

In the opinion of Mr. Peck, the liquidator of the Reid & Currie Iron Works Company, at New Westminster, B.C.: "There is not much to boast about in the way of collections. Money seems to be very scarce, from the Government down, and until the lumber trade improves, the really staple trade of B.C., we do not look for much improvement in business. High interest and discounts here are a great drawback to all legitimate trade, and the commercial laws want amending very sadly in British Columbia."

SCIENCE AND INDUSTRY.

In 1825 the railway system of the United Kingdom consisted of 25 miles of line, two locomotives, and one passenger carriage. The most recent railway census gives 21,000 miles of railway, 18,000 locomotives, and 41,000 passenger carriages.

Car wheels are being made at three-quarters of a cent a pound, \$4.50 for wheels weighing 600 pounds, and are the cheapest iron castings on record in this country. It seems only a little while ago when car wheels of this weight, or less weight, brought \$26 to \$30 a-piece, and we doubt if any one can make a good car wheel out of proper material for 75 cents per 100 pounds.—*Industry*.

The French iron trade is very dull, and during December many workmen were discharged. In the Loire district there is distress among the working people, who see no chance of employment for the winter. The chief cause of the depression is the complete absence of orders upon foreign account. At one time a great deal of business was done with Italy, Spain and Russia, but this latter country is now beginning to supply its own requirements. South American trade in this direction is also fallen off because of the condition of South American furnaces.

The position of the Belgian iron trade is hardly so satisfactory, says the *Iron Trades Journal*. Most of the producers are unable to find enough work to replace that now being completed, and the few orders that are now and then placed upon the market are invariably the subject of severe competition. Prices have indeed fallen to a point that can in many cases leave no margin of profit whatever. Bar iron is quoted £4, f.o.b. Antwerp.

The Orange Boiler Works, at Bulmke, Germany, recently held a festivity to celebrate the making of the 2,000th steam boiler at these works.

The Belgian briquette industry continues to make rapid progress. During October last the exports amounted to no less than 46,510 tons, as compared with 26,757 tons in the corresponding month of last year. The exports for the ten months of the year ending with October last reach a total of 483,392 tons, as compared with 397,663 tons in the corresponding period of last year, and only 234,121 tons in the first ten months of 1892.

The German iron-makers have not found the treaty, which opened the Russian markets to them, as great a benefit as they expected. The pig iron production has increased, but complaints are made of the depressed state of the trade in finished iron and steel. Prices continue to fall, and many of the smaller works have been compelled to shut down. It is only the larger establishments, those that are able to work at low cost and to adopt the best and most economical methods, which have found themselves in a position to meet the market and continue running. The German manufacturers continue their efforts to build up export trade in the hope of improving matters, and they are meeting with some success, especially in Eastern Europe, where German iron and steel are replacing British to an extent not at all relished by the English ironmasters.—*Engineering and Mining Journal*.

The output of ironstone from the Cleveland, England, mines in 1894 has reached about 5,000,000 tons. The output for 1893 was 4,625,520 tons. The make of Cleveland pig iron in 1894 is estimated at 1,425,000 tons, against 1,388,043 tons in 1893. Over the 11 months ending November, 1894, the stocks of Cleveland pig iron increased by 37,737 tons. The make of hematite, spiegel, and basic pig in 1894 is put at 1,541,000 tons, against 1,336,141 tons in 1893.

Six years ago, says *Industry*, we ventured the prophecy that machine tools would soon be operated by independent electric motors. The advantage of the system was as well known then as it is now, but all this time has been required for evolution and adaptation of the motors to the different tools. Some clumsy attempts have failed where motors were set on shelves around the walls, and sometimes on the floor alongside the machines, to be stumbled over and broken, but when properly arranged as an integral part of original plans, and for the heavier class of tools, there have been no failures. The expense of the system is mainly in maintenance of the motors; any workman can take care of a countershaft and driving bands, but for the motors and electric connections an electrician is required. This has been the main impediment; another one was in adaptation by that inflexible body, the tool makers, who seldom change anything until compelled to do so.

