

United States Centennial Commission.

INTERNATIONAL EXHIBITION,
1876.

REPORTS AND AWARDS

GROUP XVII.



EDITED BY

FRANCIS A. WALKER,

CHIEF OF THE BUREAU OF AWARDS.

PHILADELPHIA:

J. B. LIPPINCOTT & CO.

1877.

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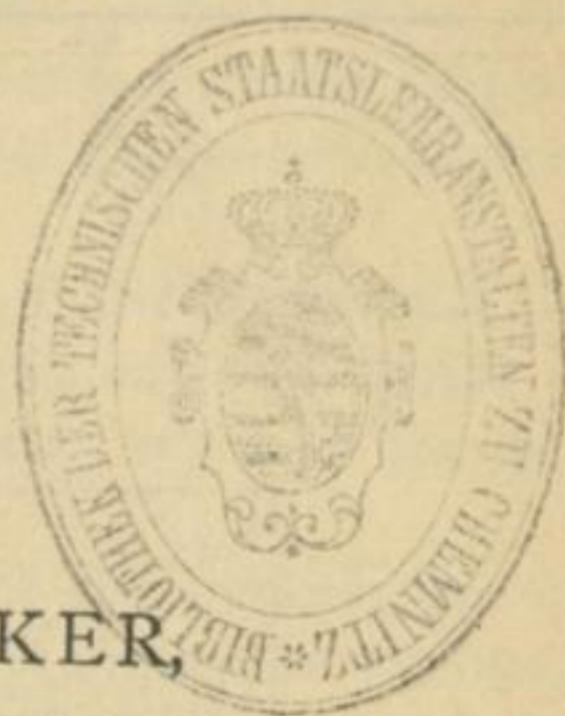
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WILLIAMSON & CO.
WASHINGTON

SYSTEM OF AWARDS

[*Extract from Circular of April 8, 1876.*]

Awards shall be based upon written reports attested by the signatures of their authors.

The Judges will be selected for their known qualifications and character, and will be experts in departments to which they will be respectively assigned. The foreign members of this body will be appointed by the Commission of each country and in conformity with the distribution and allotment to each, which will be hereafter announced. The Judges from the United States will be appointed by the Centennial Commission.

* * * * *

Reports and awards shall be based upon inherent and comparative merit. The elements of merit shall be held to include considerations relating to originality, invention, discovery, utility, quality, skill, workmanship, fitness for the purposes intended, adaptation to public wants, economy and cost.

Each report will be delivered to the Centennial Commission as soon as completed, for final award and publication.

Awards will be finally decreed by the United States Centennial Commission, in compliance with the Act of Congress, and will consist of a diploma with a uniform Bronze Medal, and a special report of the Judges on the subject of the Award.

Each exhibitor will have the right to produce and publish the report awarded to him, but the United States Centennial Commission reserves the right to publish and dispose of all reports in the manner it thinks best for public information, and also to embody and distribute the reports as records of the Exhibition.

ORGANIZATION AND DUTIES OF THE JUDGES.

[*Extract from Circular of May 1, 1876.*]

Two hundred and fifty Judges have been appointed to make such reports, one-half of whom are foreigners and one-half citizens of the United States. They have been selected for their known qualifications and character, and are presumed to be experts in the Groups to which they have been respectively assigned. The foreign members of this body have been appointed

(iii)

by the Commission of each country, in conformity with the distribution and allotment to each, adopted by the United States Centennial Commission. The Judges from the United States have been appointed by the Centennial Commission.

To facilitate the examination by the Judges of the articles exhibited, they have been classified in Groups. To each of these Groups a competent number of Judges (Foreign and American) has been assigned by the United States Centennial Commission. Besides these, certain objects in the Departments of Agriculture and Horticulture, which will form temporary exhibitions, have been arranged in special Groups, and Judges will be assigned to them hereafter.

The Judges will meet for organization on May 24, at 12 M., at the Judges' Pavilion. They will enter upon the work of examination with as little delay as practicable, and will recommend awards without regard to the nationality of the exhibitor.

The Judges assigned to each Group will choose from among themselves a Chairman and a Secretary. They must keep regular minutes of their proceedings. Reports recommending awards shall be made and signed by a Judge in each Group, stating the grounds of the proposed award, and such reports shall be accepted, and the acceptance signed, by a majority of the Judges in such Group.

