

Engines (including traction and portable), n.e.i.; turbines; winches, n.e.i.; boilers, n.e.i.; pumps, windmills, ad val. ....	30 p.c.	25 p.c.
Machinery and parts thereof, viz.:— Steam engine indicators and recorders, etc. ....	10 p.c.	Free
Machinery and machines, and machine tools, n.e.i., viz.:— Machines, n.e.i., used in the tanning of hides and skins, etc., ad val. ....	25 p.c.	20 p.c.
Mixed metalware and plated ware, n.e.i., ad val. ....	30 p.c.	25 p.c.
Manufactures of metal, n.e.i., ad val. ....	30 p.c.	25 p.c.
Saws, n.e.i., ad val. ....	25 p.c.	20 p.c.
Mining engines and machinery, n.e.i., ad val. ....	35 p.c.	25 p.c.
Wire cloth, wire gauze ....	5 p.c.	Free.
Wire, n.e.i. ....	10 p.c.	Free.

The following are some items which come into operation on dates to be fixed by proclamation, and exempt from duty in the meantime. Proclamation to issue so soon as it is certified to Parliament by the Minister that the manufacture to which the proclamation refers has been sufficiently established in the Commonwealth:—

Tariff Items.	Produce or General Manufactures Tariff. of the United Kingdom.
Iron and steel—	
(a) Scrap iron and steel and pig iron, ad val. ....	12½ p.c.
(b) Ingots, blooms, slabs, billets, puddled bars and loops, or like crude manufactures, less finished than iron or steel bars, but more advanced than pig iron (except castings), ad val. ....	12½ p.c.
(c) Bar, rod, angle, tee, sheet and plate (plain), wire and hoop, ad val. ....	12½ p.c.
(d) Machinery, machines and parts— Mowers, reapers, and reapers and binders, ad val. ....	17½ p.c.
(e) Iron and steel tubes and pipes, not dutiable under Division VI., ad val. ....	12½ p.c.
(f) Spelter, ad val. ....	10½ p.c.

The following are some of the items which come into operation on dates to be fixed by proclamation and subject to the duties specified in the previous division, in the meantime proclamation to issue so soon as the duties specified in the previous division have been brought into operation:—

Tariff Items.	Produce or General Manufactures Tariff. of the United Kingdom.
Iron, plate and sheet, viz.:—	
(a) Corrugated galvanized, ad val. ....	30 p.c.
(b) Galvanized not corrugated, and corrugated not galvanized, ad val. ....	25 p.c.
Portland cement, plaster of Paris, and other like preparations having magnesia or sulphate of lime as a basis; also gypsum, per cwt. ....	1s.
Carbide of calcium. ....	10 p.c.
Timber, viz.:—	Free.
(a) Timber, undressed, n.e.i., in size of 12 x 6 in. (or its equivalent) and over, per 100 super. ft. ....	1s. 6d.
(b) Timber, undressed, n.e.i., in sizes of 7 x 2½ in. (or its equivalent) and upwards,	

and less than 12 x 6 in. (or its equivalent), per 100 super. ft. ....	2s.	
Timber, undressed, n.e.i., in sizes less than 7 x 2½ in. (or its equivalent) including door stocks, per 100 super. ft. ....	2s. 6d.	
Timber, dressed, n.e.i., per 100 super. ft. ....	3s.	
Shingles, per M. ....	3s.	
Staves, dressed or partly dressed, but not shaped, per 100 ....	2s. 6d.	
Logs, not sawn ....	Free.	
Staves, undressed ....	Free.	
Tool handles, unattached, ad val. ....	20 p.c.	
Bicycles, tricycles and similar vehicles, n.e.i., and frames thereof, whether wholly or partly finished, each ....	£5 5s.	£5
(Whichever rate returns the higher duty), or ad val. ....	30 p.c.	25 p.c.
Children's cycles, ad val. ....	25 p.c.	20 p.c.
Motor cycles, tricycles and similar vehicles, n.e.i., and frames thereof, whether partly or wholly finished, ad val. ....	£10 10s.	£10
(Whichever rate returns the higher duty), or ad val. ....	30 p.c.	25 p.c.
Coke, per ton ....	4s.	
Rope, cordage and twines, n.e.i., including cordage with metal core, macrame twines, fleece thread, brushmakers' and mattress twine, saddlers' twines, roping, seaming, sewing and shop twines, and coir fenders, halters, and other articles manufactured from cord or twine, ad val. ....	25 p.c.	
Reaper and binder twine and yarn, 2 cwt. ....	5s.	
Explosives, viz.:— Cartridges, n.e.i., ad val. ....	30 p.c.	20 p.c.

#### ENGINEERS' CLUB OF TORONTO.

On Thursday evening, the 24th inst., a discussion of more than usual interest took place at the Engineers' Club of Toronto, the subject being the "Collapse of the Quebec Bridge." The discussion was opened by Mr. John S. Fielding, who compared the designs and general dimensions of the Quebec bridge with those of other large bridges, including the "Forth." A comparison of these designs will be found on another page of this issue. Mr. Fielding stated that the weak point of any bridge is in the compression members. These, he said, are necessarily made of soft steel, which in a compression member is pretty unreliable material, and nobody can tell how near a member is to being loaded to its total capacity. Mr. Fielding also expressed himself as believing that American engineers take too great chances. The idea of glory in building a very large span ran away with them.

Other speakers made some very interesting comparisons between the Quebec bridge and the Forth bridge, all of which went to show that the latter was of much heavier construction, taking into consideration the load it was designed to carry, and that the details of the design were much superior to those in the Quebec bridge.

One of the members present laid particular stress on the design of lower chord A 9 L, to the failure of which the accident, up to the present time, has largely been charged. The speaker dealt with this phase of the question at some length, and gave very minutely the salient features of Mr. C. A. P. Turner's article, which was published in the Engineer of October 18th.

The meeting was a very successful one, although no definite conclusions were arrived at.