Trade is not subject to the same fluctuations There is generally employment all the year round in the country, and this is more than can be said for any trade in New York at the best of times. Fifteen dollars a week is better in the West than $20 a week in this city. In some trades, the watchmakers for example a dollar more a day is paid to workmen in the country towns than in New York Then there are chances of improvement in the country that scarcely exist in a great city A workingman must be a fool or a sot that cannot in a few years own his own house and lot in a country town An employment agency, or labor exchange, properly managed, could render a substantial benefit to all classes by disseminating information that is so admirably calculated to benefit both employees and employer —*U. S. Economist.*

SECURITY FOR OCEAN STEAMERS

IN spite of the improvements which are constantly being made in naval architecture, the proportion of marine disasters in which the vessels become total losses, does not sensibly diminish. The recent loss of the "Hibernia" has revealed another vulnerable point in steamships she having been sunk by the admission of water through the stern, by the breaking of the shaft of her propellor It is evident that, with the immense power stored up in the boilers of a large ocean steamer, there should be some way of utilizing it, to pump out water entering through a leak. The steam pumps usually attached to the engine are wholly inadequate to the freeing of the vessel in the event of a serious accident, and the addition of centrifugal pumps to the machinery would involve an expenditure of from twenty to thirty thousand dollars, and therefore is not likely to meet with much favor among ship owners. Moreover the machinery of such pumps is complicated, and, not being employed except in an emergency, would probably be out of order when wanted It seems reasonable, however, that there should be some method of adapting the enormous steam power to the duty of pumping out water, and in the letter of a correspondent of the London *Times* that method has, we believe, been suggested. The proposition of the *Times* correspondent is to apply a direct steam jet to the lifting of the water, as it is now applied to the lifting of ashes from the hold The apparatus is simply an annular jet of steam round a six-inch pipe, which creates a vacuum, and raises the water. Each apparatus occupies no more room than a stove-pipe, and enough of them might be placed round the sides of the vessel to utilize the whole power of the boilers. Two hundred of them could be worked, and would discharge one thousand cubic yards, or some eight hundred tons of water per minute. Three thousand horse-power, fully utilized, would lift above two thousand tons of water twenty feet high per minute. One great advantage of this apparatus is its extreme simplicity It would be only necessary to turn a cock to set it in motion In view of the tendency to increase the size of ocean steamers, and the increase of responsibility which this involves, the method suggested should be fully tested, and if found to work satisfactorily, should be adopted in all passenger-carrying steamers. Had the "Arctic," the "Pacific," the "Connaught," the Hibernia," or even our own steamer, the "Brother Jonathan," been fitted with this apparatus, many valuable lives and much property might have been saved.

THE NEW TREASURY MANAGEMENT.

NO feature in the new Administration at Washington more thoroughly evinces the change that has taken place than Secretary Boutwell's Administration of the Treasury Department The regular monthly statement just published is a very different sort of affair from that which Mr Colloch used to publish. The new style shows all the loans in detail, states the interest; which McCulloch uniformly suppressed, and let us know how much has been received from the Pacific Railroads toward the payment of the interest on the railroad bonds There is no deception about such a statement as this, and everybody can judge exactly how we stand The policy of reducing the debt has been resumed, but the Pacific Railways are in the way efforts at reduction.

The Treasury Department at Washington fairly swarmed with clerks, large numbers of whom had nothing to do, and just before Johnson went out of office a large batch of new ones was appointed Mr Boutwell has swept them out by scores. He discharged fifty in one day. The country will probably learn with some surprise that dozens of the female employés were Southern women, with cotton claims, which they spent their time in lobbying through Congress. A communication from the Register's office, defending the character of the female employés against an assault in the *Independent* admits that the charge of overcrowding the department was correct, and goes on to say that in the Register's office many had been appointed against the protestations of the chief clerk that he could find no work for them, that every Southern woman with a cotton claim got an appointment, but never worked, though drawing her salary, that the writer knew cases in which both mother and daughter had drawn salaries all winter, and done nothing but prosecute a cotton claim and persecute members of Congress Seventy such cases had been ferrited out by Secretary Boutwell and the parties discharged in a batch The pay of these women was about fifty thousand dollars