The reports of the Judges recommending awards based on the standards of merit referred to in the foregoing System of Awards, must be returned to the Chief of the Bureau of Awards not later than July 31, to be transmitted by him to the Centennial Commission.

Awards will be finally decreed by the United States Centennial Commission, in compliance with the Act of Congress of June 1, 1872, and will consist of a special report of the Judges on the subject of the Award, together with a Diploma and a uniform Bronze Medal.

Upon matters not submitted for competitive trial, and upon such others as may be named by the Commission, the Judges will prepare reports showing the progress made during the past hundred years.

Vacancies in the corps of Judges will be filled by the authority which made the original appointment.

No exhibitor can be a Judge in the Group in which he exhibits.

An exhibitor, who is not the manufacturer or producer of the article exhibited, shall not be entitled to an award.

The Chief of the Bureau of Awards will be the representative of the United States Centennial Commission in its relations to the Judges. Upon request, he will decide all questions which may arise during their proceedings in regard to the interpretation and application of the rules adopted by the Commission relating to awards, subject to an appeal to the Commission.

A. T. GOSHORN,
Director-General.

[*Extract from Director-General's Address to Judges, May 24, 1876.*]

“The method of initiating awards which we have adopted differs in some respects from that pursued in previous exhibitions. In place of the anonymous verdict of a jury, we have substituted the written opinion of a Judge. On this basis awards will carry the weight and guarantees due to individual personal character, ability, and attainments, and to this extent their reliability and value will be increased. It is not expected that you will shower awards indiscriminately upon the products in this vast collection. You may possibly find a large proportion in no way raised above the dead level, nor deserving of particular notice. The standard above which particular merit worthy of distinction begins is for you to determine. In this regard I have only to express the desire of the Centennial Commission, that you should do this with absolute freedom, and when you meet with a product which you consider worthy of an award, we desire you to say, in as few words as you may deem suitable, why you think so.

“This, gentlemen, is all we ask of you in the Departments of Awards. Opinions thus expressed will indicate the inherent and comparative merits, qualities, and adaptations of the products,—information which the public most desires.

“Elaborate general reports and voluminous essays, though of great value as sources of general information, give little aid in determining the reliable or intrinsic merits of particular, individual products.

“The regulations which have been published divide the work of awards into three parts:

“1st. The individual work of the Judges.

“2d. The collective work of the groups of Judges.

“3d. The final decisions of the United States Centennial Commission in conformity with the acts of Congress.

“Each award will thus pass three ordeals, which, doubtless, will be ample and satisfactory.”

GROUP XVII.

JUDGES.

AMERICAN.

THOMAS GODDARD, Boston, Mass.

B. F. MORSE, Augusta, Me.

FOREIGN.

M. GUIET, Paris, France.

WILLIAM DUFFUS, Halifax, Nova Scotia.

GROUP XVII.

CARRIAGES, VEHICLES, AND ACCESSORIES.

(For Farm Vehicles and Railway Carriages, etc., see Department of Agriculture and Machinery.)

CLASS 292.—Pleasure carriages.

CLASS 293.—Traveling carriages, coaches, stages, omnibuses, hearses.
Bath chairs, velocipedes, baby carriages.

CLASS 294.—Vehicles for movement of goods and heavy objects,—carts, wagons, trucks.
(For traction engines, see Group XVIII.)

CLASS 295.—Sleighs, sledges, sleds, etc.

CLASS 296.—Carriage and horse furniture, harness and saddlery, whips, spurs, horse-blankets, carriage robes, rugs, etc.

Parts of carriages,—wheels, bodies, shafts, etc.

Springs, axles.

Carriage iron work and fittings.

Carriage hardware.

Carriage varnish, oil, lubricants, etc.

GROUP XVII

CARRIAGES, VEHICLES, AND ACCESSORIES

The term includes all kinds of conveyances, and the equipment of carriages and vehicles.

Class 201—Horse-drawn carriages.

Class 202—Tricycles, velocipedes, and other vehicles, heavy or light.

Class 203—Machines for propelling or moving in boats and heavy rafts, tanks, and other vessels, and for propelling or moving in air.

Class 204—Machines for propelling or moving in water, and for propelling or moving in air.

Class 205—Machines and parts for propelling or moving in water, and for propelling or moving in air.

