

TOO WELL ILLUSTRATED.

A singular incident occurred in a Hoboken saw mill. An operator had three fingers severed by a revolving saw. A few days afterward, an insurance adjuster called at the mill to investigate the accident. He was shown the machine by the superintendent, who offered to tell him all about the accident; he said that it was a case of pure stupidity, and after explaining the utter carelessness of the operator in the most bitter way, undertook to show the adjuster exactly how it must have occurred. He picked up a piece of wood and pushed it near the saw, which was then in motion; at the same time he looked up at the insurance adjuster, explaining, etc. Before he was aware, two of his own fingers were caught by the saw and severed.—Monthly Bulletin.

WHITE LEATHER.

White cowhide has long been used for various purposes, though its place has now been taken to a considerable extent by other and cheaper leathers. It is used, for example, in making suspender tips, and its use in making military belts is familiar. For this purpose it is made up with the flesh side out, and the belts are whitened as occasion may require with chalk or pipe clay.

White calfskin is more extensively used than white cowhide. White calf is used for fine and costly work in book-binding, it may be for gift books, and sometimes for prayer books. White calf is also used for suspender tips.

More extensively used than either white cowhide or white calfskin are the white sheepskins. White sheepskin is used also for suspender tips and for covering trusses and other articles of metal, and for the trimmings of shoes. It is used for book binding, especially for the binding of medical books, in which use it is first sprinkled with a coloring material which gives it a mottled appearance.—New York Sun.

ELECTRIC RAILWAYS IN JAPAN.

Two corporations, the Tokio Electric Railway Co. and the Tokio Electric Car Railway Co. have been organized for re-equipping existing horse car lines in Tokio and building new lines of electric railway. The former company has at present a capital stock of \$2,500,000 and will control all lines in the eastern half of the city, aggregating 100 miles of track to be built within five years. It will change 20 miles of horse car line to electricity. The second named company will operate the lines in the western portion of the city. Additional roads aggregating about 200 miles will be taken up by each company upon the completion of the first 120 miles by each. An estimate on the first 50 miles of road, including the entire equipment of cars and the power station, is placed at \$2,500,000. A central power station will be built on a river about five miles from the centre of the city, and power will be delivered to the trolley lines by eight transformer stations placed at convenient points in the city. The streets are mainly 60 feet in width, and the roads will be double track. There is also in contemplation a suburban line between Tokio and Yokohama, 18 miles in length, paralleling a steam railroad. In nine other cities and towns arrangements are being perfected for the construction of a sum total of 135½ miles of road.

NEW USE FOR SAWDUST.

The London Timber Trades Journal thus describes a new fuel, lately patented in England:

It is for a new fuel, which appears to possess much merit, and to deserve careful consideration of woodworkers. It is of the briquette class, but formulated on entirely new lines. The larger blocks heretofore employed give way to a cube 2½ inches by 2 inches by 2 inches, experience proving this the best universal size. It lights readily, gives out more heat, burns longer, weight for weight, than the best coals. It is very hard, there are neither dust nor "blacks," and, what is particularly to the point, it costs less than coals. Sawdust forms an appreciable percentage of the composition, and in these days of economical uses for by-pro-

ducts the opening of a new field for the advantageous disposal of wastes from sawmills is pleasant to hear of.

FOUR HUNDRED MILLIONS SPENT ON THE AMERICAN NEW NAVY.

"Fifteen years ago we had not a modern gun afloat in the navy of the United States," says Chairman Boutelle of the house naval committee. "We had no facilities whatever for the manufacture of armor. In fifteen years, while we have not done all that ought to have been done in that direction, we have at least accomplished some notable work. The total appropriations for the naval service during the past fifteen years have amounted to \$387,987,840, of which nearly 50 per cent. has been appropriated during the past five years. In fifteen years we have increased the authorization of vessels for the new navy, including those in the present bill, by 238,014 tons, and of that amount nearly 51 per cent. has been authorized within the past three years. The increase in the armament of the navy has been such that at present our ships are capable of throwing at every discharge of their guns 122,260 pounds of metal, and of that amount the ships that have been authorized by the committee, during the past five years, have put afloat, and will put afloat, guns capable of throwing 63,928 pounds of all-round fire at every discharge, or more than one-half the capacity of the navy. A similar good showing is made regarding the construction of the 114 ships during the past five years and of the building of the battle ships and of torpedo boats."

BOOM IN THE STEAMSHIP TRADE.

