

MARKETS AND TRANSPORTATION

An Important Paper for California Fruit Growers.

How the Market for Products Can Be Largely Extended.

Prospects of More Rapidly Expanding Fruit—Cities Which Do Not at Present Receive Any Shipments.

At the October meeting of the State Horticultural society, held at San Jose, President Lelong was authorized to name a committee to report upon three propositions, viz.: (1) As to the possibility and practicability of putting California fresh deciduous fruits into new markets; (2) As to shortening the time of transit and reducing the expense; (3) As to what proportion of gross receipts from sales in the east go to the producer. Complying with this instruction, Mr. Lelong named Mr. Alfred Holman, editor of the Rural Press, Mr. B. N. Rowley and Mr. John Isaac as such a committee. Mr. Lelong aided the committee by putting at their disposal every facility available in the office of the state board of horticulture; and of this aid the committee made the fullest use, and to it they are indebted for much that is reflected in their report.

The report was called for on the opening day of the session of the fruit growers' convention in this city, but some correspondence essential to its completion did not arrive until Wednesday evening, and it was not until then that it was delivered. The full report, as read by Mr. Holman, chairman of the committee, was as follows:

GENTLEMEN: Your committee appointed at San Jose October 27, 1893, to investigate the market for products can be largely extended by growers and associations; 2d. On the prospect of securing quicker time for fruit shipments; 3d. To report on cost of picking, packing, handling and transporting fresh deciduous fruit in carload lots, with the view of ascertaining the proportion received by growers from gross sales of shipments to the eastern markets, and to report thereon.

First: From information received from the railroad companies and other sources we find that there were shipped, for the fruit season of 1893, up to and including the month of October, from Sacramento, 4272 cars, consigned to the following points; this statement covers shipments from Sacramento only. The greater number of the cars contained upwards of 24,000 pounds of fruit:

Table with 2 columns: Destination, No. of Cars. Lists various cities and their corresponding car counts.

This leaves 29 cities in the United States, with a population in excess of 50,000, to which no fresh deciduous fruit is directly shipped from California. Many of these are in sections in which we can hope for but little demand for our products, and others derive their supply from the great distributing centers. Enough, however, remain to show that there is still a vast unworked field for the introduction of our fruits. The list above given shows the points reached. As it may be of interest to know where our fresh fruits do not go, the following list of these cities is appended.

Table with 2 columns: City, Population. Lists cities and their populations.

District including Mississippi, Alabama, Georgia, part of Florida, and New Orleans, took 1569. District west of the Mississippi river, excepting Colorado, took 1030. While the district, including part of Illinois, with the cities of Chicago and St. Louis, took 2435. Total, 4624. The facts and figures presented show those sections which we do not reach, or reach only to a very limited extent.

CONCERNING FASTER SERVICE.

In respect to the second point under consideration, the securing of more rapid transportation your committee would report that in the course of their investigations they interviewed personally or by correspondence the traffic managers or other officials entitled to speak for the Southern Pacific, the Atlantic and Pacific, the Union Pacific, Rio Grande Western, Chicago and Rock Island. The Southern Pacific assured us that the fault was with the eastern companies, who do not fully realize the importance of the fruit industry or the necessity for quick time in fruit transportation. Mr. Grady stated that his company had promised to give 45 hours to fruit trains to Ogden, and that they had made within half an hour of schedule time. He gave the assurance that his company was fully able to do the importance of the rapid movement of fruit trains, and would cooperate with any movement which the fruit growers would make to that end. This assurance we consider very important in relation to the contract two queries made elsewhere and reported below.

Later, Mr. Rowley, a member of our committee, had an interview with Mr. G. W. Luce, general agent freight department of the Union Pacific railroad, and that gentleman expressed the attitude of his company as follows: "Permit me to state that while we do not desire to endeavor to shift the burden from our line and its connections to that of the Southern Pacific company, yet I desire to say that the line east of Ogden is more regular and the trains were headed at a greater rate of speed than west of Ogden, and, in connection, I wish to advise that we made arrangements with the Southern Pacific company last season to make 45 hours to Ogden, in which case we were to make with our connections (Chicago and Northwestern or the Chicago, Milwaukee and St. Paul) 80 hours to Ogden. We further arranged to have the Southern Pacific company make 36 hours Sacramento to Ogden; we, in that case, would be willing to make 75 hours Ogden to Chicago, actual running time Ogden to Chicago to 72 hours, and 60 hours for switching in Chicago. Will state further, that we stand ready to make this arrangement for the next season's business."

