

AT THE GROCER'S EXPENSE.

The other day I dropped in the store of a grocer out in Kensington. He was in a bad humor, and I asked him:

"What's the matter with you?"

"Oh, I went down to the theatre the other night, and I got thoroughly disgusted!" he replied.

"What was the play?" I asked, "Trilby or Uncle Tom's Cabin?"

"Oh, it wasn't the play so much," said the grocer. "It was the people I saw there. I had a seat where I could see the whole house, and before the curtain went up I had a good chance to look about and see who was there. I've got about twenty-five people on my books who I have been trying to collect from for years. The best one is thirteen months behind. Would you believe it that I saw twenty-three of these people sitting there in that theatre enjoying themselves, while I whistled for my money."

"I got so hot about it that I went out before the show was over," he added.

"Can't you get anything out of them?" I inquired.

"Get anything out of them!" snorted the grocer, indignantly. "None of them have got a blamed cent! How would I get anything out of them? Lots of these fellows make good salaries in the mills here, but you can't seize their salaries. I tell you," said the grocer, "there ought to be a law giving us grocers some protection! It ought to be fixed so that if a man makes any money at all, the people he owed honest debts to could get it out of him."

I agreed with this perfectly. By the way, what a dramatic scene was presented in this occurrence—the twenty-three shysters sitting there happily, laughing at the jokes in the play and having a good time all round, while the poor grocer, whose money they were using, gnashed his teeth in silent rage, and went out before the show was over—*Grocery World*.

ELECTRIC LOCOMOTIVES.

An electric locomotive of enormous strength has just been constructed for the Baltimore and Ohio Railway, to be employed in hauling trains through a long tunnel underneath a portion of that city. The huge machine does its work well. It is in every way, so a New York reporter says, a decisive triumph for American electrical and engineering skill. The work of building the ponderous machine was done by the General Electric Company at its works at Schenectady. The engines are made to run in either direction, and rival in size and weight the largest steam locomotives. They are symmetrical, even handsome, in appearance to the eye of an engineer, and are not disfigured by the series of humps and bumps to which we are accustomed on the steam locomotive. They are not playthings, as the following dimensions show: Number of trucks, two; weight on driving wheels, 192,000 pounds (96 tons); number of driving wheels, eight; drawbar pull, 42,000 pounds; starting drawbar pull, 60,000 pounds; gauge, 4 feet 8½ inches; diameter of drivers, 62 inches outside of tires; length, 35 feet; height to top of cab, 14 feet 3 inches; extreme width, 9 feet 6½ inches.

THE RIGHT SORT OF YOUNG MEN.

There is a growing demand among young men to develop their positions more rapidly than they do their fitness for those positions. This is especially true of young men who grow up on the farm, thus giving to the world a lot of advanced workers and a lot of advanced thinkers who are behind the times. The young man, says the *St. Louis Grocer*, who is advanced through the influence of others to positions of prominence and who depends upon the wisdom and competency of others to sustain him in such position, is at all times in danger of not only wrecking himself, but of wrecking the business in which he is employed. No man who has not educated himself in a certain branch is a fit man to undertake the management of that branch. Rev. Charles A. Parkhurst, of New York, in writing of "The Stuff that Makes Young Manhood," uses some forcible epigrams. He considers a proper "getting ready" as the greatest value in preparing for life's work, and says: "Putting a buttercup to school will not graduate it a butterfly even if it is a very good school. Its only wholesome ambition will be to be as good as it can as a buttercup."

ZINC SMELTERS' COMBINATION.

The world's product of zinc in a year is 330,000 tons of 2,000 pounds each. Towards this total the United States contributes about 70,000 tons. Missouri stands at the head of all the States in the production of zinc ore, and Illinois comes next, the product of the region about Galena, in the north-western part of the State, having more than a national repute. Most of the zinc business of the United States, amounting to \$8,000,000 in a year, now centres about the city of St. Louis, and with the opening of the year 1896 there has been a consolidation of the zinc smelters of the West, with the exception of four, under one management, with the expectation of better prices for zinc in all branches and a general revival of the industry, recently prostrated. The money involved in the deal is about \$2,000,000. The zinc syndicate will control all the zinc smelters in the South-western Missouri district, embracing the zinc-producing territory in Missouri and Kansas.

The country which stands at the head of all others in the production of zinc is Belgium, and Germany is second and the United States is third. The annual product of Belgium is 135,000 tons a year, the larger part of which is exported to England, where it enters largely into the manufactures of that country, zinc being generally used in combination with other metals. Recently the zinc market in the United States has been subjected to serious competition from the more general use of aluminum, the production of which has tripled within the last three years in the United States. Aluminum is now used in many cases where heretofore zinc found a ready market.—*Oil and Drug Reporter*.

THE LARGEST OUTPUT OF GOLD IN HISTORY.