The advance in the price of steam tonnage in England is phenomenal, and all the yards seem to have as much as they can do. In fact, some yards have contracts booked so far ahead that they are loath to enter into any further engagements, excepting at extended delivery. Many steamers are changing ownership at good profit to the seller. A late number of London Fair Play points out many instances of recent sales. A steamer of about 4,200 tons deadweight, to be delivered in February, was sold six months ago for £28,000 and was resold five weeks later for £29,500. A similar vessel for November delivery would not bring £31,000. A steamer of 4,500 tons deadweight, built in 1896, at a cost of £27,000, which was sold at the end of last year for £30,000, is now worth about £32,000. Numerous other instances are recorded of steamers changing hands at from £2,000 to £3,000 profits. There is also a good demand for old compound boats of about 2,000 tons deadweight for the Baltic trade. Those boats sold fully a year ago at £6,000 and £7,000, and now £10,000 is asked. An owner has just sold several large steamers, now building, at a profit of between 20 and 25 per cent. on the contract price. It is understood that a St. John shipping house, now with a steamer on the stocks on the other side, has been approached with a couple of very tempting offers for its boat. The advance over the contract price is considerable, and should the owners decide to sell, a large profit would be realized. The war has helped to boom the ship-building business.—St. John Globe.

THE DEEPEST MINE.

The deepest mining shaft in the world is what is known as the Red Jacket, Michigan. It is 4,900 feet deep, but 380 feet less than a statute mile. Compared with it the deep silver mines of the Comstock lode in Nevada, or the wonderful mines of Austria, worked for many centuries past, are but shallow pits. At

the bottom of this shaft the temperature is 87 6-10 deg. Fahr. The miners are supplied with compressed air, which has a wonderful cooling effect on expansion. The water leached through the copper rock acquires an acid tone. Miners must protect themselves, as this water on reaching the skin produces ulcers, which in time eat to the bone. The shaft elevators ascend and descend at the rate of about eight miles an hour when carrying passengers, but when lifting ore the speed is increased to twenty-five and as high as thirty miles an hour. This great speed is never used when hoisting human freight, as flesh and blood could scarcely stand the strain of such rapid transit perpendicularly.—Nelson Miner.

Commercial.

TORONTO MARKETS.

Toronto, June 2nd, 1898.

BREADSTUFFS.—The grain market, in view of the depression in the large centres of trade, has been dull. Prices of wheat have, as elsewhere noted, declined and transactions are difficult to effect. Oats are inactive. Barley remains nominal. Peas are quiet. For corn and buckwheat there is only a nominal demand. Flour merchants are none too well satisfied with the present condition of affairs, and look, with anxiety, for repudiated contracts, as is unfortunately the usual thing on a sharp, downward turn of the market.

DAIRY PRODUCTS.—The market is depressed, and prices very low in view of enormous receipts of butter from the deficient country districts. The outside price obtainable for creamery is 15 to 15½c. per lb. on an export basis, while transactions in the city are difficult to make at 16½c. per lb. for prints, and 16c. for tubs. Offerings of large dairy rolls have ceased and all the butter coming forward is in the form of tubs which are selling at 12c. per lb. The make is large, and prospects all indicate a continuation of excessive deliveries. Cheese markets are dull and transactions are not readily made at figures quoted. Factory men are unwilling to accept buyers' offers, and the movement is, as a consequence, very slow. In the local market dealers quote 7½c. per lb. for new cheese, and 8c. per lb. for old cheese. There is a somewhat easier feeling in eggs. Purchases are reported to have been made at 8c. per lb. at outside points, while 9½ to 10c. per lb. is quoted locally. Considerable activity is reported on the part of picklers.

GREEN FRUIT.—There is a good demand for oranges, and little wonder when the fruit is to be had at present prices. The Wednesday sale was well attended, and the goods were quickly sold. Arrivals show excellent condition. Mediterranean sweets are about 25c. lower than last week's prices. We quote: Cantania, 80s, \$1.75 to \$2 half box; blood, 80s, and 100s, \$2.50 to \$2.75 half box; Mediterranean sweets, fancy, 126s, 150s, 176s, 200s, 216s, \$2.50 to \$2.75 per box; Mediterranean sweets, fancy, 250s, 300s, \$2 to \$2.25 per box; California seedlings, 126s, 150s, 176s, 200s, 216s, \$2.50 to \$2.75 per box; California seedlings, 250s, 228s, 300s, 360s, \$1.75 to \$2 per box. The lemon market is very firm, and dealers predict higher prices. Hot weather alone is wanted to bring out an active demand. We quote: New Messina, fancy, 300s, 360s, November cuts, \$3.25 to \$3.75; new Messina, choice, 300s, 360s, \$2.50 to \$2.75; new Messina, 420s, November cuts, \$2.50 to \$2.75; extra fancy Sorrento, large boxes, 300s, something fine, \$4 to \$4.50. Canadian strawberries are in the market. First arrivals coming forward June 1st. There are not many pineapples coming forward; quoted at 10 to 20c. each. Bananas are scarce and high in price. At the moment there is a scarcity of ripe bananas.