

The *Midland Industrial Gazette* (St. Louis) says that the problem of electrical propulsion of street cars seems to have been solved in Brussels, where an electric tram car, destined for service in New York City, has been doing successful and economical service during the month of October. The car, which affords accommodation for seventy passengers, was constructed by the Julien Electric Co., and is worked by accumulators. Its operation in the United States will be watched with great interest, as one of the great requirements of the times is cheaper and better street railway service.

It has become quite common, says the *Manufacturer's Gazette*, for towns that have positively refused to supply themselves with any defences against fire, when a fire does happen with them, to telegraph their more provident neighbors to come to their relief with their fire apparatus. People who will not help themselves do not deserve assistance from others. Besides this, it is wrong for a fire-department to leave its own home, even to assist others. There is no moment in which there is not a liability to fire in its own town, and, having been organized for its defence, they ought to remain with it.

A London cable despatch says that the Colonial Exhibition, which succeeded the "Inventories," closed on the 9th of November last year, was closed on November 10th without any special ceremony. The Queen and Princess Louise each purchased a Canadian piano. Hon. Edward Stanhope, the colonial secretary, purchased a Canadian harmonium, and several harmoniums were also purchased by the Governor of Madras. At the close of the exhibition the spirited Canadian national air, composed some time since by Sir Arthur Sullivan, was played. The total number of visitors since the opening was 5,550,749, an average of 83,846 a day.

WATER gas, says the *Globe*, is becoming increasingly popular in some American cities. In Troy, N.Y., for instance, the company who manufacture gas for that purpose find the demand so great that they have been necessitated to put in new apparatus capable of making 1,000,000 cubic feet per day, and this again will be followed by yet larger apparatus with capacity of 5,000,000 cubic feet per day. In Lynn (Mass.), also, such an enterprise is being vigorously pushed. In that city hitherto a good many people have been using the lighting gas as fuel, paying the usual price of 50 cents per 1,000 feet. There is no good reason why gas should be much dearer in Toronto.

SAYS the *Winnipeg Commercial*:—"A farmer has been complaining through the columns of a city paper, that he could get but 9c. for good Leicester wool in Winnipeg. The quotations in the *Commercial* show that from 14 to 16c is paid here for choice washed wool of the variety mentioned. Winnipeg prices for wool are the same as Toronto, less the freight from here to that place, which is the very best that could be expected in the absence of woollen mills in Manitoba. In time these will be established, greatly to the benefit of the wool market. Wool, like wheat and other commodities, has ruled exceptionally low at outside markets for some time past, but this should not discourage farmers from growing wool any more than from growing wheat."

A CHICAGO paper supplies some interesting information respecting shipments of gold from New York. The gold is generally obtained from the Bank of America. This bank is the depository of the associated banks, and has frequently on hand gold amounting to \$40,000,000. Gold crosses the ocean very much as does other kind of freight, without any special looking after. The average rate of insurance is about \$2,000 on a shipment of \$1,000,000. There are shippers who do not insure. Having to ship \$1,000,000, they will give it in equal parts to half a dozen different vessels. It is a strict rule with some firms never to trust more than \$250,000 at a time on any one ship. A certain party furnishes all the kegs for gold and packs them. The man who does this is a monopolist in his way. Shippers of large amounts always lose a few dollars by abrasion, but not exceeding 16 ounces on a million-dollar shipment. The only protection to be found against abrasion lies in the shipment of gold in bars instead of coin. Gold bars are not readily obtained.

We are indebted to *Kuhlow's German Trade Review* (English translation) for much information that is of interest even in Canada. For instance, we learn that in Chemnitz and the neighborhood the production of carpets, furniture stuffs, curtains, etc., out of jute yarn has increased to a very considerable extent. Manufactories, therefore, which use this yarn have long wished to supply their demands in fine numbers at home, instead of having to go abroad as it has been necessary to do. A fine jute yarn spinning concern has now been established at Bradenburg, having provisionally some 6,000 spindles, this spinning up to No. 16 and even No. 20. Hitherto Nos. 1 to 10 have alone been spun in German works. There can be no doubt that as a result of this new establishment beginning operations jute yarns will be more used than ever. Which means, what do you think, my simple Free Trade friend? Why, this, namely—that German jute will be in competition with genuine Canadian wool, if we do not put a heavy duty on it, by the pound. Duties according to value are of no use whatever against jute and shoddy. They must be levied by weight to be of any account. Again we read: "The textile industries of Silesia comprise:—(1) The woollen goods industry; (2) the cloth industry; (3) the shoddy and mungo spinning industry; and (4) the hat industry so far as spinning and felting come into consideration. When next you hear of cheap imported cloths and carpets, think of the mungo, and the shoddy, and the jute. And remember that it was by the use of jute, instead of honest wool, that Yorkshire blanket makers closed the Cornwall factory soon after that backward blunder of ours in 1886."

THE Saunders and McPherson saw mill at Burk's Falls is running from daylight to dark on the Ontario Lumber Company contract, and cannot as yet cut for the local trade. This firm has been making important improvements—having cribbed along the edge of the mill pond to the Government Road, and are filling and levelling up, thereby adding a large extent of piling ground. They are paying out from \$20 to \$25 per day for labor, and this is expected to last until the close of the season.