In an article published last January, the director of the Mint pointed out that the world's output of gold in 1893 was the largest in history, amounting in round numbers to \$55,522,000. The highest previous yield had been in 1856-60, when the production reached the average yearly value of \$133,970,000. For last year the world's product of gold is estimated at close upon \$180,000,000, and for the present year it will not be less than \$200,000,000. In 1893 the output of gold was already 16.08 per cent. greater than the annual average of the period of the greatest productiveness of the Californian and Australian gold mines; by 1894 the excess was 34 per cent., and this year it will be at least 49 per cent. The value of last year's gold product was 9 per cent. greater than the average aggregate value of the gold and silver product of the world in 1861-65, and that of the present year will be fully 24 per cent. greater.—*Boston Herald*.

LONDON FUR SALES.

The last of the 1895 series of London fur sales was fairly satisfactory. Skunk skins advanced 15 per cent. over the June sale, and raccoon advanced 15 per cent. over the October sale. Other furs averaged with the latter show a 40 per cent. advance in muskrats, a decline of 10 per cent. in beaver, an advance of 15 per cent. in mink, and advances of 20 and 10 per cent. in grey fox and wolf respectively. Red fox and lynx were unaltered.

As compared with last year the Hudson Bay Company offered:

	1895.	1896.
Beaver	43,245	50,596
Muskrats	636,996	813,159
Rabbits, American	66,868	60,915
The offerings most interesting to Canadian dealers, made by C. M. Lampson & Co., compare as follows:		
	1895.	1896.
Marten	30,000	29,812
Marten, stone	2,500
Marten, baum	335
Badgers	1,000	3,007
Muskrats	1,050,000	1,286,001
Beaver	13,700
Mink	90,000	127,698
Squirrel	100,000	9,773
Opossum, American	120,000	120,677
Fox, red	7,000	16,887
Fox, white	1,700	3,080
Fox, grey	5,000	18,114
Fox, kittens	500	558
Lynx	2,500	4,615
Raccoon	140,000	289,986
Skunk	185,000	180,467
Civet cat	4,000	6,640

The sales were better in many respects than were the sales in January, 1895. The attend-

ance of buyers was larger, and bidding was more active than for a considerable period. A number of American buyers attended the sale in person and many London agents with commissions. The continent made strong bids, especially German and Russian buyers. The few declines was a favorable feature, and the number of advances, to say nothing of the furs that held firmly at previous prices, was a source of much satisfaction. The next sales are held in March and should be the most important of the year.

GERMAN TRADE ABROAD.

German iron exports have been increasing for years, while those of Great Britain have either been stationary or are relatively diminished. The Germans have cut heavily into English trade with Asia, Africa and South America.

The competition is not always fair, as Americans have repeatedly complained. Sometimes the Germans have a knack, like the Chinese, of imitating, and too often they have no scruples against pirating shapes, designs, and even trade marks. Our own [United States] consular reports have again and again described the pumps and agricultural implements and other American specialties made in Germany to look like the American article, and sold as such. The English have had proportionately more of this experience, for they have more articles extensively sold abroad than we have.

This competition is felt in the British colonies. British exports have been relatively declining, and the foreign commerce of Germany has been gaining. Not till recently did Germany undertake to be a rival of England in her colonizing policy, but she has now started out on a career of that sort, and her interests and those of England clash at many points. The commercial classes of England are obliged to fight for their existence in markets that they had long deemed their own, and the working classes have repeatedly been told that they must accept lower wages or forego an advance because Germany was getting the business away from England. In Cape Colony and South Africa there are probably not a few Englishmen who left their own country on account of German competition, and whose relatives at home remember that as a German outrage. These trade conditions have developed in certain classes in England a dislike of the German nation.—*N.Y. Journal of Commerce and Commercial Bulletin*.

PETROLIA OIL SHIPMENTS.

During the year 1895 there were shipped from Petrolia a total crude equivalent of 1,010,185 barrels. Shipments of crude oil aggregated 232,282 barrels, and refined 311,962 barrels. The year opened with a modest movement, some 89,462 barrels crude equivalent having been shipped in January. For six months the shipments declined almost continuously, the June aggregate making 59,982 barrels crude equivalent. With autumn and the preparation for the long evenings of winter the output steadily increased. In October the large cargoes carried by the last steamers of the Upper Lakes before the close of navigation brought the aggregate up to a total of 46,727 barrels refined and 24,970 barrels crude. Since October the monthly average has been well sustained. Prices at the close of the year were firm—Petrolia crude selling freely at \$1.72, and Oil Springs at \$1.75½.

"Eben de wukman dat tuhns out er po' job," said Uncle Eben, "am a heap mo' respectable dan de man dat doant do nuffin' but look on an' make remarks."

"There doesn't seem to be much use for you nowadays," said the codfish, "since they have found so many substitutes for whalebone and blubber that come cheaper."

"No," sighed the whale. "About all I am good for now is to furnish the pure cod liver oil of commerce."—*Chicago Tribune*.

The labor troubles between the Beaver Line and the ship laborers of St. John have been adjusted and work was resumed on Monday last. The "Warwick," of the Donaldson Line, sailed thence for Glasgow on that day; with every available foot of cargo space filled. The elevator is receiving wheat and grain steadily.