

WOOL-PRODUCING COUNTRIES.

The great wool-producing countries of the world (in order of production), are Australasia (Australia and New Zealand), Argentina, the United States, Russia, Great Britain and Ireland, France, South Africa and Uruguay. Lesser, but still important, wool producers are the British West Indies, Spain, Asiatic Russia, Germany, Austria-Hungary, Italy, Canada and Portugal. The approximate figures of production are as follows:

	Pounds.
Australasia (average of ten years ended 1897-98):	
Australia	490,000,000
New Zealand	119,000,000
Argentina (the clip of 1897-98, the largest known)	460,500,000
Uruguay	112,000,000
Brazil, Peru, etc.	8,500,000
The United States (average of 10 years, ended 1898)	283,000,000
Canada	12,000,000
Russia	295,000,000
Great Britain and Ireland ..	139,000,000
France	125,000,000
Spain	66,000,000
Germany	60,000,000
Austria-Hungary	55,000,000
Italy	22,000,000
Portugal	10,500,000
Belgium	4,500,000
Sweden	4,000,000
Remainder of Europe	9,000,000
British East Indies (principally India)	72,000,000
Asiatic Russia	66,000,000
Asiatic Turkey	40,000,000
Afghanistan, Beluchistan, Thibet.	12,000,000
Persia	4,000,000
South Africa	130,000,000
Egypt	3,000,000
All other countries	48,000,000

Total production 2,650,000,000
 "The above figures for the main countries of production are accurate enough, as representing the 'general average production' of the countries they refer to. But for other countries, especially the countries of the interior of Asia, they are mere estimates."

QUICK WORK WITH MILLIONS.

John W. Gates told a party of friends how he happened to get back into active business after he had cleared up a big fortune from the sale of his Federal Steel and other interests and had made up his mind to retire. The story was not told in a boasting spirit, but the recital was nevertheless one of live interest as illustrating the whirlwind methods employed in organizing a gigantic enterprise and getting it under way. Mr. Gates and Col. Elwood had realized a "bunch of millions" out of Federal Steel, and the former had laid his plans for a trip around the world with his wife, having gone so far as to invite a party of friends to accompany them and fix the date of departure. One day while sitting in his office in Chicago, chatting with Col. Elwood, he was called up on the long-distance telephone system by an acquaintance in Pittsburg, advising him that the owners of a big wire milling company had fallen out among themselves and would sell. "If you want to make a trade bring on \$1,000,000, and I think you can get the property," said the man at the other end of the wire. Inasmuch as the mills were worth at least \$2,000,000, the temptation was strong to buy them. The two millionaires, who had just laid down business cares, concluded to take the property "for a flyer."

The next evening they were in Pittsburg, and snugly reposing in Mr. Gates' cardcase was a certified cheque for \$1,000,000. They had an all-night session with the owners of the wire mills, and at 5

o'clock in the morning they had the property, and the former stockholders carried off the big cheque. The party repaired to the Duquesne Club for refreshments. There they met the proprietor of a big wire mill up the State, and to him the story of the night was told.

"If you fellows have money to burn, you'd better buy my mills," he said, banteringly.

"What will you take for them," responded Mr. Gates.

"Nine hundred thousand dollars," was the answer.

"It's a go," said Mr. Gates, quick as lightning, and a deal involving nearly \$1,000,000 was closed in less than sixty seconds. The two Chicago men then communed briefly, and Col. Elwood remarked: "John, if we are going into the wire business we must have a base of supplies. Better see if we can't buy the Cleveland Rolling Mill Co.'s works." Taking the first train out of Pittsburg they proceeded as fast as steam could take them to the Forest City. That evening they broke in on Wm. Chisholm with the blunt statement that they had come to buy his property, which included rolling mills, steamships, iron mines, etc.

"But I don't want to sell," he protested. "Still," he said, hesitatingly, "I would like to hear your proposition. What are you prepared to offer?"

"Five million dollars, cash," was the reply. And then Mr. Gates added: "Five million dollars is a big bunch of money. Better think it over."

"I want more money," expostulated the Cleveland man.

"We will give you \$5,000,000, and not a dollar more."

