dynamos and generate the current. Two large dynamos of ample capacity will be put in, capable of furnishing current, in addition to what is now required, for any extention in the future. The are system will be used for outside illumination and the incandescent system inside the mills. A very large number of lamps will be required so that every part of the mills will thoroughly lighted.—Peterboro', Ont., *Review.*

MANY people would like to have the electric light in their houses for other than ordinary illuminating purposes. In hot weather a cool light to read by or to use in the piano-lamp is a blessing. Hitherto this has been a difficult matter for many to procure; they may be far away from the mains, and, even if they are not, a connection and the laying of wires all over the house for such a small quantity of light as they are likely to require is out of the question. For such as these an electric reading lamp outfit, which has just appeared, will be particularly useful. The battery is put up in a case quite convenient to handle The elements are attached to the under side of a movable board, which can be raised or lowered at will. The zincs are by this means lifted out of the liquid or lowered as required. There is a lid at the side of the box which, when open, gives easy access to the battery. The lamp is portable and can be adjusted to any position. The light rays are concentrated on the desk, book, or music, and are of sufficient intensity to enable one to read or write without fatigue to the eyes. On the ground of health and care of the eyesight alone, to say nothing of the convenience and pleasure of a soft, pure, cool light, such an outfit as this is a distinct boon to the public, who can now avail themselves of what was before within the reach of comparatively few.

THE Victoria Gypsum, Mining and Manufacturing Company, who have extensive gypsum mines at St. Ann's, near Baddeck, N.S., are preparing to carry on a large business in manufacturing and preparing that article for market. A line of narrow gauge railway has been constructed from the quarry at St. Ann's, nearly two miles to the point of shipment at Big Harbor. All along the route of this railway is an almost continuous deposit of plaster, though no openings have yet been made, except at the terminus of the line. A wharf has been built, twenty-five feet above tide level, affording facilities for shipment. A cargo of plaster had been shipped to Philadelphia, which has given the greatest satisfaction. Four or five other large shipments are to be made this season, and next year the work of excavating and shipping will be vigorously pushed. The successful prosecution of this industry is expected to be of great benefit, affording profitable labor to a large number of workmen. The process of manufacturing plaster is to grind it to a consistency like flour, and then subject the powder to heat in pots, when the moisture is driven off, and the plaster, ready for its various uses remains. Raw gypsum is admitted into the United States free of duty; and the commercial term in the United States for gypsum is "plaster," as, indeed, it is in various parts of Canada.

SHIPBUILDING in Nova Scotia is steadily increasing. The following shows the number of vessels built in that Province since 1887, and their aggregate tonnage:

	Vessels Built.	Aggregate Tonnage.
1887	87	12,300
1888	116	12,900
1889	106	16,645
1890	148	33,746

Some of the vessels recently built in Nova Scotia are among the largest and finest wooden ships afloat. It has been said that in this Province we ought to have a large shipbuilding interest. How much longer must we send to the east for our sealing schooners and for other vessels to ply upon the waters of Puget Sound and the Pacific Ocean? The answer will be given by some people—"Just so long as the Protective National Policy Government at Ottawa fails to encourage local industry, and persists—in face of facts and protests—in getting ships for the Dominion service built out of the country." Such a policy as this weakens the confidence of the people in their own established institution, and takes, as it were, the heart out of those who are inclined to be enterprising. We can build wooden vessels second to none in the world; we have the best of material close at hand—our own natural product—and the experience of H. M. S. *Amphion* has shown that as iron ship-workers we are in no way behind, and for excellence of work and the pluck to undertake it cannot be surpassed.—Victoria, B.C., *Commercial Journal.*

MODERN methods of heating include the use of open grates, stoves, fire-place heaters, hot-air fuanaces, steam and hot-water heaters. Of these devices the stove is the cheapest and the most economical of fuel. Of the various forms of stoves the surface-burning, base heating construction gives the largest proportion of heat for the coal consumed. This style, commonly made with sheet iron bodies, are mostly used in the East, while base-burners are more largely used in the West. Base-burners are convenient because they require filling with coal but once a day, and are not far behind surface burners in economy of fuel. The latter have the merit that more frequent opening to put in coal, and letting the door stand ajar to check the fire materially aids in ventilating the room. Base-burners may now be had which take fresh air from out of doors, warming it and discharging it into the room, and which also have exhaust flues to take foul air from the room. thus largely overcoming the greatest objections to close stoves. Wood burning stoves of improved revertible flue construction, and stoves for burning soft coal with little smoke, soot or dirt, may now be had of all dealers. Surface-burners and base-burners are now artistically ornamented, so that they are among the most attractive of house furnishings. Wood and soft coal stoves are also now made in scarcely less ornamental patterns. Stoves must, on account of their cheapness and economy, always remain the means of warming the dwellings of the mass of the people.—*Good Housekeeping.*