Would suggest in connection with the above, if it be possible, you arrange a regular time for departure of fruit trains from Sacramento and schedule the same to arrive at Ogden at a certain hour. If this can be done, it will insure much better service through than if the trains are delivered to us at Ogden.

"The Union Pacific has always recognized that fast service is necessary in the handling of the deciduous fruits of the West. With this end in view, and we heartily do so in anything which might suggest which would be the means of placing the fruit in the very best markets in the east, which we appreciate is growing each year, and it is our intention to foster the industry and to assist in placing the fruit at its destination in the best possible condition."

From these statements it will be seen that if the Southern Pacific company will co-operate with its eastern connections in the matter of reducing time of transit, a very material reduction can be made in the time consumed in transit, as compared with the record of the past season. By study of the above propositions it will be seen that the Union Pacific (by the route of Ogden, or Ogden or Pueblo) is 116 (by the route of Ogden) or 116 (by the route of Ogden) as against an average of 192 to 216 hours for the fruit shipments of 1893. There are two contingencies—both very important—namely: (1) That the Southern Pacific will shorten the time from 45 to 36 hours to Sacramento and Ogden, and (2) That the Union Pacific and the other roads named live up to the propositions as above quoted.

CONCERNING FREIGHT RATES.

Incidentally, your committee investigated the question of a reduction in freight rates from California to eastern points, but received no encouragement from railroad companies in this direction. The Southern Pacific claims that it is now moving fruit at the lowest profitable rate, and that the mileage rates from California are now much lower and the service better than those from Florida fruit districts.

In a communication from Mr. Gray, traffic manager of the Southern Pacific, the following statements are made, which are here presented as giving the railroad view of the matter: "The fact is, speed of transit, weight of rolling-stock and other matter taken into consideration, the California fruit service is the rate per mile from San Jose, Cal., to some points, and from New York City. By this it appears that our rate varies from \$1.12 per car mile to Cincinnati—which city we reach by paying an arbitrary local rate to St. Louis, and from Florida to Boston; while rates from Florida points range: To Chicago from \$1.31 the lowest, to \$1.75. To St. Paul from \$1.37 the lowest, to \$1.49.

To Cincinnati from \$1.37 the lowest, to \$1.92. To St. Louis from \$1.53 the lowest, to \$2.10. To Kansas City from \$1.70 the lowest, to \$2.61.

"When the character of the service is taken into consideration, there is no comparison between our rates and those at the east. I am told it frequently takes longer to get fruit from Florida to Chicago and points in the northwest than from this coast to the same points, notwithstanding the fact that we have to overcome several ranges of mountains."

"To correctly understand the situation and the rates charged, it must be remembered that a large portion of the deciduous fruit is now transported in refrigerator cars. The minimum weight of fruit in these cars is 24,000 pounds, the rate on which to Chicago being \$1.25 from San Jose, the cost would be \$300 per carload of 24,000 pounds. For the service west of Ogden the amount received by the Southern Pacific company is \$140.76. The weights of an ordinary fruit car is: Excessive weight of refrigerator car, 24,000 lbs. Excessive weight of refrigerator car, 16,000 lbs. Weight of ice east bound, 8,000 lbs. Weight of fruit, 16,000 lbs. Total weight, 34,000 lbs. Dividing this total weight (34,000 lbs.) by the revenue west of Ogden, \$140.76, gives 22 cents per 100 pounds, or an average for 870 miles between San Jose and Ogden, of 19 cents per mile."

From a railroad house system, the only way to create such an organization. We are told by persons who are entirely sincere, that the producer is outside of his natural sphere when he undertakes to be his own marketer; that, like a certain number of persons, he is not fitted to estimate the value of his product, and that it must be left to experts; or, in other words, since fruit production is one thing and fruit marketing another, that the producer should stick to his orchard and leave the distribution of his product to the commission merchant. Now we agree that fruit marketing is a special trade; that it calls for business training and acquaintance with markets, etc.; but we deny that these qualifications are found with commission men more than with the producers themselves. As a matter of fact, after many years of trial, the commission system has failed. It does not work but what it did in the beginning, namely, it sells our fruits at a price in a few general markets. It has not, like the great oyster companies, the great wheat companies, the Standard Oil company—not to mention a dozen other equally notable instances—established agencies away from the centers and so widened the field of fruit consumption. The inefficiency of the commission system is demonstrated by the fact that after many years of exclusive control of our business, our fruit products are still unknown or at least not commonly sold in the larger part of the eastern market.