Class 206—Machines and parts for propelling or moving in water, and for propelling or moving in air.

Class 207—Machines and parts for propelling or moving in water, and for propelling or moving in air.

Class 208—Machines and parts for propelling or moving in water, and for propelling or moving in air.

Class 209—Machines and parts for propelling or moving in water, and for propelling or moving in air.

Class 210—Machines and parts for propelling or moving in water, and for propelling or moving in air.

Class 211—Machines and parts for propelling or moving in water, and for propelling or moving in air.

Class 212—Machines and parts for propelling or moving in water, and for propelling or moving in air.

Class 213—Machines and parts for propelling or moving in water, and for propelling or moving in air.

Class 214—Machines and parts for propelling or moving in water, and for propelling or moving in air.

Class 215—Machines and parts for propelling or moving in water, and for propelling or moving in air.

Class 216—Machines and parts for propelling or moving in water, and for propelling or moving in air.

Class 217—Machines and parts for propelling or moving in water, and for propelling or moving in air.

Class 218—Machines and parts for propelling or moving in water, and for propelling or moving in air.

Class 219—Machines and parts for propelling or moving in water, and for propelling or moving in air.

Class 220—Machines and parts for propelling or moving in water, and for propelling or moving in air.

INTERNATIONAL EXHIBITION, 1876.
GROUP XVII.
CARRIAGES, VEHICLES, AND ACCESSORIES.
GENERAL REPORT
OF THE
JUDGES OF GROUP XVII.

INTERNATIONAL EXHIBITION,
Philadelphia, 1876.

PROF. FRANCIS A. WALKER, *Chief of Bureau of Awards:*

SIR,—I have the honor to submit the report on exhibits and awards in Group XVII.

Respectfully yours,

THOMAS GODDARD,
Chairman.

GROUP XVII.

CARRIAGES, VEHICLES, AND ACCESSORIES.

The Judges have examined in all some 353 exhibits, in pleasure-carriages, wagons, and sleighs; 73 of the pleasure-carriages from foreign countries, 169 of American construction; 81 business- and farm-wagons, 4 hearses, 1 sleigh from Russia, and 25 from different manufacturers in Canada and the United States. There were, moreover, exhibits in large number of harnesses, saddles, carriage- and harness-furniture, and hardware goods, some of which were from foreign countries, but most from the United States.

The number of awards is 166, of which 105 are to citizens of the United States, 51 to individual exhibitors from foreign countries, and 10, carrying diplomas without medals, to foreign corporations and municipalities whose exhibits were not intended for competition.

It may seem to many of our manufacturers that the number of awards bestowed upon exhibitors from abroad is large in proportion to those given to American exhibitors, but it must be remembered that exhibitors coming from long distances were under the necessity of undergoing heavy costs in packing, freight, and other incidental expenses, which wholly excluded any but the very best, and such as had been successful at previous Exhibitions, from sending their wares to compete with those who were well established, with a first-class reputation at home; while the opportunity which presented itself to home exhibitors was such as to induce a very large portion of them to send their wares, the small expense involved in getting their exhibit forwarded not being a matter greatly to be considered.

As this was the largest exhibition of carriages ever shown in the United States, or perhaps it is not too much to say the largest ever shown, so it must be considered equal to any in point of merit, if not, indeed, the very best display of wheel-carriages, in all their variety, ever exhibited at one time in any country. Here were carriages for display, arranged with drivers' seats and all the accompaniments of a stylish turn-out, of which coachmen and footmen form a conspicuous

part, as well as for those who drive themselves. Some carriages had elegant mountings and were splendidly equipped for promenade, while others were calculated to suit those of moderate means; and vehicles were shown in great variety to provide for the comfort of the family. The former found carriages so arranged as to be easily altered into commodious vehicles for the family, or to afford capacity for carrying numbers. Here, likewise, were sulkies and road-wagons, adapted to the wants of the sporting community, so lightly constructed that none but a professional driver would dare take up the reins. The Russian department contributed its specialty for fast driving; but its exceedingly low wheels, and the distance at which the horse is placed from his work, do not meet the American idea of a vehicle adapted to fast driving.