The gentlemen met later in the evening, and before midnight the trade was closed, the old owners stepping out and the new stepping in. The "cleaning up" yielded \$2,540,000 in cash, so that the property really cost Gates and Elwood \$2,550,000. It was worth from \$7,000,000 to \$8,000,000 without the cash. The next morning the Cincinnati Enquirer had the story of the Pittsburg deal, and the telegraph brought an offer of some valuable wire plants in and near that city. Mr. Gates repaired at once to Cincinnati, and Col. Elwood hastened east to negotiate for valuable plants in Massachusetts. Forty-eight hours later they met in New York and on comparing notes found they had invested \$12,000,000 of their cash in wire plants. All that happened during the week between Christmas and New Year, less than eleven months ago.

"It looks as though we were in the business," said Mr. Gates. "A fair nucleus," responded Col. Elwood. "Let us go home." They cannon-balled to Chicago, and in less than another week arrangements were practically consummated for the giant consolidation known as the American Steel & Wire Co.—capital, \$90,000,000. January 18th, or a little over three weeks from the date of that long-distance telephone conversation between Chicago and Pittsburg, the constituent properties were duly turned in, and the steel and wire stock was distributed according to arrangement. This, in brief, is the inside history of one of the "lightningest" deals for its magnitude ever negotiated. It was a Napoleonic campaign from start to finish. It is not recorded that either Mr. Gates or Col. Elwood lost money on the transaction. Mr. Gates called off that trip around the world.—Chicago Post.

—Customer.—"You sell cracked eggs at half price, do you not?" Clerk.—"Yes'm; we always make a 50 per cent. reduction on cracked goods. Anything else to-day?" Customer.—"Yes, you may give me a dollar's worth of cracked wheat. Here's 50 cents."—Columbus (Ohio), State Journal.

HER ENDORSEMENT.

She handed the cheque to the paying teller. She was calm and collected, as if it was an every-day matter.

"Madame," said the teller, gently, "you have forgotten to endorse it."

"Endorse it?" with a little worried smile.

"Yes; you must write your name on the back here to show that you will repay this bank in case the issuer of this cheque should fail to answer our call."

"Oh!" she said, accepting the pen.

When the teller looked at the cheque again, this is what he read:

"The — bank has always paid up what it owes, and you need have no worry. Therefore, I endorse this cheque. Very truly yours, Mrs. J. B. Blanks."

The teller fell over into the vault.—Syracuse Herald.

THE HEROES OF THE ENGINES.

Often when wrecked engines are hauled to the shops the observant individual will notice the reverse lever back in the last notch of the quadrant, the throttle wide open, and the air brake lever on the emergency notch. These are mute but eloquent proofs of how the last acts of the engineer were to save lives and property. Not long ago, when an engine on which the engineer was fatally injured in a collision, was brought to the shops, it was noticed that the levers were all set as above described, and the four driving wheels were flattened, and all these were evidences that the man at the throttle had died in the performance of his duty. It takes nerve to stand on the footboard of an engine running to destruction, and make all these efforts to save the train, and only a brave man can do it. Instinctively in the presence of a great impending danger the engineer shuts off steam, but to reverse the lever, apply the air brake, and throw on the sand, are efforts that require time, and often a second or two prove fatal delays to the engineer, but he never flinches, and not until he has done all that man can do, does he take the last chance in a leap into the ditch.—The Pittsburg Post.

A DIVIDEND PAYER.

Including the \$2,000,000 dividend just declared by the Calumet & Hecla, the stockholders of that fortunate corporation will have received no less than \$10,000,000 in dividends during the present calendar year, or \$100 on each share held by them. That is a pretty large plum, even in these days of handsome dividends. The richest of gold mines are nothing to this copper one.—Boston Herald.

WEEKLY PATENT REPORT.

Messrs. Fetherstonhaugh & Co., patent solicitors, furnish the following list of patents granted to Canadians:

Canadian Patents.—Door check, C. E. Crabb and J. W. Bennett; window fitting, G. Kaitting; retort door, J. B. Houston; door for cannery steam box, The Albion Iron Works; pipe, H. Lemieux; advertising signs, A. Ferland; valve gear, F. X. Drolet; engine, G. H. Hardie.

United States Patents.—Attachment for pens, F. W. Cameron; rotary meter, S. A. Chesley; hinged coupling for locomotive, M. L. Flynn and J. A. Sherman; can top for fish and meats, D. Hennessey; non-refillable bottle, F. Hogan; adjustable heel for boots and shoes, T. T. Marshall; steam turbine, J. H. K. McCallum; cash register, J. Sharpe; lamp burner, J. H. Stone; lantern, J. H. Stone.