INDUSTRIAL CO-OPERATION.

The programme just published of the Co-operative Congress, which is to be held at Peterborough, England, during the coming summer, illustrates the remarkable degree of progress made in the field of industrial co-operation on the other side of the water. Whereas, in the United States the profit sharing movement has made comparatively few steps forward within recent years, it has been worked with increasing success year by year in the United Kingdom. In 1883 the number of industrial co-operative societies in England was 15, representing a capital of $450,000. The number, according to the latest statistics, has grown to 152 societies, with an aggregated capital of six millions. We learn from the report in which these figures are given that "the tendency of these organizations is strongly toward the production of commodities. Many have grown from insignificant beginnings to mammoth concerns, with hundreds of members and enormous capital. In London alone there now exist co-operative societies of leather workers, builders, engineers, bookbinders, printers, hatters, tailors and numerous other branches of trade, all of them working together with results more and more satisfactory every year." The object of the forthcoming Congress is to exhibit on a complete and extensive scale the products of co-operative labor in the United Kingdom, and to afford an opportunity for those interested in the movement to learn the practical results secured, and to exchange views on the subject of co-operative production. No doubt interesting and valuable information may be afforded, which would throw light on the reasons for the slowness of the co-operative movement to take a hold in this country. Numbers of attempts have been made here to carry into practice the co-operative idea, both in industrial and in agricultural undertakings. Some of these were started on socialistic lines and others on a purely commercial basis. While a proportion of these undertakings has been measurably successful, probably the larger number have been abandoned after a trial of more or less duration. But even the most successful of the survivors do not seem as a rule, to possess the progressiveness and assurance of permanent vitality that characterizes many of the English institutions. It was only a week or two ago that the embarrassment was announced of one of the most conspicuous co-operative manufacturing concerns in the United States—that of Alfred Dolge of Dolgeville, N.Y., where the scheme of co-operation included, in addition to profit sharing, a life insurance scheme and a system of pensions for old and disabled employees. Why the co-operative method should be so much more of a success in the one country than in the other does not seem clear. There is no such radical difference in race or in the general industrial conditions as can account for it. In fact, no substantial reason has been adduced why the movement should not prosper here as it is prospering in England.—The Metal Worker.

ENGLAND A BIG CUSTOMER.

The total exports of green and dried apples from the United States last year amounted in value to $3,700,000. Of these apples, only $738.000 worth went to Germany. Great Britain took $2,169,000 worth. A very small portion of the total exports in other articles of fruit was sent to Germany, Great Britain taking by far the larger part. What Germany really takes from us of our pork and hog products and our fruit, these figures will show: Total exports of cotton last year, 6,176.000 bales; England took 3,105.000 bales, Germany, 1,370.000; France, 304.-000. Cattle—England took 378,000. Germany, 633 head. Flour, total exports 14,500,000 barrels; England took 8,250,-000, Germany, 169,000. Bacon, total exports, 500,000,000 pounds; England took 280,000,000, Germany, 26,000,000; France, 2,000,000. Hams, total exports, 165,000,-000; England took 134,000,000, Germany, 3.000,000.—Grocer's Journal of Commerce.

SHE BOUGHT THE SHOES.

It was in a little country store in a little country town, where the patronage is chiefly that of country people. Not that it is not in an aristocratic neighborhood, for it is. Along the Hudson are the palaces of millionaries and multi-millionaires, but it is needless to say that they do not as a rule patronize the little country store for bonnets, gowns or boots.

So upon one occasion, when a visiting cousin of one Miss Multi-millionaire felt that she needed a new pair of boots she turned up her small nose in disdain when she was advised to try the country store. Nevertheless it was a case of necessity, or she thought it was, so the man in the shop was electrified one day at the appearance in his establishment of Miss Multi-millionaire's Cousin.

He recognized in his customer a wealthy woman, and made haste to serve her to the best of his ability. Incidentally he made up his mind that she could serve him by taking a pair of shoes which he was particularly anxious to dispose of. They were good shoes, and that was the only trouble with them. They were of fine French kid, 4½ double A width. They had been ordered by a customer who did not take them, and they were a drug in a shop where customers looked upon a pair of $6 shoes as a wicked extravagance.

"I would like," said this new customer, "a pair of your best French kid boots." The regular customers always asked for shoes.

Several pairs of boots which were brought out and tried on were found to be unsatisfactory. Then the six-dollar boots came, and they were really a perfect fit.

