

displays an assortment of its well-known make of vehicles, with patent gears and springs, side-spring buggies, bob-sleighs, cutters, &c.

From the wax lady at the eastern end of the carriage-house, driving a (wooden) sorrel team in a Victoria phaeton, guarded by a wax footman in the rumble, down to the dandy Saratoga in white woods and gray trimmings, at the far end of the row, William Gray & Sons of Chatham make a strong array of handsome vehicles.

In our enumeration we must not forget the American goods in this line shown by Uncle Charles Brown at the north side. A "rustic pleasure buck-board," made by the Brantford Carriage Company, is a neat novelty in oak and ash, with a decidedly American look about it. People who have tried it—parsons, some of them—say that there is a good deal of comfort in a buck-board, and we certainly have seen roads, in this province, too, which nothing but a light buck-board could get through.

Those who linger longest in Machinery Hall are not of the volatile or curiosity-loving kind: they go for the most part to observe and study. And unless they are easily disturbed, say by the plash of the cascade, the buzz of the dynamos, the gentle "zip" of the steam engines—for these potent things are almost noiseless—there is a better chance here than in the more frequented Main Building for examination undisturbed.

What first attracts the eye at the west end is a smaller-sized steam fire engine of the Waterous Engine Works Company, a description of which in the unostentatious manner of Mr. D. Waterous is interesting even to a non-scientific listener. This fire-fighter, we are told, is "an absolutely original Brantford production," and its makers have patents on the peculiarly strong boiler as well as the phosphor-bronze valve-gearing, while the whole design is registered at Ottawa. It is claimed to have advantages in simplicity of construction, in proportion of parts, and in strength of materials. Three of these machines have already been sold to St. Paul, Minnesota, where the company has a branch establishment, and three more to South St. Paul. They have been sold on the Pacific coast, at Lynn, on the Atlantic, and from the Southern States to Buffalo in the North—this, too, in competition with the best-known American engines. There must be something, then, in the claim of their original advantages and capacity.

Every one in Canada who buys safes or needs vaults, or uses tools, or thinks of buying steam-engines, must have heard of Goldie & McCulloch, whose extensive factory, with its 300 hands, is such a prominent object in any view of Galt. The exhibit of this firm in Machinery Hall on the present occasion consists of two steam engines, two planers, a self-feeding rip saw, and a wood-working shaper. The engines have the Wheelock valves, which are called the most successful inventions of the kind. One of these engines is a compound 60-horse-power, with tandem cylinders respectively 9 and 16-inch. The other has a single 15-inch cylinder, of 34 inches stroke, and has a capacity of 75 horses. These are handsome engines and do their work with great steadiness.

James Morrison, the Toronto brass-worker, shows a variety of steam-gauges, engine-gongs, various sizes of the Hancock inspirator, of which Mr. M. is sole Canadian maker, steam whistles and other lines of brass goods. What is termed the longest steam-whistle ever shown here is amongst this exhibit. It is intended to be placed on the top of Machinery Hall,

and will doubtless add its portentous sound to the various noises of the great show.

The output of the Dundas machine shops of John Bertram & Sons includes some two hundred different machines. The firm, we understand, supplies machinery to every big railway in Canada, and have their car-wheel lathes, their cutters or planers in various machine shops all over the country. They report a good demand this autumn for their goods generally; and the fact that their present display at the Industrial Fair is smaller than customary is probably accounted for by the pressure at the factory.

If one may reason from the extent of their factory at North Toronto, the business in Canada of the Dodge Wood Split Pulley Company has reached large proportions. Their wares appear now to be considered staple articles by those users of power who desire to reduce friction on shafting and pulleys. Their display this year consists of pyramids of their pulleys, varying in diameter from six inches to six feet.

A neatly-colored and sturdy-looking steam-engine of 60-horse power, by John Doty of Toronto, is being put in place about the centre of Machinery Hall. It is of the Reynolds-Corliss type. Of the various other products of Mr. Doty's establishment, in the shape of marine engines, gas engines, &c., we perceive no representation at the show this time.

Some dry day next week, when there is more daylight and less mud than to-day (Thursday), we hope to make the tour of the Main Building and report.

THE McKINLEY TARIFF.

The alterations in the United States tariff, as passed by the Senate on Wednesday last, and to become operative on 1st October next, will be found explained in the annexed table of old and new rates:—

| | Former Duty. | New Duty. |
|----------------------------|--------------|-------------|
| Apples, green or ripe.... | Free | 5c. lb. |
| " dried | " | 5c. lb. |
| Cattle, 1 yr. or under.. | " | 75 head |
| Eggs | " | 5c. doz. |
| Straw | " | 30 p.c. |
| Barley | 10c. bush. | 30c. bush. |
| Barley malt | 20c. " | 45c. " |
| Beans | 10 p.c. | 40c. " |
| Butter, and substitutes.. | 4c. lb. | 6c. lb. |
| Cabbages | 10 p.c. | 1c. each |
| Cheese | 4c. lb. | 6c. lb. |
| Hay | \$2 ton | \$4 ton |
| Hops | 8c. lb. | 15c. lb. |
| Oats | 10c. bush. | 15c. bush. |
| Oatmeal | 3c. lb. | 1c. lb. |
| Onions | 10 p.c. | 40c. bush. |
| Peas, green | 20 p.c. | 40c. " |
| " dried | 20 p.c. | 15c. " |
| " split | 20 p.c. | 50c. " |
| Potatoes | 15c. bush. | 25c. " |
| Wheat | 20c. " | 25c. " |
| Wheat flour | 20 p.c. | 25 p.c. |
| Cattle, over 1 year | 20 p.c. | \$10 head |
| Horses and mules | 20 p.c. | \$30 " |
| Horses, \$150 or over.... | 20 p.c. | 30 p.c. |
| Hogs | 20 p.c. | \$1.50 head |
| Sheep, 1 yr. or over | 20 p.c. | \$1.50 " |
| " less than 1 year | 20 p.c. | 75c. " |
| Other live animals | 20 p.c. | Same |
| Mutton | 1c. lb. | 2c. lb. |
| Poultry, live | 10 p.c. | 3c. lb. |
| Poultry, dressed | 10 p.c. | 5c. lb. |

