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The Vienna Woolen Mills

Consisting of the following machinery:—

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 One 24 in. G. & Mc. Picker. One Cone Duster.
 One Fraser's Card Grinder. One Yarn Spooler.
 One 60 Spindle Fly Twister.
 One 108 in. Crompton Cone Loom, 4x4 box, 4 harness.
 Two 92 in. Faisey " " 4x4 " 24 " "
 One 48 in. Gilbert " " 3x1 " 4 " "
 One 48 in. " " " 1x1 " 4 " "
 One Broad Warper and Beamer.
 One Bobbin Winder.
 Two Broad Up and Down Gigs.
 One Rotary Fulling Mill. One Cloth Washer.
 One Yarn Washer.
 With Spools, Bobbins, Tools, etc., etc.

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Two and a-half Storey Frame, with stone foundation, 30x60 feet.

BUILDING No. 2.

Boiler and Picker House—One Storey Brick, 24x64.

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manufacture of bricks. Patents have been taken out to protect the process, and a large firm has engaged Dr. Ormandy's services. After making various experiments, the firm is now putting up an extensive plant for the manufacture of the bricks. It is claimed that the bricks will stand a great amount of heat. They are about the color of silica bricks and can be glazed.—British Trade Journal.

NEW SOUTH WALES.—Clifton, about thirty-five miles from Sydney, is situated on the top of a veritable mountain of coal, and were its carboniferous treasure more readily accessible it would share with auriferous Mount Morgan and argentiferous Broken Hill the credit of being among the richest mineral mountains known. The coal is at present obtained from a seam; the broad black band familiar to all voyaging along the southern coast, about six feet thick, running along the cliff about twenty feet from its base. The seam is worked from two adits, the coal being conveyed from the mine to the ship by means of a timber jetty 500 feet in length, said to be one of the boldest and most remarkable undertakings for working a mine known in any part of the world.

NEW ZEALAND.—One at least of our Antipodean Colonies is indisposed to allow its exertions on behalf of the Empire to remain fruitless. The strife of arms, in its case at least, is to pave the way for the arts of peace. New Zealand is now planning the establishment of a direct steamer service between its leading ports and those of South Africa, to prosecute that increased trade which the experience of the war has shown to be possible. According to the Hon. J. C. Ward, Minister for Railways and Commerce, tenders are about to be invited by the Government of New Zealand for a direct steamship service between five New Zealand and at least three South African ports. The former will include Auckland, Wellington, Lyttelton, Dunedin and Bruce, and the latter, Capetown, Durban, and Port Elizabeth, and probably East London or Beira. Without doubt, direct steamship communication will have an important effect in increasing the nascent trade interchange between the two countries, and the action of New Zealand is to be highly commended. The example set will doubtless be stimulative to Canada and other British Colonies to realize similar schemes already seriously mooted.—British & South African Export Gazette.

RUSSIA.—British Consul Medhurst, in his report from Moscow, says that during 1899 machinery tools were freely bought from the United Kingdom, and larger orders would undoubtedly have been given had makers been able to deliver, and had prices remained as they were at the beginning of the year, but these rose higher in the United Kingdom than they did in America and Germany, with the result that a number of orders which would have been given to the United Kingdom went to those countries.

In mill engines he has once more to note, with regret, an increase in the number of orders placed with Swiss makers who get a firmer grip of the market every year. He says he hears their work praised, especially as regards the larger sizes, smaller engines being still ordered from the United Kingdom when not made in Russia, where the local firms turn out good work.

JOHN HOUGHTON

Practical Machinist

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