Norway sent its sulky with an arrangement easily adjusted to take the weight from the back of the horse,—well adapted, doubtless, to the country in which it is intended to be used; likewise an ancient sleigh, still in a good state of preservation, and to all appearance capable of further use, although represented to have been built in 1625. No style or variety of carriage seemed to be missing in the Exhibition. Baby-carriages and wagons were introduced without stint, of every known style and variety; some elaborately trimmed, painted, and ingeniously arranged, in price almost equal to larger carriages, others strongly built, well constructed and finished, at a price within the reach of all.

We can but speak in the highest terms of the great advance shown throughout this entire department of manufacture, and particularly in regard to the pleasure-carriages, where all were entitled to notice for their stylish and artistic appearance, general outline, adaptation for the purposes intended, excellent material and workmanship, and the exceedingly good taste displayed in their composition.

There were several exhibitors who have made carriage axle-trees and springs a specialty. Among them was a large and beautiful exhibit of the Collinge patent axle-trees from Germany. These axle-trees were exceedingly well finished, the boxes nicely fitted, the whole appearing a perfectly well-made article in every respect. The springs from the same maker were well proportioned, and laid up with an improved spring-head, said to give diminished friction at the bolt and impart more ease and elasticity to the springs. There were also Collinge patent axle-trees and carriage-springs from Paris, well made and finished, while in the box are grooves, said to be useful in conducting the oil from a chamber at the back of the box evenly along the entire arm of the axle-tree. The springs were very well drawn,

finished, and proportioned, and had a patent rubber coupling, calculated to prevent friction at the ends of the springs.

Excellent exhibits of elliptic springs appeared from Moscow, well made and proportioned; and in connection therewith, an excellent and ingenious machine for testing the strength and elasticity of the springs. From several manufacturers in the United States were shown large assortments of the different patterns of axle-trees now in use, with perfect adaptability to all the variety of carriages for which they are intended. The specimen of what is known as the "Collinge patent axle-tree" compared favorably with the best imported exhibit. This, though among the oldest patterns of oil axle-trees, still holds position as the best, and is used by all the leading carriage-manufacturers on the continent of Europe, and would heretofore have been adopted as the standard axle-tree in this country had not the cost of importation been so great as to prevent its general use.

The exhibition of springs from American manufacturers compared favorably with those from abroad, and showed as marked progress in this as any other department of carriage specialties. In carriage hardware, stump-joints, which until recently were all imported, are now manufactured by our ingenious mechanics, whose well-arranged machinery enables them to make a better article, at much less cost than the imported; and what is true of this can be said of the many other articles now furnished to the trade. Axle-tree clips, fifth or sweep wheels, carriage-bolts, etc., are now made so perfect and smooth that it is almost needless to finish them after they leave the forge, all produced, at much less expense, by the superior machinery used in the process of manufacture.

In carriage-wheels the mechanics of the United States are far in advance of all other known manufacturers. This can be readily accounted for by the abundance with which the best materials needful to be used in making wheels are found in this country, and the improved machinery employed in their production. A large variety, with beautiful specimens of workmanship and material, were shown at the Exhibition. It is a well-known fact that not only are exportations of bent rims, turned and finished spokes, and morticed hubs, called for from abroad, but wheels, made, tired, and finished complete, are now among the prominent articles of our export. The gas table shown in the Exhibition, for heating tires by gas, is worthy of especial notice, as it is always in readiness for use, and heats tires very quickly and evenly, a light tire requiring only from three to four minutes, the heaviest only six to eight minutes, for the required expansion, without scorching or burning the rim. Where steel tires are used it is a

great improvement, as they are annealed in the process of heating, and it is not needful to use water to cool them, as they have only been heated to expansion. This is done by gas, at a smaller expenditure than the cost of labor in preparing the wood for the ordinary furnace used for heating tires.