Mr. William Brock, Paterson, N.Y., intends to show all the uses to which electricity can be put. He is having a home built for himself, and expects to have it completed in a few weeks. He will apply electricity throughout his domicile. The house will be heated by electricity, the cooking will be done on an electric range, the house will be cooled in summer with electric fans; there will be a burglar alarm connecting with every part of the house, electric annunciators, and the whole, from cellar to garret, will be lighted by electricity. The house will be so arranged that should it be invaded by a burglar an alarm will be given to the family when on the floor above, and by means of a switch the whole lower part of the house can be flooded with light. Should the burglar attempt to escape from one room to another or out of the doors, he will give the alarm by stepping on mats that will give notice of the intruder's movements and whereabouts.

FOR DRY GOODS RETAILERS.

The master tailors and working tailors of Montreal recently held a joint meeting with the view of arriving at some plan whereby the wages of the latter might be increased.

Silk goods are cheap—never so cheap before—and it cannot be expected that the present low basis of values will be long continued. The reductions in prices have been brought about by a decreased consumptive demand, but low prices are naturally bringing back the demand, and a smart advance in both the raw and manufactured silk markets would surprise no one.

In an unpretentious building at the corner of Yonge and Walton streets, Messrs. Irving & Co are busily making umbrellas. The firm has only had several months existence and already finds it necessary to add to its plant and increase the number of its employees. Mr. George Irving, recently with Caldecott, Burton & Spence, is active partner of the firm and well deserves the success he meets with.

Montreal merchants have been purchasing American colored cottons. The prices are said to be low, under the quotations of domestic manufacturers, but there is some question as to quality. It appears, however, that first reports as to the trashy nature of the goods bought were exaggerated. Merchants, it is true, received some very inferior samples, but the bulk of the purchases were made in goods of fast colors.

There is not a man in the dry goods trade who will not sympathize with Messrs. S. F. McKinnon & Co. in the serious loss which they sustained by last Sunday's fire. From all quarters Mr. McKinnon was deservedly receiving the congratulations of the trade upon the magnificent building which he had erected, and it is to be hoped the damage done is not sufficiently serious to prevent the building from again appearing as beautiful as when it first left the builder's hands.

The fact that large dress sleeves are now all the rage has had an important bearing upon the mantle trade. Capes have been found more convenient than jackets, and while the demand for the former has continually grown, enquiries for the latter show a corresponding decline. Mr. John Northway, of the Merchants' Import Company, 16 Melinda street, Toronto, predicts a good spring and summer trade in appliqué trimmed capes, and reports having booked large orders for these goods. Fawns, browns, and blacks all receive favor, while a line of shepherd's checks, with silk-lined hoods, are exceedingly dainty.

Canadian shipping companies have been in a poor way lately. The Beaver line service from Liverpool has been suspended, and a meeting of the Dominion line shareholders was held on Wednesday to consider certain important proposals affecting their interests. Consignments of heavy drapery goods for Canada this year have not been a source of as much profit as formerly to the Montreal and Quebec lines. Under the circumstances, the sinister rumors afloat concerning the Cunard Company and Southampton cause the greatest anxiety in Liverpool. Whatever changes may be made, however, Southampton will never be a good port for American cargoes as far as Manchester and Yorkshire goods are concerned.—*Drapers' Record*.

It is related by the Charlottetown *Patriot* that a lady in Nova Scotia recently sent to a firm in that city for a fur jacket, enclosing the money in payment, and leaving the selection entirely to them. A few days ago they received a post card bearing the following. It speaks for itself: "Received the coat yesterday. It suits admirably. Many thanks for sending so promptly. I shall always have a warm feeling for you when I have it on." A grateful woman that.

Now, says the joyful advertiser,
Merry Christmas day is nigh,
And I'm richer and I'm wiser
In this pleasant buy and buy.

—*Philadelphia Record*.