

EX-CONGRESSMAN NIEDRINGHAUS, of St. Louis, points out that prices on galvanized iron now are only about half of what they were when this material was imported free, or nearly free of duty, from England years ago, while the manufacturers pay two and a half times the English price for rolling the iron.

THE intimate trade relations which exist between the United States and Mexico are strikingly emphasized by the report of the trade of Mexico for the past year, which has just been issued by President Diaz. The foreign trade for the fiscal year of 1890-91 amounted roundly to \$63,300,000, and of this nearly \$45,000,000 was with the United States. England stands next with about \$11,000,000 to its credit, and France follows with \$3,000,000. Compared with 1889-90, the United States gained nearly \$2,000,000, and Great Britain fell off \$3,000,000.

ELECTRIC transit has several capital advantages over all other forms of passenger transportation, says the *Reading Herald*. (1) It is the least costly. (2) It gives sufficient rapidity of movement, only modified by conditions of safety. (3) It does not seriously interfere either with the surface ways or the subways along the line of its location. (4) As compared with horse traction it has great sanitary advantages. (5) It may be so applied as to propel the cars and at the same time light and heat them. (6) The streets may be beautifully and cheaply lighted by the same electric plant. The twin cities of the west—Minneapolis and St. Paul—have no horse cars. Their system of electric street railways cover 230 miles of single track, and the passenger street traffic is carried on with a precision, rapidity, comfort and convenience that are surprising. "Imagine," says the *Philadelphia Record*, "a street with double tracks for passenger railway service, asphalted at the sides for horse traffic, with a wire strung overhead in the centre to answer the double purpose of tractive power and for lighting the thoroughfare. This arrangement is the high-water mark for comfort, convenience and business utility which invention has as yet failed to improve upon, and which Philadelphia has as yet failed to seize upon."—*Montreal Herald*.

MR. I. M. WESTON, President of the Michigan World's Fair Board, writes to Chief Buchanan asking for a large space in the Forestry Building. He says Professor Beal of the Michigan State Agricultural College, will make an exhibit in the Forestry Building, of laths, shingles, paper pulp, and lumbermen's tools. In addition to Professor Beal's exhibit, Mr. Weston says he will make an exhibit of the methods of lumbering—logging, logging railway trains, trucks, sleighs, pictures etc.—and will show two sections of logs to be cut this winter. He says he has issued circulars to the lumbermen of the state to save such sections. It is his intention to make the features of the Michigan exhibit forestry, fruit, fish, and minerals. A committee of fifteen lumbermen has been appointed, all of them millionaires and all of them taking great interest in the work. Professor Beal will spend about \$50,000 in collecting specimens of the seventy varieties of trees in Michigan and the several hundred varieties of what the professor calls shrubs—that is, trees under six inches in diameter. The specimens of the standard trees which he will collect will be eight feet long. Professor Beal had charge of the Philadelphia lumber exhibit, which was burned. He is the best authority on trees and grasses in Michigan and perhaps in the country, his work on grasses being a recognized standard authority.

IN these days when lamps are used so much the care of them is quite an important matter, writes Maria Parloa, in her department in the *Ladies' Home Journal*. If the lamps be good and have proper attention one cannot wish for a more satisfactory light; but if badly cared for they will be a source of much discomfort. The great secret of having lamps in good working order is to keep them clean and to use good oil. Have a regular place and time for trimming the lamps. Put a folded newspaper on the table, so that any stray bits of burned wick and drops of oil may fall upon it. Wash and wipe the chimneys and shades. Now take off all loose parts of the burner, washing them in hot soap-suds and wiping with a clean soft cloth. Trim the wicks and turn them quite low. With a soft, wet cloth, well soaped, wipe the burner thoroughly, working the cloth as much as possible inside the burner, to get off every particle of the charred wick. Now fill the lamps within about one inch of the top, and wipe with a damp towel and then a dry one. Adjust all the parts and return them to their proper places. Whenever a new wick is required in a lamp, wash and scald the burner before putting in the wick. With a student lamp, the receptacle for waste oil, which is screwed on the bottom of the burner, should be taken off at least once a week and washed. Sometimes a wick will get very dark and dirty before it is half consumed. It is not economy to try to burn it; replace it with a fresh one. The trou-

ble and expense are slight and the increase in clearness and brilliancy will repay the extra care. When a lamp is lighted it should not at once be turned up to the full height; wait until the chimney is heated. Beautiful shades are often cracked or broken by having the hot chimneys rest against them. Now, when lighting a lamp be careful that the chimney is set perfectly straight and does not touch the shade at any point. The shade should be placed on the lamp as soon as it is lighted, that it may heat gradually.