And the fact of inefficiency is not less clear than the fact of its general speaking the commission interest is foreign to us. It has only a commercial relation to us—about the same sort as people of Sandwich islands. It is not possible under such conditions that our fruit should be marketed in the best possible manner. It is not well done until the California spirit is in it. It is our profound conviction that the future welfare of the fruit interest of California, as it is dependent upon the eastern market, rests upon the co-operative support of a state exchange operated in the interest of the fruit growers and having its agencies not only in the great cities but throughout the whole vast region beyond the Rocky mountains. What can we do, what do Wells, Fargo & Co. can do, what the Standard Oil company can do, what the firm of Yankee shoemakers can do, surely the great horticultural interest of California can do. We are told that suitable men cannot be found to work for an association; that expert commission men cannot be developed by the interest of persons in ownership. We don't believe it. The express companies and the railroad companies seem to be served by paid agents with ability and devotion and several of our own men to do the work of the same spirit. The career of the California Fruit Union proves that the co-operative principle can in fact be successfully applied; and what, let us ask, would be easier than the evolution of such a system as we suggest from such a good foundation as this same fruit union affords?"

For the suggestions herein embodied we claim no credit for originality. If nobody else had ever thought of them before, we should distrust our own judgment. But we have only set down things long familiar to everybody. As regards the plan of shipment direct to minor points in broken loads in compartment cars, so competent a railroad man as Mr. W. H. Mills long ago suggested and approved it; as to the suggestion of general agents, we are happily surprised in a fair way to be made a reality. The two things together, your committee believes, are the best hope of the California horticultural interests.

ALFRED HOLMAN, B. N. ROWLEY, JOHN ISAAC.

What Women Invent.

The list of things patented recently by women show how they are devoting their thoughts to the problem of lightening household labor. Occasionally something intended for the beautifying of womanhood creeps in, but for the most part the inventions are daily household necessities.

During the last two months, for instance, Mark S. Childs patented a washing machine; Nellie C. Walters of Kansas City, Mo., a vapor burner; Elizabeth MacLutosh of Little Rock, Ark., a dough raiser; Hattie Merrill of Westphalia, Kas., a clothespin; and several others. In the same way, a skiver for cleaning fowls; Annie Boddy of San Francisco, an invalid bed, and a Dava Holland of Melles, Mass., a dustpan.

Whose Baby?

Life: "Sleep" echoed the portly gentleman to a question the man in the next seat had put to him. "Sleep? I sleep all night, like a baby."

"Whose baby?" queried a nervous, harassed looking fellow, with a strange glitter in his eyes. "Whose baby, I say?" he repeated in harsh, grating tones, that alarmed every passenger in the car, for they did not know he had been a parent only a year.

A STAMPEDE OF EXHIBITORS.

The Work of Demolition of the White City.

The Scene of Recent Splendor Now Dreary and Cheerless.

A Vivid Description of the Proceedings of the Tearing Down—A Dream Turned Into a Nightmare—Notes.

Special correspondence to the Herald. CHICAGO, Dec. 7.—The curtain has fallen on the final scene, the last applause has died away, the vast audience has gone home, the players departed, the life and light flown and the theater left dark and deserted, shadowy and silent, turned over to the scene shifters, watchmen and cleaners. This is the nearest simile to the fair in its present condition. The attendance after November 1st immediately dropped from six figures to three, but never yet have two been found to suffice for the total. Exhibitors began clamoring for permits to remove their goods long before they had any notion of starting to pack up, and the officials in that department were besieged by frantic foreigners demanding, threatening, begging and pleading, until seeming pandemonium reigned and the clerks were carried off by the ambulance corps to be treated for temporary insanity.

No one had anticipated any such undue haste on the part of the exhibitors to get away, but the storage warehouses were reopened and soon vans, furniture, express, nondescript wagons and almost anything and everything on wheels began pouring through the gates to haul packages to the down-town depots.

All too soon the sacred court of honor was desecrated by tracks, trains and their trails of dense smoke; this sacrilege turning this wonderful spot into a huge freight yard. The constant crashing and banging of the cars, the puffing and shrieking of the engines, the rattle and thunder of heavy teams, the shouting and hustling of the loading crew, all strike harshly on ears attuned at this point only to the gentle lapping of the waves, the gurgling fountain and harmonious strains of music. The arc-light pillars stand in somber raylessness, while the electric fountain plant has literally been torn out by the roots, revealing the intricate workings.

