

Austria, in 1830, produced 1,437,836 cwt. pig iron, and 151,637 cwt. cast-iron ware; in 1854, 4,151,505 cwt. pig iron, and 582,446 cwt. cast-iron ware.

The product of all the furnaces in the States of the Zollverein was:

In 1851 - - - - -	4,612,102 cwt.		In 1853 - - - - -	6,126,458 cwt.
In 1852 - - - - -	5,137,821 "		In 1854 - - - - -	7,501,470 "

showing an increase from 1851 to 1854 of 64 per cent. At this rate of increase the production of iron will soon exceed its consumption in Germany. But little railroad iron is now imported into Germany. The rolling mills on the Lower Rhine, in Berlin and in Silesia, supply Prussia; the rolling mill of Zwickau meets the demand of Saxony, and that of Burglengenfeld supplies Bavaria. Austria, too, is supplied by domestic mills. German rails are more expensive than English, but are also said to be more durable.

In regard to machinery, Germany is also making rapid progress, and already outstrips England in the building of locomotives. Not a single locomotive is now sent from England to Germany on German account, while numbers of them are sent from Germany to France and Switzerland. Extensive iron foundries and machine shops are to be found in Berlin, Vienna, Munich, Augsburg, Esslingen, Carlsruhe, Aix-la-Chapelle, Ruhrort, Hanover, &c. Up to January 1, 1854, one establishment in Berlin had alone turned out five hundred locomotives, and one thousand three hundred have been built in all Germany since 1841. The establishment of Kramer & Klett, in Nuremberg, manufactures an almost incredible number of railway cars, whilst that of Kœnig & Bauer, in Oberzell, near Wurzburg, had, previous to 1855, completed four hundred and twenty steam presses, among which were quite a number of four-cylinder revolving presses, and one with six cylinders, for the Industrial Exhibition at Munich.

The extensive caststeel works of Krupp & Co., in Essen, sent to the Paris Exhibition a solid block of caststeel, weighing ten thousand pounds. This establishment has such confidence in its work, that it offers to pay fifteen thousand thalers damages if any of its railroad car axles shall break within ten years. The same house also manufacture caststeel cannons and bells. The cannons have, after repeated experiments, been declared to be superior to those made of brass or bronze.

German cutlery is likewise beginning to compete with the English, especially in the West India and South American markets. The sugar plantations of the West Indies, which formerly obtained their harvesting implements from England, now import them direct from Germany.

RAILWAY RETURNS.

Receipts of the Great-Western Railway, for four weeks ending 31st July, 1857.

Amount for Passengers	\$107,523 30½
“ Freight	31,448 37
“ Mails and Sundries.....	6,706. 35½

\$145,678 03

Corresponding period last year.....\$164,652 47¾