This was McCulloch's idea of economy Congress reduced the appropriations because it was known that a great number of the department employés were superfluous, but, instead of discharging them, McCulloch increased their number, and a deficiency bill was the consequence. At the late session Congress again resolutely reduced the appropriations, and Mr Boutwell is determined to keep within bounds. He was in the House when the bill was passed and helped to cut the amount down. At the same session Congress gave the women employés the same pay as the men This takes away all economical reasons for preferring them to men They will, therefore be winnowed and none either male or female, employed without absolute necessity The most vigorous opponents of these females are intelligent ladies from the North who have seen with their own eyes the evils of the system

But it is in the more important financial operations of the department that the greatest saving is to be effected, and there Mr. Boutwell is hard at work although every newspaper financial writer with a pet hobby to ride is opposed to some feature of the changes proposed Mr. Boutwell is determined to reduce the idle balance in the Treasury by applying it to its proper use, the payment of our obligations, and we presume that if the obstructionists embarrass him too much in that, he will go to work and buy up the bonds at the market rates.—*Philadelphia Gazette.*

NARROWER GAUGE RAILWAYS.

IN the last number of *Engineering* we find a detailed description of the Broelthal Valley Railway which has a gauge of only two feet seven inches It appears that the tonnage carried on this small road in 1864 amounted to 32 709 tons, and that the undertaking was successful commercially, although not employed to one-tenth of its capacity The line appears to be run and managed on a very economical basis, while the rate of freight is only one shilling and eight pence per ton for the distance of 12½ miles In this country where large manufacturing towns and villages are situated a short distance from trunk railways, such cheap small railways as the Broelthal should receive attention

We would especially recommend them to the consideration of the promoters of the many wooden railway schemes now agitated The rails weigh from 22 to 23 lbs The engines are tank locomotives, and weigh, in working order 12½ tons The freight cars cost £66 to £92 The *Engineering* says:—

"The railway connecting the valley of Brol with that of Sieg, near Cologne, of which we propose to give some particulars, is of interest to engineers not only on account of the narrowness of its gauge which is two feet seven inches, but also on account of the success with which its working has been attended. The line leaves the Cologne and Giesen railway at Hannef, and with the exception of a short length near that station, it is constructed along the line of the ordinary road, the administrative authorites have permitted a width of about 4 ft 8 in to be taken from the latter for the purposes of the railway

"The Broelthal valley line was originally designed exclusively for the accommodation of the mineral traffic to the works of Friedrich-Wilhelm-hutte, but the inhabitants of the surrounding districts found it to be to their interest to employ the line for the conveyance of their goods as the cost of transportation was found to be about 66 per cent cheaper than by the ordinary roads; and as a result the line has at the present time a considerable general goods traffic."

After having explained in detail the dimensions of engines cars, and other details of construction, it is remarked as follows:

"We must now say something concerning the manner in which the line is worked and its commercial results. The usual load drawn by the engines consists of 28 wagons loaded with five tons each, giving 140 tons of paying load. The total weight of the train is as follows:

	Tons.
Locomotive	12½
Wagon	70
Load in wagons	140
Total	222½

It is found that the engines can easily draw thirty-six loaded wagons, but the above is the usual load The speed on the level portions of the line is a little over nine miles per hour and in traversing those portions of the road at which there are habitations, this speed is decreased to about five and a half miles per hour.

Readers are familiar with the fact that the Festiniog Railway in Wales, carries about 147 000 tons of freight, and passengers to the number of 135,000 annually, at a speed of 12 to 15 miles an hour on a gauge of only two feet From these data it will be seen that there is a wide field in the choice of gauge, in accordance with the cost, and ends to be obtained.

PERSIAN CLOTH WORK —Nothing can be prettier than the mosaic needle work of the Persians, or more exquisite than the patterns with which they braid clothes of red, blue and black, for slippers, or cushions, or chair-covers Why, instead of working impossible cabbage-roses and giantesque lilies—absurd caricatures of the original which nature has made beautiful do not Englishwomen purchase those really artistic patterns and learn some of the first principles of coloring from the Hindoos and Persians, whose eyes, it seems cannot play them false? There are always many Turkish ladies shopping in the bazaars, cheapening the goods, and troubling the attentive shopmen in a quite civilized manner. Touters will beset you, offering to guide your uncertain steps in the labyrinth of indirect crooked ways, which present themselves to your choice at every turn they cunningly suggest every article of which they fancy you may be in search in a language which is a mixture of bad French and bad Italian but if you are of my mind you will rid yourself of their troublesome attentions, and leave your outcoming to be sufficiently amused in the curious many colored life before you.

THE WHITE PINE REGION.

