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and the great number of visitors in Toronto these days is giving both wholesale and retail men plenty to do. There has been a drop in some lines of iron and steel, while cut nails have advanced somewhat, in one or two weights. Regarding the condition of the metal trade in Great Britain, we are advised that pig iron has been firmer. At the same time, very little business has been transacted, the fear of a corner in Scotch warrants having forced prices up. As a consequence, consumers continue to buy from hand to mouth, though manufacturers seem more inclined to meet buyers' views. The higher priced metals have been moving well, although copper, owing to increased supplies, has dropped during the past three or four weeks about £1 per ton. Lead is 5s. per ton lower.

HIDES AND SKINS.—No change has taken place in hides and skins since last issue, and the market is dull. Similar conditions would appear to prevail in Chicago. Many of the largest buyers there are well supplied, while, on the other hand, the packers have not many on hand. The market, therefore, will remain pretty steady, probably.

LEATHER.—Nothing very startling is the order of the day in this market. Prices in some lines have made little advance, principally in Gambiers, Sumacs, and Degras. Trade is dull, perhaps in sympathy with conditions in the United States, where probably there will be little real activity in this line until after the elections.

PROVISIONS.—Everything continues about the same at present. Butter is scarce, with an active demand for best grades. Cheese is quiet, though steady. Hog products are going out freely at unchanged prices. Eggs are steady. There will be no beans in the market until the new crop comes in next month.

WOOL.—No change has been made in prices since our last quotations, and not very much is being done in the way of business. We understand that in Boston the market has been equally inactive. What demand there is has been principally for medium and low wools. On the whole, prices seem to be in favor of the buyers.

CHINESE BANKS.

Apart from the political considerations involved in any great political disturbance in which the dynasty of a country is seriously involved, the troubles in Northern China just now are of peculiar interest, if only for the very large commercial and financial interests which are bound up in the development of the territories most directly interested. Below is a list of the banks operating in Peking, in Tientsin, the large commercial centre, and in New Chang, the terminus of the Imperial railways of Northern China, which last year obtained over £2,250,000 from Great Britain. While the banking interests are largely in the hands of the British, the French, Russians (owing to the Russo-Chinese bank), the Germans and the Japanese have also an interest. The Hong Kong and Shanghai Banking Corporation, which was responsible for the loan for the railway to join Peking with New Chwang, has, strange to say, no branch at the last-named port, the development of business probably not having been sufficient to warrant this yet. The following are the banks, most of which have London offices: Hong Kong & Shanghai Bank, Russo-Chinese Bank, Tientsin; Hong Kong & Shanghai Bank, Chartered of India, Asia and China, Deutsche-Asiatische, Russo-Chinese Bank, Yokohama Specie Bank, New Chwang; Yokohama Specie Bank, Russo-Chinese Bank.

ENGINES AT PARIS FAIR.

Reviewing the locomotive exhibit at Paris, as a whole, Mr. Charles Rous-Marten, in the *Engineering Magazine*, says: I think the points which strike one most forcibly are:

(1) The enormous preponderance of compound type of engines over the simple high-pressure type.

(2) The comparative scarcity of eccentricities in design.

(3) The immense increase in size and weight of locomotives since the last exhibition.

(4) The specially huge size and power of certain Russian engines.

(5) The almost universal employment of coupled wheels in express engines, and the consequent all but complete disappearance of the single-driver type.

(6) The large augmentation of heating surface and of steam pressure.

These were the points which struck me most in my general survey of the Exhibition. On the whole they represent the principle of development in locomotive practice. They tend in the direction of increased haulage power rather than in that of any attempted addition to existing possibilities in respect of maximum speeds.



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