In that portion of the Tariff Bill which is known as Schedule D, will be found important changes. In some cases the old tariff and the new are compared in the following columns. A duty is now put upon railway ties, which were previously free:—

| Article. | Former Duty. | Present Duty. |
|-----------------------|--------------|---------------|
| Lumber, sawn, N.E.S.. | \$2 M. | \$2 M. |
| " planed | — | \$2.50 M. |
| " grooved.. | — | \$3 M. |
| " dble. " | — | \$3.50 M. |

| | | |
|--|---------|--------------|
| Boards, planks, deals, &c., of hemlock, white wood, bass wood, sycamore..... | \$1 M. | \$1 M. |
| Boards, white pine | — | \$1 M. |
| Timber, hewn and sawn | 20 p.c. | 10 p.c. |
| " squared, N.E.S. | 1c. ft. | 4c. cub. ft. |
| Pine clapboards..... | — | \$1 M. |
| Spruce | — | \$1.50 M. |
| Pickets and palings | — | 10pc.ad val |
| Laths | — | 15c.1000 ps |
| Shingles, white pine.... | 35c. M. | 20c. M. |
| " other | " | 30c. M. |
| Railway ties, telegraph poles..... | free. | 25 p.c. |
| Cedar posts, paving posts | — | 25 p.c. |
| Staves, wood, all kinds... | — | 10 p.c. |
| Hubs, posts, oar blocks, wagon blocks, last blocks, rough, hewn, or sawn | — | 20 p.c. |
| Casks & barrels, empty | — | 30 p.c. |
| Sugar box shooks | — | " |
| Packing " " N.E.S. | — | " |
| House or cabinet furniture, wholly or partly finished | 35 p.c. | 35 p.c. |
| Manufactures of wood, N.E.S..... | " | " |

CLEARING-HOUSE EXCHANGES.

The growth of clearings in the American cities since the establishment of Clearing Houses is remarkable. In its September number the *Banker's Magazine* gives a comparative table which includes the operations of twenty-two of them for years a decade apart:—

| | 1899-90. | 1880. | Per c't increase |
|----------------|------------------|------------------|------------------|
| New York.... | \$37,238,493,376 | \$38,614,448,223 | 3.3 |
| Boston | 5,010,272,576 | 3,326,343,166 | 50.6 |
| Philadelphia.. | 3,718,713,741 | 2,354,846,429 | 57.9 |
| Chicago..... | 3,716,111,602 | 1,725,684,895 | 115.3 |
| St. Louis | 1,063,810,497 | 711,459,489 | 49.5 |
| San Francisco | 829,731,209 | 466,735,594 | 70.5 |
| Pittsburgh .. | 727,267,063 | 297,864,747 | 144.2 |
| Baltimore.... | 717,943,984 | 682,904,049 | 5.1 |
| Cincinnati .. | 605,820,800 | 729,860,500 | 17.1 |
| New Orleans | 515,152,033 | 468,927,894 | 9.8 |
| Kansas City.. | 471,845,790 | 101,330,000 | 365.7 |
| Louisville.... | 389,731,877 | 299,114,426 | 30.3 |
| Milwaukee .. | 279,459,241 | 316,309,008 | 11.7 |
| Providence .. | 266,414,300 | 199,629,300 | 33.5 |
| Cleveland .. | 228,033,642 | 84,613,179 | 169.5 |
| Columbus .. | 144,477,400 | 44,068,189 | 227.4 |
| Memphis.... | 128,541,215 | 47,860,751 | 168.8 |
| Indianapolis. | 104,934,151 | 87,398,262 | 20.0 |
| New Haven .. | 68,697,054 | 50,361,513 | 32.6 |
| Springfield.. | 64,935,929 | 31,847,911 | 104.1 |
| Worcester .. | 57,928,493 | 33,648,550 | 73.6 |
| Syracuse | 38,652,979 | 17,296,588 | 123.1 |
| Lowell | 36,558,423 | 19,951,951 | 82.5 |
| Total.... | \$56,421,357,682 | \$50,732,514,974 | 11.0 |

From this table one can readily see in what cities the largest changes have occurred. The percentage runs from 365 for Kansas City to 3 per cent. for New York. Among those in which the percentage is the largest are Columbus, Cleveland, Memphis, Chicago, and Syracuse; but in Boston, Philadelphia, St. Louis, San Francisco, Worcester, and Lowell, the gain is very great.

A POSSIBLE CUSTOMER.

A possible customer for Canada, at least a probable candidate for direct trade with the Dominion, appears in the Philippines, a group of Spanish islands separated by the China Sea from India and China. In a recent issue of the *Victoria Colonist* we find an interview with Captain H. A. Mellon, of Vancouver, formerly of the Allan and Dominion Steamship Companies' service, and agent for American Lloyds. After saying some complimentary things about Victoria and remarking that the interests of Victoria and Vancouver were almost identical, he went on to say that in his consular capacity he had officially learn-