The offices of the director-general, his department chief, the commissions and all bureaus, save the "construction," have again been taken down town, and the rodent family, outnumbering the Smith by thousands, now preside in their stead, and have things pretty much their own way.

All is dreary, dismal and cheerless. Nature has striven to match the uniform whiteness of the buildings by clothing Mother Earth in vestments of leaden blackness and gloom. The trees are faintly colorless, the lower beds are swam's down, while she has charitably thrown a mantle over the forms of the statues, who had begun to look very shabby in their lawn-party-in-garden attire.

The basins, ponds and lagoons are frozen over, forming a perfect chain of delight for the enthusiastic skater, but the gay little steam launches are hushed, the sharp-prowed gondolas spirited away to some unknown region, and the ducks, swans and other waterfowl contentedly made their homes on their shores and tiny isles have migrated, no one knows whither.

Everything is veneered with snow and hung with icicles. The popcorn stands are deserted without as the articles formerly dispensed within the pavilions are as crystal fringed as cut glass chandeliers, while the liquid refreshment booths and houses stand in various stages of icy destruction. Jack Frost has left many a signed etching; and several hoary tractors, and iron and ocean ferns sketched in intricate profusion. All the world is white with sunshine which was once a golden haze of sunshine.

The interiors are in a perfect chaotic condition, and colder than the open air, and no one hazards life and limb just to view an entanglement of packing cases. The buildings seem to have outlived their usefulness, and as the grounds now stand in a wilderness of beautiful nothingness. When the seasons of sweet, silent thought, I summon up remembrance of things past," the Columbian exposition will not haunt the halls of memory in this form.

Perhaps the faintest shadow of the great fair is the pleasure garden, which was once the most hilarious and gayest quarter, is now the most lonely and forlorn. The street of all nations is deserted, and even visitors are denied entrance. The strange people have all returned to their far away isles, deserts, forests and steppes, although some have gone to add glory to the midwinter fair. If they carry with them the sooty reputation Chicago ceded their haunts, that so-called "international" exposition will be a great success, financially. Some of the dwellers below the equator stayed until they were literally frozen out, then left frigid Christianity and civilization for torrid heathenism and barbarism and happiness. But they took with them much good American gold, or at least had it changed into their own or English currency, and the possession of a hundred dollars makes a person a multimillionaire in the eyes of the people of some countries, there are now many future nabobs on their way home.

The Ferris wheel no longer goes round, and several villages are already totally razed. When the wind whistles in sand gusts from the Stone Island line to the Cottage Grove mile end it inflates not the baggy trousers of the Turk, chilleks not the Javanese, fills not in a homelike way the optics of the Sahara desertite, balloons not the ropes of the Egyptian, plays not in the mazes of the South Sea islands, nor none of them are there, except in spirit.

The disposition of the dozen or so exhibition buildings proper seems to be a question of universal disagreement. Of course the state and foreign buildings are to be removed, but what would be the best way to adjust the matter of the larger structures is a subject on which two persons seem to agree. The

SOMETHING ABOUT CANAIGRE.

Interesting Facts About the Great Tannin Plant.

Advantages Which Its Culture Will Give to Farmers.

Another Possible Great Industry for Southern California—The Product of the Plant and How It is Grown.

Mr. M. L. Hall furnishes the following article, on a matter of interest to farmers and landowners: Southern California is destined to have another great industry added to its many sources of income, within the next few years. The tanning of leather is an industry that will probably never cease and each year increases the business in that line, and this increase will ever continue until some great discovery revolutionizes the manufacture of leather and makes unnecessary the use of millions of tons annually of tannin, which is now procured from oak and hemlock bark. At the present time the great drain on these barks is being seriously felt, and as a result the price of tannic acid is steadily advancing.

In the great economy of nature whenever there is a demand for a new article that article is always found. At present there is a demand for more tannin—from some new source of supply—and that new source of supply appears to have come to light. Canaigre is a plant that has its native habitat in the arid regions of Chihuahua and Sonora. The root of this plant furnishes tannin in large quantities. A ton of the dried root furnishes 300 per cent more tannin than is to be found in a ton of oak bark.

