifted it from the track and gave her the right of way. Was she insane or anything of that kind? Oh, no, not at all. She was all right—simply one of those ladies who likes to drive, and "can handle a horse better than any man they ever saw," "dearly love horses," and all that sort of thing.

Occasionally she turns a corner and snaps off a lamp-post or draws under a shade tree. The horse is breathing pretty hard, so to take his attention from his lungs she stirs him up with the whip. Then she comes to a hill and agitates the whip all the way to the top. She is so fond of riding fast when she drives. And this horse just loves to go if you only let him know what you want of him. She lets him know all right enough. She allows the horse to rest once in a while, of course—not long at a time; but then, when we consider that she always stays for that purpose at the intersection of 2 narrow streets and right across the car-track, perhaps it is long enough. Then she always drives fast enough to make up the lost time. She's doing it now. See the steam fire engine get out of her way. There goes the wheel of a horse-car—those horse-cars can't stand everything. Then there are a few more hills and the horse again gets his attention drawn from the condition of his lungs. At Tenth street the horse lies down exhausted.

"Oh, dear," she says as a policeman approaches. "I really don't know what's the matter with my horse. I never saw him lie down this way before. I've driven him from 123rd street, and he came all right to here. He must be balky or something of that kind."

"Is it a question of life and death, madam?" asks the policeman as he approaches cautiously.

"Oh, dear, yes, pretty nearly. I am going to the meeting of the Women's Society for the Prevention of Cruelty to Animals, and I don't see what they can do if their president isn't there. Can't you poke him in the side a little with that stick you've got?"—*N. Y. Tribune.*

INDUSTRIAL NOTES.

A FEW WORDS ABOUT FILES.—A new file should be used with a light pressure on the work till the needle-like points of the teeth are worn away. After this a heavier pressure may be used with much less danger of breaking off the teeth at their base. Many new files are violently diminished half their efficiency by a few careless strokes when first applied to the work. Do not use a new file on the chilled or gritty surface of castings, or on a weld where borax or similar fluxes have been employed. No files can endure such usage. Every filer should be required to keep a worn file with which first to attack the rough, gritty, or oxidized surface of iron work, and thereby pave the way for more efficient work with his sharp files. A piece of gritty or chilled casting that would rapidly destroy the cutting qualities of a new file would produce scarcely any damaging effect to a worn one. In filing steel, better results can generally be obtained by using files of a grade not coarser than "2nd cut," finer grades being employed according to the finish and delicacy of the work under manipulation. Parties using files should always seek to discover the fitness or adaptability of cut and form of files

especially suited to their work. No one should expect the best results from a file on brass or spelter, which was intended for iron or steel. Consumers of files should see that they are furnished by the dealer or manufacturer with the full weight articles. This is always important, and especially in case recutting is desired. A full weight file can be cut two or three times, while a light weight will scarcely bear one recut and give satisfaction.

The *London Telegraph* says that according to all accounts, the new "Label Rifle" is a wondrous weapon, and is destined to do terrible things. The Academy of Medicine, wishing to diagnose the physical consequences of wounds inflicted by its bullets, recently made experiments on twenty corpses, probably those of paupers, or of ill-fated waifs, picked up at the morgue. The bodies were placed at distances from 200 yards up to a mile or so. The bullets whizzed through the bones, and pierced them without fracturing them, as is done by the bullets of the "Gras Rifle." The wounds were small in their punctures, and consequently very dangerous and difficult to heal. Injuries inflicted at short distances were so considerable that, in the opinion of the surgeons, they would be almost incurable. At the longest range, 2,000 metres, a poplar tree was hit, but the bullet, which impelled a certain quantity of air before it, did not go through the tree. At 1,200 metres the tree was pierced through and through. The discharges are unaccompanied by smoke, and the reports are comparatively feeble.

A notable instance of Canadian enterprise is presented by the Acme Silver Co., of Toronto. In 1884, this company purchased from the Merriken Silver Plate Co., of Merriken, Conn., the entire stock and plant of their branch factory in Canada, then situated on Church St., Toronto. At that time it was but a small affair, employing only some twenty hands, and was comparatively unknown, whereas to-day it gives employment to over sixty skilled and trained mechanics, and the products of the company are known from British Columbia to the Maritime Provinces, and Newfoundland, while they occupy one of the largest brick buildings in Toronto. This firm has lately opened up an important trade with the Australian Colonies, and next year will send a representative from their own city direct to work that ground just as their travellers are doing Ontario and Quebec to-day; and no doubt, efforts of this kind will go a long way in promoting a knowledge of our capabilities in manufacturing, and in opening up markets for the finished article. In 1886, one of the most admired exhibits at the Indian and Colonial Exhibition was that of the Acme Silver Co., and a gratifying result is, that quite a business has been done with the British public. The officers of the company report fair prospects for the coming season as regards Ontario, while the prospects for the North-West, Quebec, and the Maritime Provinces were never better. All, or nearly all, plated-ware is sold by discount from catalogue prices. In 1878, there was not a piece of plate made in Canada, and on all the goods imported, the consumer had to pay the duty. Now, the finest goods are made in Canada, and sold at the same prices, and even lower, than the same class of goods could be purchased in the United States.

Messrs. I. Matheson & Co., New Glasgow, N. S., engineers and boiler makers, are also manufacturers of gold-mining machinery, winding gear, mills, pumps, etc. This concern has been a long time in this particular line of business, and are manufacturing a great deal of the machinery for gold mines in the Maritime Provinces.

The Burrell Johnson Iron Co. (Ltd.) of Yarmouth, have recently added to their foundry a new building that will accommodate 12 more moulders in the stove line, and that means 3,600 more stoves a year. John White, of this city, was elected one of the directors of the company on Friday last.

That Protection does not always increase the cost of the manufactured article to the consumer is practically illustrated in the case of drain pipes. Before the N. P. came into operation, all the drain pipes used in Canada were imported. They came chiefly from Scotland. But within the last few years two drain pipe factories have been started up in the Dominion—one in Hamilton, the other in St. John's. The importers of Scotch pipe, who had up to this time a monopoly of the business, fought hard against the domestic article, and particularly struggled against the St. John's pottery. But it was of no avail. In various tests and trials the superiority of the Standard Company's pipes was proved beyond a doubt, besides they were offered to the public at from forty to fifty per cent. less than the Scotch pipes had ever been sold for. Montreal is now getting its drain pipes for one-half what it previously paid, besides securing a better article. A more striking illustration of the importance of encouraging infant industries could not be well furnished. Had it not been for Protection the drain pipe potteries would not have been started here.—*St. John's (Que.) News*

EXPERIMENTAL FARM.—The buildings for which Rhodes, Curry & Co., of Amherst, have been awarded the contract are 5 in number, at \$16,400, the lowest tender. They consist of superintendent's house, 42x40 and L 24x21, 2 stories, hip roof; horticulturist's 31x30, L 16x16; workman's cottage, 27x21, L 14x12; barn 111x50, 18 ft. posts on stone foundation of 10 ft; stable 65x32, 17 ft. posts.—*Gazette.*

The shoe-last and shoe-peg factory of Messrs. John Lewis & Son, at Truro, which was destroyed by fire July 2, is being rebuilt. It is said that this is the only industry of the kind in Canada.

Messrs. George Fleming & Son, St. John, N. B., have recently built two more steam boilers for the Dominion Government, to be placed in the lighthouse at Cape Race.