"Why, these are delightful," said Miss Multi-millionaire's Cousin as she stood up and viewed the boots with a critical air. "I don't think my New York bootmaker could do better than this for me," and she looked pleased and relieved. "How much are they?"

"Five dollars," said the shopkeeper. He was very anxious to get rid of those shoes, and to do it was worth sacrificing a dollar. The pleased expression faded from the face of the customer.

"I am afraid they slip a little at the heel," she said, discontentedly, wriggling the toes inside the pretty little boot, and making an effort to move the heel. "And they do pinch my toes so. I'm sure they're too short."

"Yes, I'm sure they are," answered the man, realizing in a moment that he had made a great mistake, and with calm patience he took off the boots, buttoned them, and, putting them in a box, placed the box on a high shelf.

Then he took out one pair of boots after another; some—and perhaps he knew it—were too long, some were too short, and some were too broad. The customer was becoming tired and worn out. There was nothing right, until finally what was apparently a sudden recollection struck the shopman.

"Now, I have," he explained, "a pair of custom-made boots, made for a very nice woman, who did not take them, and it occurs to me that they would just fit you." Thereupon climbing to the high shelf again, he brought down the identical boots that the customer had before tried on. She slipped a foot into one of them and gave a sigh of relief. ,

"Why didn't you tell me of these before?" she exclaimed reproachfully. "They are perfect. How much are they?"

"Nine dollars." answered the shopman stolidly, but with a feeling of palpitation in the region of his heart.

"I ll take them," said the customer with another sigh of relief and satisfaction.

And the proprietor of that shop went to sleep that night with a light heart and an easy conscience. He had helped a dissatisfied woman to make up her mind and was $4 in pocket by the transaction. —New York Times.

SCIENTIFIC PROGRESS IN THE LAST DECADE.

A contributor to La Nature (Paris, May 7th) remarks that the best reply to the attitude toward modern science of certain critics who profess to make light of what they call its pretensions, and who magnify its failures, is to enumerate some of the wonderful discoveries and inventions of the last few years. This he does in the following brief though striking fashion:

"Suppose that a man had fallen into a trance just after the closing of the Exposition of 1889, that is, less than nine years ago, and consequently knew nothing of the progress that has been made since that time, up to the period of our next great international manifestation. His admiration and his study would be devoted to the following objects:

"1. The bicycle, which is revolutionizing our habits, and which existed in his time only in rare specimens, bulky indeed compared with the little queen of our day. 2. The horseless carriage, moved by petroleum or electricity, whose future is perhaps even more promising than that of the bicycle. 3. The electric railways, which scarcely existed in 1889 and which will modify in the next century the conditions of working of the great trunk lines. 4. Polyphase currents, which enable us to transmit and distribute natural motor forces at great distances. 5. The Laval steam turbine, a new process—from the industrial standpoint—for utilizing steam at high pressure. 6. The inter-combustion motor of M. Diesel, which is the most economical means now known for transforming heat into work. 7. Calcium carbide, which gives rise to acetylene, one of the illuminants of the next century. 8. The cinematograph, with which we have been recently filled with wonders to the point of saturation. 9. The Roentgen rays, which are revolutionizing the healing art. To these nine discoveries or great inventions, whose results are already ours, and whose benefits we enjoy daily, we may add: 10. Liquid air for industrial purposes. 11. Color photography, in which the latest results of the Messrs. Lumiere have just been presented to the Academy of Sciences, by M. Mascart. 12. Wireless telegraphy, a process full of promise. 13. Cold light, obtained by luminescence of rarefied gases traversed by the electric current. 14. High-frequency currents, with which Tesla and D'Arsonval have conducted such marvelous experiments.

"In less than ten years, solely in the domain of mechanics and physics we have fourteen new sensational discoveries which are to be added to the already long list of the scientific conquests of the nineteenth century, and which we should have to explain to our sleeper on his awakening."—Translated for The Literary Digest.

ONE OF SPAIN'S MINES.

The land of Spain possesses in the Rio Tinto group some of the richest copper mines in the world. These are owned by a British company, which is able to pay 4 per cent. interest upon £3,546,020 of first mortgage bonds, 5 per cent. on £1,625,000 of preference shares, and lately a 40 per cent. dividend on £1,625,000 of ordinary stock, besides placing at the last dividend declaration £40,000 to reserve fund. The hitherto fortunate stockholders now tremble, however, for bankrupt Spain may well, it is thought, seek to tax right heavily—almost to ruinousness—so valuable a property that is largely foreign owned.