The United States experiment station at Tucson, Ariz., under charge of Prof. F. A. Guiley, and the government station at Los Cruces, N. M., under charge of Prof. A. E. Blunt, have been experimenting with this plant in a practical way during the past four or five years, and the results of their experiments have been given to the public in various bulletins that have been issued from time to time. From these experiments it appears that the plant is easily cultivated. While it is suited to a dry soil and climate, it grows more luxuriously aided by irrigation. Roots planted in the spring of 1894 will perfect a crop during the summer of 1895 that will yield 12 tons to the acre. This crop of roots will yield \$10 per ton in the green state, or will work up into two tons of dry extract that is worth \$100 per ton or \$200 per acre. The cost of cultivation is put at less than \$17 per acre, and the cost of converting the roots into the extract about \$18 per acre, or \$18 per acre, leaving a net profit of \$165 per acre.

With a view to establishing this industry on the Mojave plains under the Minnesota canal near Daguerf, Mr. Wm. D. Deming, secretary of the Southern California Fruit Growers' association, wrote Prof. Guiley for information relative to the canaigre plant, and received the following reply, under date of December 4th, which contains much valuable information and will be read with interest by those who are anxious to see additional paying industries added to the present phenomenal resources of Southern California:

"Replying to your favor of the 27th of November, I mail you copies of our bulletin on canaigre. In No. 7 you will find a pretty full account of the plant and method of cultivation. The work of the past year corroborates all the statements made. We have also been working on the extraction of the tannin extract from this plant. The plant is easily cultivated. While it is suited to a dry soil and climate, it grows more luxuriously aided by irrigation. Roots planted in the spring of 1894 will perfect a crop during the summer of 1895 that will yield 12 tons to the acre. This crop of roots will yield \$10 per ton in the green state, or will work up into two tons of dry extract that is worth \$100 per ton or \$200 per acre. The cost of cultivation is put at less than \$17 per acre, and the cost of converting the roots into the extract about \$18 per acre, or \$18 per acre, leaving a net profit of \$165 per acre.

"From inquiries made while I was at Chicago, and from my correspondence, also from sales made by the Deming factory, I find that the extract contains 40 per cent of tannic acid will sell for about four cents per pound, and a 60 per cent acid such as we made and had on exhibition at about six cents per pound in Chicago, New York or Liverpool.

"The plant of the Deming factory has cost probably \$60,000. It is a leaching process, requires the roots to be sliced, and dried, and at best can only turn out a 40 per cent liquid acid. Our work shows that a very much less costly, and in every way superior method, is one somewhat similar to the process used in making beet sugar. This will take the roots fresh dug, get the acid out down to less than one per cent and reduce the liquid to a dry powder that may be shipped in bulk.

"It is first a diffusion process the same as in the best sugar factory, and requiring nearly the same kind of a diffusion battery, but the drying down part differs as the material will not crystallize like sugar.

"While no large plantations of canaigre have been started in Arizona, we have planted it in a number of places and on a variety of soils, sufficient to show that there is no difficulty in growing 12 to 15 tons to the acre with fairly good treatment. Growth starts in October and ends in May, so that very little work is called for to keep down weeds, and at this time of the year a very moderate amount of water suffices to keep the soil moist and the plant growing. It is a dry soil plant naturally, but with irrigation makes more and later roots. The cost of making a dry extract will not exceed \$150 per ton of green roots in a large factory. An acre of roots dug from 12 to 15 months after planting will yield two tons of dry extract that at present prices of tanning materials would be worth about \$100 per ton at the factory.

"From the above it will be seen that a plantation and factory would be much more profitable than sugar beet growing and sugar making. I have gone over the cost of machinery with several sugar making experts and builders of this class of machinery, and I find that a factory with a capacity to work up 200 tons of roots per day will cost about \$100,000. It would not be advisable to put up a smaller plant than this, as the expense of machinery and cost of running a factory one-half of the size would be nearly as much.

"I have been working at this problem for the past two years, trying to get a factory started in this territory, and

(Continued on Eleventh page.)

SOMETHING ABOUT CANAIGRE.

Interesting Facts About the Great Tannin Plant.

Advantages Which Its Culture Will Give to Farmers.

Another Possible Great Industry for Southern California—The Product of the Plant and How It is Grown.

There are many who think that it would require only a small effort to hold a world's fair every summer and that the entire grounds should be preserved in their present repair and beauty. Others, a little more worldly wise, are of the opinion that it would be a great and good thing to retain the court of honor, the Peristyle and the facades of the buildings completing the square. Some proposed erecting a mammoth ice palace—a Montreal—in machinery hall and holding a carnival there as a winter attraction and drawing card. Another would clear the park and remove the 32-acre manufacturers' building to the down town lake front to be used for holding national and international fairs, dog shows and like demonstrations requiring great floor space. This was a capital idea but the property owners on Michigan avenue flatly refused having their lake view cut off by any such measure.