THE trouble with the eight hour plan, is, in the fact that so many men who cannot get a descent living on eight hours of labor are taught that they can earn as much in that time as in twelve hours, and are made to believe it, or else denounced as scabs and nobodies. If the laborer attempts to work more hours, he is called an enemy of workmen, an enemy of progress, and so on, until he is forced to a life of partial idleness, while his children are suffering for comforts which his labor could furnish without injury to himself or to any mortal in the world. There are hosts of men somewhat deficient in skill who could partially make up in longer hours their lack of efficiency were they permitted to, but as they are not, they are forced to live on the verge of beggary all their days, and are taught to curse society for not giving them a better chance in the world. How many such there are in this country God only knows, but that they are numerous there can be no doubt. The evil is prodigious, and is not confined to this class entirely. Others are affected in an unfavorable way. The idea is encouraged that labor is an evil to be shunned like vice, and that there is a way to enjoy the fruits of labor without its exercise. The consequence of the prevalence of this idea is, that men are led to hope for the impossible, to trust in its coming, and to neglect the golden opportunities for making their way which lie directly before them. The man who thinks he is getting richer by three or four hours of idleness every day is not likely to set much value on time, and when he does not do that he tends to unthriftiness, and in time will become a good deal of an idler if not a downright loafer. When the whole community becomes thus affected, the consequences will be serious. They are serious already.—*The Popular Science Monthly*.

CANADIAN ANTHRACITE.

A CHANGE in the parties who operate the anthracite coal property at Anthracite in the territory of Alberta, has resulted in a change of development tactics in that property. The old company operated by means of a tunnel about 300 feet above water level, cutting the veins of coal, throwing out gangways to the right and left, three seams being worked on each side of the tunnel. Now we learn that the H. W. McNeill Company, Limited, which began work last June as lessees from the Canadian Anthracite Coal Company, has sunk a slope to the depth of 380 feet below water level, and is driving a tunnel to connect the same veins. The new workers have thrown out gangways and are preparing to operate the new level on a gigantic scale. It is said indeed that by January 1st the product will be 200 to 300 tons per day. What with the old and the new levels, there is an enormous quantity of coal in sight.

The former company, it seems, did not work economically, having got out too much rock with the coal, and it lost, besides, by handling the soft anthracite of this region as they would the harder coal of Pennsylvania, resulting in too large a proportion of screenings.

The manager of the present operating concern, Mr. H. W. McNeill, a coal mining expert, used to be manager of the Oregon Improvement Company, and is well known to Mr. Van Horne. He has introduced labor-saving appliances, reducing to the lowest the cost of production, breaking, screening and loading. The *Calgary Herald* says that the operating plant, in fact, is the best that money can buy.

At Canmore an important work of development has been going on. The Canadian Pacific Railway Company are building a branch of over 6,000 feet in length to connect the seams in White Man's Pass with the C.P.R. bridge across the Bow and with the main line. The work is nearly finished. As soon as it is, 150 men will be employed at the Canmore mine getting out steam coal and preparing a supply for the coking ovens which it is proposed to build there.

The value of this deposit of hard coal in the heart of that district is especially great in view of the mining interests within easy reach. Anthracite is only four miles from Banff, and about forty miles from Golden, which is a promising mining camp. At Revelstoke there are two smelters; at Golden, one. Coke is to be made at Canmore on the Canadian Pacific Railway, which is close by. The following figures we take from our contemporary's article: "The deposit at Anthracite and the Canmore property include an area eighteen