

—For ten months of the present year, according to the *Coal Trade Journal*, the exports of coal from Great Britain have amounted to 22,451,543 tons, as compared with 20,464,139 tons in the corresponding period of last year. The increase over 1887 was general indeed; there is but a single exception in the list of countries. We append the table:

To	Tons, 1887.	Tons, 1888.
Russia	1,248,896	1,405,409
Sweden and Norway ..	1,468,276	1,598,348
Denmark	913,157	1,034,105
Germany	2,274,615	2,566,462
Holland	227,583	230,421
France	3,449,941	3,438,578
Portugal, Azores, and Madeira	368,098	395,360
Spain and Canaries ..	1,191,224	1,341,669
Italy	2,700,613	3,000,993
Turkey	206,723	344,977
Egypt	1,049,938	1,156,713
Brazil	434,803	484,653
Gibraltar	391,842	392,338
Malta	346,601	482,698
British East Indies ..	1,079,738	1,092,059
Other countries	3,022,091	3,476,760
Total	20,464,139	22,441,543

—Montreal, our chief city, of whom we all are proud, has already been distinguished in many ways. But yet another distinction is thrust upon her. She is to be the headquarters of a World's Fair! Her worthy Alderman A. A. Stevenson, who attended the annual meeting of the International Association of Fairs and Expositions in Chicago, wired to Mr. S. C. Stevenson: "Convention unanimously recommends holding World's Fair in Montreal in 1892." The above named association is composed of the managers and leading men in connection with all the important Exhibition Associations in the United States and Canada.

—The plentiful shipment of gold from the United States to Europe this year attracts attention. Up to Monday last, says the *New York Times*, the shipments of gold amount to \$36,500,000, against \$14,000,000 for the corresponding period of 1887, while the receipts have been but \$7,500,000, as against \$39,000,000 for the same period last year.

—Truro, N.S., is engaged in forming a joint stock Fire Insurance Company with a capital of \$200,000, over one-half of which is already subscribed. Owing to defects in the water works, insurance agencies in the town raised the rates from 1½ to 2½ per cent., at which increase the citizens took umbrage, and intend going into the business of underwriting on their own risks.

TRADE RELATIONS.

At the annual dinner of the New York Chamber of Commerce, on Tuesday of last week, at which many prominent Americans were present, the following found a place among the toasts: "Our relations with Canada; may all differences be amicably adjusted and our intercourse become increasingly reciprocal and profitable." Mr. Goldwin Smith, who spoke to this toast, was justified in assuring the company that these sentiments would find a response among the great mass of Canadians. He was one of those who looked for a more complete and lasting settlement of all commercial questions between the two countries than any fishery treaty could provide; "a settlement conceived in the spirit of those British statesmen who, after the disastrous schism in our race desired, as far as the circumstances of the case would permit, to get back to happier relations, and instead of becoming mere aliens and foreigners to each other, to have an amicable partition of the Anglo-Saxon empire. The fisheries dispute will be at rest forever," he added, "when the

fisheries are common to us all." But without the consent of England, Canada, the speaker said, would do nothing. As a commercial journal we thank the rulers of the commerce of New York for pouring oil into the wounds which the politicians have taken special pains to inflict.

IMPORTANCE OF KNOWING HOW TO DRAW.

The knowledge of mechanical drawing, and the benefit to be derived therefrom, says T. P. Farmer in the *American Machinist*, few can better appreciate than he who is constantly among men engaged in the different classes of manufacturing; and no one can be in a more favorable position to pass comments.

A wealthy manufacturer once said to me that he would give ten thousand dollars cash down, and still be money in pocket, if he only understood mechanical drawing. "Why," said he, "it takes me longer to explain and make clear my ideas to our draughtsman than it does for him to do the work. If," he continued, "I had only learned to draw when I was a young man, I should be much better fitted to carry on my business; but I did not think about it then, and now it is too late."

The superintendent of a factory employing a larger number of men once undertook to explain to me a certain motion in a machine they contemplated building, and he proceeded to do so after this fashion: He procured a hammer, two lathe tools, a chisel, two pennies, and the cover of a dinner pail; after arranging them to his fancy he began to twist this way and turn them that way, and wished me to suppose that such a thing represented such a part, and that something else represented another, when all at once he looked up and said, "See?" I was free to admit that I did not see. "Why," said he, "it's plain enough." I told him I could not brain it; and he probably thought I was a fool. I tore a leaf from my note book, and with a pencil passed it to him, requesting that he would make a rough sketch—he couldn't do it to save him—and then the scene changed and I thought he was the fool.

