

THE SOUTH AFRICAN METAL TARIFF.

Cape Colony, Basutoland, Bechuanaland, and Orange Free State are now joined together in what is called the South African Customs Union. Several of the states in South Africa, however, still have their own distinct tariffs. Our readers will very likely be interested in the enumeration of some of the points distinguishing these various systems.

Cape Colony, and indeed all the countries where the Union regulations are in force, admit machinery of all kinds, and railway and telegraph material, chains and anchors, materials for wire fencing, wire rope and pig iron, free of duty. Fifteen per cent. is chargeable on oils, and ten per cent. on agricultural instruments, bolt, bar, and rod iron and metal for sheathing. The duty on cement is 2/- per 400 lbs., on common salt 5/- per ton of 2,000 lbs. Under certain regulations, goods consigned to the Transvaal, or countries outside the Customs Union, are allowed to pass through Cape Colony in bond, and a rebate is allowed of three-quarters of the duty payable. This is a very considerable concession, as the great bulk of the goods for the Transvaal is landed at Cape ports.

Natal admits machinery, railway and telegraph materials, nails, bar or sheet copper, iron (not corrugated), steel (in plates or bar), brass, tin (in sheets or ingots), and wire rope free of duty. On cement the duty is 2/- per 400 lbs.; on oils, not essential or chemical, 6d. per gallon; on linseed oil, raw or boiled, and on paraffin, 3d. per gallon. All merchandise not scheduled pays at the rate of 5 per cent. *ad valorem*. There is an arrangement by which certain goods, when consigned to places beyond Natal, are allowed to pass through in bond, the payment of transit dues taking the place of duty.

The Transvaal tariff only came into operation last year. It levies duties of 1½ per cent. on all kinds of machinery, of 7½ per cent. on goods imported from neighboring states, of 7½ per cent. on invoice, with 20 per cent. added to it, of goods imported from over sea and specially scheduled. In addition to 7½ per cent. as above-named, there are duties upon certain articles, such as 3d. per pound on lead, 3s per 100 pounds of cement, 7s. 6d per ton on coal, and 6d. per pound on copper wire.

In the Portuguese possessions on the west coast, there is a uniform duty of 3 per cent. *ad valorem*.

The tariff in force at Loando, Benguella, and Mossamedes imposes a duty of 10 per cent. *ad valorem* on gold and silver, ½d. per pound on copper in sheets or ingots, 2½d. per pound on copper wire or tubes, 1s. 1d. per pound on plated copper, 7½d. on tin, and ½d. on lead and iron. Steamships or sailing vessels of less than 600 cubic feet in dimensions, 12 per cent. *ad valorem*. Iron in pipes or columns ½d., sheets (tinned) 7½d., manufactured 2½d. per pound, not specified 1½d. per pound. Petroleum 1d.; un-specified merchandise, 20 per cent. *ad valorem*. Coal, ships of over 600 cubic feet in dimensions, machinery, railway plant are admitted duty free, as also are several other items, providing they have been naturalized by having been entered at a port in Portugal.

In German south-west Africa, no duties are levied at present.

A COMPANY of Eastern Canada capitalists has been formed to develop natural gas deposits which have been lately discovered near Winnipeg.

At Ingersoll, Ont., there are strong indications of the presence of oil or gas. Preparations are being made for operating it.

A MACHINE has been invented, and is in use at the Montreal docks, for loading ships with coal. It is said to do as much work as sixty men.

AN old master plumber uses a putty-like moisture of litharge and glycerine for preventing leaks from porous places in cast iron pipe. It is said to harden enough to stand any ordinary pressure test in two days, and subsequently sets perfectly hard and impervious to moisture and ordinary changes of temperature.

M. LANBOTTE, of Brussels, Belgium, is working a process for recovering tin from clippings of tinned iron in the form of chloride. A mixture of air and chlorine is made to pass through a spiral surrounding a furnace. It becomes warm, enters the furnace from below, and attacks the tin clippings inside. The chloride of tin volatilizes, and is collected upon moist surfaces, while the iron, freed from its tin, is ready for use again.

A SYSTEM of paving which seems to be coming into favor consists in the laying of wooden blocks upon a steel basis. Above a thick stratum of sand, solid steel plates are laid; and rising from and securely fastened to, this solid plate, to the height of about two inches, are steel tongues. The bottoms of the wooden blocks are fitted tightly on over these tongues. These blocks, which fit together very closely, combined with the solid stratum of steel, form what is believed to be, and what ought to prove, a wonderfully durable pavement.

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