

not the costly, luxurious articles that it is proposed especially to gather together, but types of decoration suitable for every house and adapted to the means of every purse. Reproductions of antique styles will be excluded, as also will copies of

historical objects and the productions of arts and manufactures not inspired by an artistic taste. The exhibition must have a modern character without excluding, however, the productions or the elements of antique art adapted in a new manner

to modern needs. Exhibitors are not to pay for the space occupied by them, but only a small registration fee.

# "Capitol" Cylinder

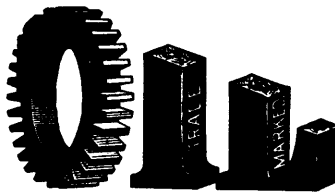
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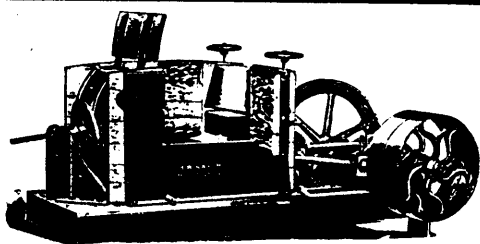
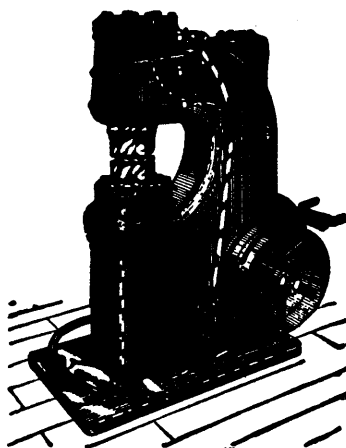
## The Yeakley Vacuum Hammer.

Canadian Patent November 9, 1897.

Is now Manufactured and for Sale by  
the undersigned Sole Proprietors  
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QUEENSLAND.—In spite of the high duty (twenty-five per cent. ad valorem) the imports of preserved vegetables amounted last year to 213,500 frs. According to the official statistics, Great Britain sent 83,925 frs., France 80,050 frs., and Belgium 5,400 frs. worth. Some years ago a large trade was done in dried and mixed vegetables, which were sold in seven and fourteen pound tins. These have, however, now been supplanted by preserved vegetables put up in one pound or two pound tins. At present the consignment consist principally of green peas, French beans, tomatoes, and carrots, in one pound tins, and two pound tins of asparagus. These vegetables are sold respectively at from 4s. 3d. to 4s. 6d., 5s. 6d. to 6s., 6s. to 6s. 6d., 8s. to 8s. 6d., and 9s. 6d. to 10s. per dozen tins. Preserved potatoes—"Edwards and "Muckart" brand—are also imported in 7, 14, 28, and 56 lb. tins; and sell at from 48s. to 56s. per cwt. of 50½ kilos.—Belgian Official Report from Melbourne.

SOUTH AFRICA.—South Africa is a country of immense distances, and it is interesting, for the purpose of realizing its area, to recall the great extent of its railway systems. In the Cape Colony the open mileage of the Cape Government Railways is about 2,000 miles, with 360 miles under construction, and 350 miles of privately owned lines. In Natal there are upwards of 600 miles open, and short extensions, totaling sixty miles, on the north and south coasts, and between Dundee and Vryheid, under construction. In the Transvaal Colony there are 890 miles open to traffic, and 200 miles under construction, exclusive of the Vereeniging-Rand line. The Orange River Colony possesses about 400 miles of open mileage, and about 100 miles under construction. Rhodesia, although only a decade old, already possesses about 1,600 miles of open railway, and its three main sections under construction—the Bulawayo-Zambesi, Bulawayo-Salisbury, and Bulawayo-Tuli—aggregate about 600 miles. Altogether the open mileage in South Africa amounts to upwards of 5,900 miles, with at least 2,000 miles under construction. The figures are exclusive of the projected extensions for which funds have not yet been provided.—British and South African Export Gazette.

There is now a large demand for boiler tubes and wire ropes for the Witwatersrand mines. The sizes of boiler tubes most in demand are as follows:—Lengths, 8½ ft., 10ft., 12 ft., 14 ft., 16½ ft.; diameters, 3½ ins., 3¾ ins., 3½ or 4 ins., 4 ins., 4 ins. The latter dimensions are those most in demand. In wire ropes the sizes most current are lengths of 2,000, 2,500, 3,000 ft. and more, with a diameter of 1½ in., which is most in use. Enormous stocks of all these articles are now lying in the coast ports awaiting a favorable opportunity for sending them to the Rand.—Belgian Official Report from Johannesburg.