THE White Pine Silver Mines, on the borders of Nevada and Utah, still continue to attract large numbers of persons from all parts of the Pacific States The excitement is reported to exceed that which prevailed at the time of the discovery of Washoe mines Fifty companies have been formed in San Francisco, to explore the White Pine region, and crowds of miners, shop-keepers, speculators and gamblers are rushing along the Central Pacific Railway to Elko, the eastern terminus where stages are taken There are not enough houses at the White Pine Mines to accommodate the daily increasing population, and the persons living in tents have been suffering severely from exposure to the cold, and from scarcity of provisions besides. The district covers fifty square miles, and already contains three towns, the chief of which is called Hamilton. The silver ore is in the form of chlorides and sulphurets, and is found in flat sheets, imbedded in magnesian limestone The ore is reported to be very rich, worth in many cases $12 per pound, but generally from $3,000 to $6,000 per ton The mines were only discovered last autumn, and large amounts of bullion have already been and still continue to be sent to San Francisco The unusual presentation of the ore renders it difficult to stake out the claims on the plan heretofore adopted, and serious disputes have arisen between the miners, the shafts having been sunk very near each other In the same neighborhood there are also to be found numerous veins of argentiferous lead and copper, said to be very valuable, but the mountains containing them are, in comparison with the White Pine, only called the Base Metal Ridge.

The following are the imports into the United States from Canada and other British North American possessions on the Atlantic, for the fiscal year 1867-8, as compared with 1864-5, the last complete year of the Reciprocity Treaty:—

Articles	Free under the Reciprocity Treat. Quantity	Value.
Animals of all kinds	—	$ 5,503,318
Fish—Mackerel, brls	—	—
Herring, brls	—	—
Salmon, brls	—	—
Dried or smoked, brls.	9,789	19,787
Pickled, brls	241,413	1,510,257
All other in brls.	45,691	71,763
All not in brls, lbs.	3.9 4,007	197,932
Wheat, bush	1,304,717	1,694 016
Wheat flour brls.	—	2,970 343
Barley, bush	3,453,764	4 093,202
Oats, bush.	4,792,497	2,216 722
Timber and lumber	—	4,575,623
Staves for hhds., &c, M	—	—
Wool, raw, lbs.	3 463 079	1,527,275
Other articles	—	6,249,503
Total	—	$30,569,668

The value of imports of the articles specified in the table was $24,320,161 During the same period the value of imports from the same provinces, not covered by the Reciprocity Treaty was $5,607,309, of which $76,973 belonged to the classes specified in the foregoing table, and the amount of duty collected on those specified classes was $3,337 76

The following will show the imports from the same Provinces during the fiscal year 1867-8.

Art'cles.	Dutiable. Quantity.	Value.
Animals of all kinds	—	$ 2,376,69[illegible]
Fish—Mackerel, brls.	41,655	864,42[illegible]
Herring, brls	54,301	181,86[illegible]
Salmon, brls.	6 513	99,09[illegible]
All other brls	14,188	64,91[illegible]
All other lbs.	7,783,017	239,20[illegible]
Wheat, bush	1,593,823	2,704,13[illegible]
Wheat flour. brls	78,833	572,61[illegible]
Barley, bush	3,783 893	3,104,02[illegible]
Oats, bush	780,606	241,61[illegible]
Timber and lumber	—	6,693,13[illegible]
Staves, M	1,131,409	116,87[illegible]
Wool, raw, lbs	1,412,727	393,45[illegible]
Wool, on the skin	—	59,60[illegible]
Total specific articles	—	$17,096,58[illegible]
Other articles dutiable.	—	7,130,11[illegible]
Other articles free	—	4,374,45[illegible]
Total		$28,599,13

The duty collected on the articles specified in the foregoing table was $3,239,916.69 —*New York Journal of Commerce.*

SHEEP ON WHEAT —During the past two months I have had an opportunity of noticing the wheat crop in many counties in this State, and some in Pennsylvania The growth of the young wheat is greater than usual at this season, and if persons will, during this month of March, turn their sheep upon their wheat fields, it will be good for the sheep and the wheat The sheep bite short off, and they will not pull up by the roots as some other animals would do They should only be turned on the wheat, however when the ground is frozen, or when it is well settled in April The sheep bite off the blades that have been partly frozen during the winter, and thus make way for a new and vigorous growth Although the frost does not damage wheat as it does corn, yet the blade affected by it are still somewhat deadened, and it is better to remove them I have known this plan to be adopted by farmers many years ago with great advantage.—*Cor. Zanesville Times*