

The vote at the Imperial Trade Congress in London, on the Canadian proposal of differential tariffs within the Empire, taken by chambers, stood thus:—

	For.	Against.
Canada	19	2
Australasia	2	9
South and West Africa	0	5
West Indies	4	1
India and East	1	3

Total colonial vote..... 26 20

The British vote, taken by chambers, was 7 for and 35 against the proposal.

Next week will be the last during which entries may be made by intending Canadian exhibitors at the Chicago World's Fair. The Dominion Government invites Canadian producers and manufacturers in agriculture, horticulture, products of forests, fisheries, minerals, machinery, manufactures, arts, &c., "to assist in bringing together such a display of the natural resources and industrial products of Canada as will be a credit to the country." The Dominion Government will pay the transport of exhibits going and returning, and for the placing of articles sent. Entries must be made not later than 31st July. The reception of articles at the Exposition buildings will commence 1st November.

Ignorance of his business, to say nothing of alleged carelessness, has conspired to bring disaster upon Geo. McDonald, an implement agent at Ridgetown. At a meeting of his creditors held the other day the assets were found to be practically nil.—The Shipway Manufacturing Co., a small concern in this city making iron fencing, bells, &c., has assigned owing some \$12,000.—Having endorsed for a son who came to financial grief, Frank Dowell, a baker at Parry Sound, has himself assigned.—T. H. Wark, a city tailor, has assigned to Mr. Clarkson.—I. R. Armstrong, in the same line at Brampton, started in May last, but off-setting the quality of being a good workman with unsteadiness in habits, has come into the hands of an assignee.

A CORRESPONDENT writes from Amherst, N.S., to the Halifax Herald as follows: Negotiations with several new contractors are now taking practicable shape, with regard to an early completion of the Chignecto ship railway. Pumping operations have commenced at the Tidnish dock. The condition of the works is very good, no damage having been caused during the winter. The negotiating of a new contract to complete the undertaking by Messrs. Easton & Anderson, of London, Eng., with Messrs. Dawson, Symmes

& Usher, having failed, the latter firms are now removing their implements. Others have, however, been on the scene. H. S. Holt and W. J. Hogan, of Montreal, have been over the line. Connolly & Co., Mr. Brookfield, of Halifax, and Messrs. Rhodes, Curry & Co., of Amherst, are spoken of as likely to take part in the completion of the road. Messrs. Easton & Anderson, who already have the contract for the machinery, may take the place of Messrs. Meiggs & Sons, as chief contractors, and finish the road.

BEER-DRINKING OVER THE WAY.

Tables have been published quite recently by the Chicago Western Brewer showing the total production of beer in the United States during the special revenue year ended April 30th last. It is seen that the production amounted to 31,475,519 barrels—a net increase of 1,453,519 barrels over the previous year, or a little more than 4.7 per cent. The average annual consumption is a little less than a half barrel for every man, woman and child in the Union. The order of beer-producing States is as follows: New York, 9,512,549 barrels—or more than one-fourth of the total; Pennsylvania, 3,129,733; Illinois, 2,888,364; Ohio 2,650,205; Wisconsin, 2,605,688; Missouri, 2,014,086; New Jersey, 1,757,633; Massachusetts, 1,095,966, and California, 776,050 barrels. In six States no beer is produced at all—namely, Arkansas, Florida, Maine, Mississippi, North Carolina and Vermont. Iowa produced 114,523 barrels, an increase of 8,580 barrels, in spite of the prohibitory liquor law. Even Kansas, with a prohibitory code, produced 1,650 barrels, and paid the tax on it to the United States collectors of inland revenue

AN ENORMOUS OUTPUT.

An American journal gives some figures indicating the capacity of the works controlled by the Carnegie interests, whose steel works at Homestead, Pennsylvania, were the scene of the dreadful battle between striking employes and armed servants of the proprietary:

At the Edgar Thomson furnaces and Edgar Thomson steel works, at Braddock, Pa., are turned out annually 850,000 net tons of Bessemer pig iron, spiegeleisen and ferro-manganese, and 425,000 net tons of steel rails; Homestead steel works produces blooms, billets, structural shapes, bridge steel and boiler, armor, ship and tank plate, the annual capa-

city being 18,000 net tons of Bessemer steel ingots and 200,000 net tons of open-hearth steel ingots; Duquesne steel works, Cochran station, Pittsburgh, Virginia & Charleston R., makes rails and billets, which are rolled down from the ingots at initial heat, annual capacity 225,000 net tons; Keystone bridge works, Pittsburgh, Pa., whose product is finished bridge material of all kinds, the annual capacity 18,000 net tons; Upper Union mills, Thirty-third street, Pittsburgh, structural iron and steel bars, iron and steel mill plates and light steel rails, annual capacity 85,000 net tons; Lower Union mills, Twenty-ninth street, Pittsburgh, making mill plates, car forgings, bridge work, angles, axles, pins, links and bar iron, with an annual capacity of 50,000 net tons; Lucy furnaces, Pittsburgh, with an annual capacity of 175,000 tons of Bessemer, forge and foundry pig iron; Beaver Falls mills, Beaver Falls, Pa., with an annual capacity of 54,000 net tons of wire rods and 700,000 kegs of wire nails. Here, then, is an aggregate production of iron and steel goods in various forms equal to more than 9,000 tons (9,463) every working day, and almost three million tons every year.

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