

Iron Shipbuilding in Nova Scotia. That iron ships will be built in Nova Scotia at some future day seems certain. When and where has yet to be determined; but the men who are dreaming of the project can be relied upon to launch any enterprise they believe in.

In the meantime, more money is required for the purposes of the Dominion Iron and Steel Company, and it is stated that the amount has been promptly underwritten by those who are already interested in the big Nova Scotian industry.

Free Gas and Gastronomy. If the Waynesburg correspondent of the "Philadelphia Press" is correctly reported, two corporations, known as the Citizens' and Waynesburg Natural Gas Companies, are delighting the consumers of light by a prolonged struggle for the patronage of the Waynesburghers. The former company having announced a cut of 33 per cent. in the price of gas supplied by them, their decidedly warm competitors have made it known that they will give free gas until April 1st., and, as a bonus, each person evincing a preference for that which he gets for nothing will be presented with a turkey at Christmas.

Why the free light should fail on All Fool's Day, we are not told; but we cannot refrain from commending this novel Waynesburg plan for pleasing patrons to our rival electric lighting companies, even if they draw the line at the turkey gift business.

Speed and Safety.

On the high seas, the unenclosed waters of the ocean, which are without the limits of low water mark, and without the boundary of any country, the great "liners" tear along in storm and sunshine, through fair and foul weather, regardless of an almost forgotten rule of the British Admiralty Court, which prescribes that steamers "slow down" to three or four knots when enveloped in fog. For failure to observe this rule, and for running down a sailing vessel in July last, the owners of the "Campania" have been mulcted in damages.

The decision has reopened the periodical discussion of a subject about which ocean travellers entertain conflicting opinions. However, those who are anxious to have this rule of court adjusted to new conditions and made in keeping with the speed of modern steamers, on the plea that industrial enterprise demands speed, are not showing much consideration for the rights of those to whom safety, rather than time, is the first consideration. Many a Gloucester fishing schooner with a Nova Scotian crew has been sacrificed to the ruthless rush and hurry of the nineteenth century, and it was, perhaps, some sorry story of the Grand Banks which led Mr. Justice Barnes to remark, that, if people choose to construct huge vessels that are unmanage-

able, and have hardly steerage way, unless travelling at a speed of ten knots, they must be responsible for damages in case of accident.

"Linked in Friendly Tether."

Linked in friendly tether,
Upon the battle field,
They fight the foe together.

Recent telegrams from Peking seem to fully warrant the belief that the European troops who are engaged in introducing Western civilization into China are not exactly "linked in friendly tether" for any purpose other than that of slaughtering the Celestials. It is stated by the correspondents of British papers that the Germans have been confiscating English goods at Taku, and so stirring up bad blood. This, following closely upon the news of a disturbance caused by French soldiers in the English settlement at Shanghai; shows that the situation in China is not devoid of danger from other sources than the Boxers.

If foreigners hate the British as much as we have been led to believe, it is somewhat dangerous for British and foreign soldiers to be under arms together in close proximity, even when united for the purpose of spreading the true spirit of Christianity in the country "east of Suez."

A Cheque, a Chase and a Capture.

At a branch of one of the big London (Eng.) banks, on the 5th inst., a man described as "gentlemanly-looking," went into the office and presented a cheque for \$500, and wanted cash for it. What followed will interest Canadian bank officials, and may cause Montreal tellers some little uneasiness as they contemplate the possibility of some "gentlemanly-looking" man trying a similar dodge on this side of the Atlantic.

The cheque was regarded with suspicion by the English bank clerk, and he sent the bank's messenger for the drawer of the document—a tradesman living in the vicinity—who promptly responded to the call and stopped payment of the cheque. The tradesman went for a policeman, and immediately he had left the office, the "gentlemanly-looking" man made a snatch at the cheque, which was in the hands of the manager, secured part of it, and made off. The teller, a young man, a trifle over 30, and an athlete, gave chase, together with the tradesman's assistant, and they did not go far before they effected a capture. It appears that the man obtained the cheque from the tradesman for one guinea, on the plea that he did not keep a banking account, and, as he wished to send it away, asked him to cross it. It appeared subsequently that all the ink was removed, with the exception of the signature, and then an altered amount was filled in.

This man, or his confederates, are said to have made one or two successful hauls; but the teller in this case was too smart for him, and his conduct of the transaction in the chase and capture of the robber will no doubt be appreciated in the proper quarter, even if the gentlemanly-looking man is displeased thereat.