Individuals pop up every day to argue that if only one building is to remain, by all means let it be the administration, for reasons thus and so; again it is the forestry, or the art palace, or horticultural, or fisheries that predominantly should survive the "sun" and the "rain." The women have offered to the city the children's building and a generous endowment, to be used as the Sharon playhouse in Golden Gate park, San Francisco, but again their efforts have met with a rebuff. But the war goes on merrily on, no one conceiving what another day may bring forth.

A great many of the state and foreign buildings have been bought by the Chicago House Wrecking company for ridiculously small sums, for instance, the New York, the most magnificent of them all, brought only \$1200. Many have been sold to private parties, who will take them down, remove and reconstruct as summer residences on lake shores, at mountain retreats and seaside resorts. The most magnificent of these buildings is to be erected, as it will be an ideal abode for a number of convivial spirits out on a hunting and fishing expedition in the woods. Some, of a more classical order and architecturally more beautiful, are to be made up in different parts of the country, and some of them any place should be proud to hold such substantial souvenirs and mementoes of the fair.

There have been many "bargain days" and "occasions" in the transportation of the buildings. The great majority of office furniture and fixtures have been put there for private sale and auction. There have also been days on which the miles of garden hose has been disposed of, also the tons of flags used this summer, the sprinkling cars, fire-engines, ambulances, and the like. The great majority of the material has been used for representations on floats in Chicago day, water-tanks and filters, awnings, fancy electric light globes, wheelbarrows, shovels, and thousands of dollars worth of stuff, nearly as good as new, for one dollar or less.

The world is to hold three universal expositions this winter, but what will they be besides poor chrome as compared with the great ones of the past? They will not be imitations in that they cannot imitate. The sleepy Spaniards and slow Belgians are no match for the lightning record-breakers of Chicago, while the San Francisco fair—well, everyone knows what that will be. The foreigners having anything to sell will be willing enough to go a little farther for lucrative motives, while the variety-show contingency was eager for the chance. Instead of the "cream," as was promised, they secured little of the good and all of the bad. The variety show tent show with multi-side shows in fact, "the tail will wag the dog." All California will rush as to an unusual state exhibition, and easterners who have planned spending the winter in California will probably take it in on route; but few, if any, will be out of their way to visit the "left overs" of a past glory. The scraps of a banquet rarely make a good meal. Antwerp and Madrid can at least claim the honor of originality in fact.

The papers state that what was once a dream is now a nightmare. It is not quite so bad as that just yet. It is now the perfect White City, and the soul, ascending to realms of history and fame, leaves its spirit house wrapped in nature's most perfect garment, not the intense gorgeousness of summer nor the mellow harmonies of autumn, but the soft and clinging cloud of winter's snow, which, enveloping everything, beneficently covers the defects and accentuates the beauties of the past.

And to the lone wanderer, standing in untraveled paths and gazing about him, it is sublimely beautiful and peaceful. But as it is said that peace comes only with death, this must be the end, G. T.

Homely Suggestions.

Jenness Miller Monthly: A way of treating soiled kitchen walls: Dissolve a lump of extract of log wood the size of a grain of corn in hot water, and put it in four or five quarts of lime that is ready to use. One application will be as good as two without the log wood. New tiles should be set over the fire with the boiling water in them for several hours before food is put in them.

To scour knives easily mix a small quantity of baking soda with your brick dust, and see if your knives do not polish better. To prevent crockery from cracking, place a few pieces in a boiler of cold water and give it a good boiling. Let the crockery remain in the water till cold. A little milk and water rubbed over oilcloth after they have been scrubbed and dried will freshen them. When dishes become discolored through careless washing wash them in strong soap suds and scour them with marble sand or sifted coal ashes. Trim and fill the lamps in the morning, or you may add to the tale of accidents, as the unwise virgins of long ago did, the tale of the Egyptian. Rubbing warts with lemon juice three or four times a day will, it is said, cause them to disappear within a month. Grease spots may be removed from a cold stove by covering them entirely with hot wood ashes. To clean a piece of mill—if you wish to clean your spice mill, grind a hand full of raw rice in it. The particles of spice and pepper, or of coffee, will not adhere to it after the rice has passed through.