A number of years ago I became acquainted with a young man who was considered not only an extra fine workman, but quite an inventive genius as well, but a barrier seemed to stand between him and ultimate success. He was utterly deficient in descriptive power, and he could not draw; his only means of illustrating being by models, which were expensive. Mechanical drawings, he said, appeared to him like spider webs stretched across the paper, and had no meaning. He had made some very valuable improvements in the shop, and his employer was so well pleased with his ability that he urged him to take lessons in mechanical drawing; and it was only after many protestations that he yielded. He proved an apt scholar, and in a surprisingly short time was able to draw anything—even his cheque for fifty thousand dollars. How did he do it? Why, bless you, he was able to put his ideas upon paper, and from paper into iron and steel; sold his inventions, invested the money in safe securities, and now he is well fixed for life—and a young man too.

I was once called as a witness in an important patent suit. There was a multitude of noted lawyers, judges, experts, and so on retained by both sides. At a certain stage of the proceedings an argument arose between two of the lawyers respecting a particular feature of the invention in litigation, and one of them seemed to be getting the best of it, when the other remarked that if he had but a sketch or drawing of the part in question, he could soon convince the court that he was in the right. There was only one man in that whole assembly who could draw from memory, and, by direction of the court, he proceeded, in free hand, to illustrate the part—being perfectly familiar with the invention. Upon inspection, the result proved so convincing that the argument ended at once. That drawing won the case.

I tell you, young men, learn to draw; provide yourselves with a few instruments and a board, and go at it; the outlay is but a trifle, and the returns may be large. If you have not the time to practice by day, then practice at night; though the day-time, with a north-west light, is what you really need. But two oil lamps, provided with suitable shades, and placed in positions to cast the least shadow, will do very well indeed.

WHAT IS NEWS?

What is news? The books do not tell us. What is its annual value? Nobody knows. Journalism has no recognized standard, no apprenticeship, no prescribed preparation. Those who follow it got into it they hardly know how. Most of them began as chroniclers of local events. They found their initiatory work accepted by editors because it was the best obtainable. Little by little they learned to know news when they saw it, and to relate it in a shape at least good enough to sell. They met many ups and downs—mostly downs—but at last they found themselves journalists at salaries ranging from \$500 to \$5,000 a year.

I recently asked twenty-two of the best news gatherers of my acquaintance to define the article. More than half of them replied that while they knew news when they saw it, they could not intelligently define it. The balance gave varying definitions, no two of which were alike, and not one of which covered the whole subject. I then submitted a formula to about fifty leading journalists, and out of the discussion and suggestions which followed, grew the following answer:

News is any unpublished event of present interest.

It should be added that the nose for news, of which one hears so much, is a curious combination of mental alertness, curiosity, and unbounded energy.

Far more extensive inquiries were necessary to ascertain the approximate annual value of all the news published in the United States. In its raw condition news may be said to cost nothing. Its sole value consists in the expense of collection, transportation, and editing. The chief cost is for local news. That forms more than three-fourths of the annual total, or \$15,600,000. News other than local costs as follows: The interchange of routine events, \$1,820,000, which is the total annual incomes of the Associated and the United Press Associations, and the foreign news; \$2,880,000 for special telegrams, which sum covers the pay of the correspondents and the telegraph tolls; and \$345,000 for bureaus maintained in the large news centres, or a total annual value of \$20,655,000.—*America*.

—We learn from the September 8th issue of the *Australian Town and Country Journal*, that the Attorney-General of Victoria has granted letters patent, in that colony, to Mr. J. B. Armstrong, of Guelph, Canada, for six different inventions. The first of these consists of an improved buggy and carriage pole, the object of which is to improve the appearance of the buggy or carriage by dispensing with the bent wooden crossbar in the rear, and the bent end of the wooden pole itself. The effect of this is to produce a vehicle which is light, neat, durable, and cheap. The second relates to gig running gears; and its object is to make the body low and easy of access, to so arrange the springs as to secure a steady and easy movement of the body. Another relates to single-plate carriage springs, in which the object is to obtain a cheap, light, low-setting spring, formed from a single plate of tempered steel. The fourth invention affects steel buggy or carriage gears, the object being to make these adaptable to various kinds of bodies, and to various sizes of vehicles. A similar innovation improves sulky gears; it enables a light, handsome, strong, and easy riding sulky to be constructed at a cheap rate. The last relates to two-plate carriage springs, the aim being to combine the lightness, strength, quick action, and symmetry of a single plate spring with the carrying capacity of an ordinary laminated spring. It is evident, from the interest shown in the subject by the journal quoted, that the various gears and other improvements of the J. B. Armstrong Manufacturing Company, so well known in Canada, are making their way in more distant parts of the world.

—Some sixty-three lives have been lost the present year from Gloucester fishing vessels, and it is stated that very many of those were Nova Scotians with a few Prince Edward Islanders. It is not a little remarkable that but very few men are lost from our Maritime Province fishing vessels, which goes to show that our people are more careful of the lives of their crews.