

throughout the country. While the newspapers teem with the name of Thomas A. Edison, nothing is comparatively known or heard of Mrs. Edison. Every newspaper reader knows the name of Chauncey M. Depew, but of Mrs. Depew only the most casual reference is made. Even in England, one seldom hears of Lady Tennison, or of Mrs. Gladstone. And the same is true of the wives of such men as P. T. Barnum, Will. Carleton, John Wanamaker, Spurgeon, W. D. Howells, Dr. Talmage, "Mark Twain," and James G. Blaine. Often these very wives have been the makers of their husband's careers. Their portraits are even less known than their lives. In a splendid series to be called "Unknown Wives of Well-known Men," *The Ladies' Home Journal*, of Philadelphia, will, during this year, sketch all these women and others, presenting their portraits, in many cases, for the first time to the public.

Good Housekeeping appears in its handsome monthly form for January, and while there are some new features in connection, and many improvements, those qualities which have endeared it to the "Homes of the World" are still present, so that it is seen to be the same familiar and welcome guest. The first thing to attract attention, as well as one which will receive the especial interest of the housewives, is the opening of a series of papers by Miss Parloa on "Ten Mornings in the Kitchen," written in her usual and attractive and practical manner. As the number of pages is more than doubled, to compensate for the monthly instead of fortnightly issue, opportunity is given for a greater range and variety of subjects. Apart from those things relating to the routine of household duties, which are always prized by the housekeepers and homemakers of the land, the stories are entertaining, the poetry is of more than usual excellence; while the departments for the young people, which are extended and improved, form by no means the least valuable portion of the publication. It is a periodical which should find a welcome in every home, whether humble or pretentious. Clark W. Bryan & Co., Springfield, Mass.

"The Industrial Revolution of the 18th century in England," by Arnold Toynbee, in two parts, 30 cents each. The Humboldt Publishing Company, 28 Lafayette place, New York. The point of view of the author of this important work is that of one who, while he admits the benefits conferred upon mankind by the old school of political economists—Adam Smith, Ricardo, Malthus and the rest—believes that their work is done, and that the world has got beyond them, and stands in need of something more. The work is a history of "the bitter argument between economists and human beings," to use the striking phrase of his chapter on "Ricardo and the old political economy." When the economic relations of men are studied by an observer who, to abundant learning, adds the quality of human sympathy, the result is no "dismal science." Besides the treatise named above, the present work contains three popular addresses on "Wages and Natural Law," "Industry and Democracy" and "Are Radicals Socialists?" as also papers on "The Education of Cooperation," and "The Ideal Relations of Church and State." There is a memoir of the author, by B. Jowett, Master of Balliol College, Oxford, England, in which college Toynbee was a lecturer on political economy.

The Electrical World has issued a four-page resumé of the contents of that paper during 1890. It assures us that the year was a period of a steady and rapid growth that placed the electrical industries far in advance of what they were a year ago, giving bright promises for the future. Different branches of electrical industry are alluded to, telling of what was done in the field of electric lighting during the year; how the stationary motor business developed, and what important new forms of motors appeared; how that storage battery transaction was growing rapidly and was attracting more and more attention, and that the system of electric traction had been increased. Somewhat analogous to electric railway work is that particular branch of motor service which deals with mines and mining. Among miscellaneous electrical inventions and improvements is mentioned the Fiske range finder, which has been subjected to many exhaustive sea trials that speak well for its probable usefulness in war. It has been the desire of this journal to present the whole subject of electricity in as full a manner as possible, and a reference to its files will give a better idea of how this has been done than what we can here say of it. Published every week by the W. J. Johnson Co., 167-177 Times building, New York. Subscription \$3 per year.

MESSRS. JOHNSON, WALKER & FLETT, proprietors of the Queen City Planing Mills, Victoria, B.C., are about making alterations and additions to their works which will enable them to more than double their output.

THE LATE JAMES CROSSEN.

MR. JAMES CROSSEN, manufacturer of railway passenger and freight cars, of Cobourg, Ont., died suddenly at Montreal on December 9th last.

Mr. Crossen was born near the city of Belfast, Ireland, in 1826. When a young man he came to Canada, finally settling in Cobourg, where he engaged in the foundry business. Under his careful management this business developed into the manufacture of railway freight cars; and from the building of these the undertaking grew to the large dimensions prevailing at the time of his death.

Nearly every railroad in Canada, large and small, has drawn some of its rolling stock from Cobourg, from the coal hoppers used at Lethbridge, N.W.T., and Springhill, Nova Scotia, to the transcontinental trains running from the Atlantic to the Pacific. The finest products of these works may be seen in the electric-lighted train on the Canada Atlantic, running from Ottawa to Boston, the Canadian Pacific colonist cars, the first class cars and sleepers of that road and the Intercolonial, the lately finished vestibule trains of the Canadian Pacific and the model officials' or private cars of the Governor-General and Minister of Railways at Ottawa. The work upon these cars, their convenience and perfect running, and the beauty and elegance of finish have never been excelled in America.

The development of these extensive works at Cobourg from so small a beginning is due to the sterling character and wonderful business qualities of their originator. Mr. Crossen was a man of quiet but determined energy, a man always to be relied upon, kindly disposed toward all his employees and conscientious in the most minute details of every portion of his work. His word was as good as his bond, and his contracts were carried out to the entire satisfaction of all for whom he worked.

Apart from his business, and in addition to it, he never lacked time to devote to his family, his friends and his church. Many a business man has had relief in times of depression at his hands, money and words of advice and encouragement being often given; many a student of Victoria College and minister of the Methodist church has completed his education through the financial help extended during the past twenty or thirty years. His many gifts of a charitable nature were given in such a quiet manner that public reference here would not be in accordance with the wish or spirit of the man who gave them.

He was a loving husband and father, a true friend, a man of wide and tender sympathy, and his life proves that honesty, integrity and Christian character are not incompatible with business success and public esteem.

In the death of James Crossen, Canada has lost a man whose place will be hard to fill in the line in which he so well developed, a man who had solved the difficulty, at least so far as he was concerned, that confronts us as to the relationship of capital and labor, or from employer and laborer, by the treatment of men as men, as brothers, by taking a kind and sympathetic interest in his workmen and by doing well for them as well as for himself.

The business built up by Mr. Crossen will be continued by his eldest son, Mr. W. J. Crossen, and it is expected that his other son, Mr. Fred. J. Crossen, now a student in mechanical engineering in the Massachusetts School of Technology in Boston, will also engage in the same business when his education is completed.

A DEFENSE OF CANADIAN IRON ORES.

WE find the following letter in the *Cleveland Iron Trade Review* :—

"The *Cleveland Marine Review*, commenting on a statement which I am said to have made, that Canadian Bessemer ores can be laid down in Cleveland for \$3.90 per ton, says that several hundred tons of the ore I refer to have been lying on Cleveland docks for some years, it being impossible to use it on account of the large percentage of sulphur contained in the ore. The *Marine Review* is mistaken. I did not refer to this ore at all, but gave the estimates regarding a new mine in the township of Belmont, situated about thirty miles further south than where the sulphurous ore came from. I made this estimate of the cost of ore delivered from the Belmont mine, and did not intend it to apply to the cost of Canadian ore generally. The ore that I refer to occurs in a large deposit which can be mined very cheaply, and appears to be so free from rock matter that it will require little cutting.

Several analyses of this Belmont ore have already been published, showing it to be remarkably free from phosphorus and sulphur. The following from the latest openings and pits, have lately been made by the purchasers' chemists, the first sample containing, purposely, some of the accompanying rock to show its nature, viz :—