In harnesses there were many exhibitors from foreign countries, and a very large exhibit from numerous manufacturers in the United States. Among those from abroad requiring especial notice were those from the Russian Government at St. Petersburg and from Moscow, from Buenos Ayres, the Orange Free State, Brazil, Melbourne and Sidney, in Australia, and Kingston, Jamaica. All of these exhibits were of excellent workmanship and material, well adapted to their purposes, and every way calculated to suit the taste and wants of the several countries in which they were intended to be used. There was also from Paris a very elegant exhibit of double and single harnesses, which were made from excellent materials, in the most workmanlike manner, to correspond with the tasteful and beautiful exhibition of carriages from that country; while our American artisans exhibited harnesses made in the most elaborate style, with all the pains that could be bestowed upon them, and elegantly ornamented with costly fire-gilt, embossed trimmings, making the best and most showy display of materials and workmanship ever exhibited in this or any other country. They might well be considered works of art, so highly were they finished and decorated. Nor was there any deficiency in those made to supply all useful requirements. In short, it is not too much to say that there was never seen so large and excellent a collection of harnesses. Collars for horses, in all the various forms and kinds known to be in use, saddle-pads, fronts, harness loops, both useful and ornamental, were exhibited by those who make parts of harnesses a specialty. Saddlery hardware in all its varieties was shown of the richest and most elaborate patterns in gold- and silver-plated furniture for harnesses, and in rubber and gold-plated, and in celluloid mountings in fine and delicate colorings, with gold- and silver-plated linings, all of the very best, most highly decorated, and smoothly-finished work. Various styles and patterns of bridle-bits were shown by exhibitors who make this a specialty. Among those requiring particular notice is the flexible rubber bit, which is very well constructed, well made, strong, and seems to fill a much-needed want for an easy, safe, and soft bit for the horse's mouth. The "Star bridle-bit" has great power and ease combined, and is well adapted to all horses which are hard on the bit. Still another patented bridle-bit deserves mention, equipped with two bars,

the lower of which is movable, and can be adapted to the right position in the horse's mouth. This is a very ingenious and well-made bit, and is equally useful in driving a horse which presses hard or one which is light on the bit, or one which has the vile habit of putting the tongue out while in harness. Mexican bits and spurs were displayed, all well finished, and with power enough to punish any horse in the most severe manner and bring him into submission.

The exhibits also included bridle ornaments, monograms, initials in various forms and devices, and a large assortment of heraldic designs and chasings on gold and silver mountings, exquisitely executed. Tinned bridle-bits, buckles, terrets, etc., were also shown, manufactured and sold at prices almost incredibly low.

The exhibits in saddles and bridles were mostly from foreign countries. That sent from the National Museum of Egypt, and formerly used by the Viceroy, was one of the marked features in the Exhibition from this ancient and interesting country. There was also a Circassian saddle, mounted and finished in Damascus silver, with solid silver stirrups, richly and elaborately finished, to comport with the taste of the country; also, a Circassian saddle from Moscow, with cushion, made for use on long journeys; also, one hunting-saddle, with cushion. The largest contribution was from Toronto, Canada, constituting a very excellent display of the various styles of ladies' and gentlemen's riding-saddles, some of a costly and superior quality, others of a more common character, but all specimens of excellent materials and workmanship. Officers' saddles and bridles from the Army Arsenal of Brazil, saddles and bridles from St. Catharines, St. Paul's, and Rio Janeiro, Brazil, and from Queensland and Melbourne, Australia, each having some peculiarity in construction and material adapting them to the requirement of the several countries in which they were intended to be used.

A gentleman's and a lady's saddle, from Buenos Ayres, were made with much labor and painstaking, the lady's saddle being a very excellent specimen of ingeniously arranged ornamental stitching, with white saddlers' silk, by hand-labor, upon a rich blue velvet covering, showing immense patience and perseverance. Mexican riding-saddles and bridles, manufactured in New York, were splendid specimens of workmanship and good taste. But one other exhibit appeared which was manufactured in the United States.

Harness-makers' and saddlers' tools were exhibited, very well made, useful, and ingeniously contrived to save labor and produce excellent work, and were well deserving all the commendation bestowed upon them.

Whips in great variety were exhibited by London and Birmingham whip-makers, of the most elaborate design and finish, including riding-whips, with parasol attachment for ladies; all giving evidence of great skill, excellent taste in design and in the selection of choice and well-adapted materials; while the exhibits by American manufacturers, both in ornamental and useful designs, made a favorable impression when placed in comparison with those which have so long held superiority in this industry.

Feltings for saddle-cloths and saddle-pads, from Paris, of very superior quality; also from Saxony; and from the Wool Felt Co., Geingen, Würtemberg; saddle-cloths for ladies' and gentlemen's saddles, of good material, well made, some of them being very elaborately worked, were exhibited.

Ivory-work, inside coach-door handles, glass slides, and the usual assortment of ornamental articles made in this industry, were shown.

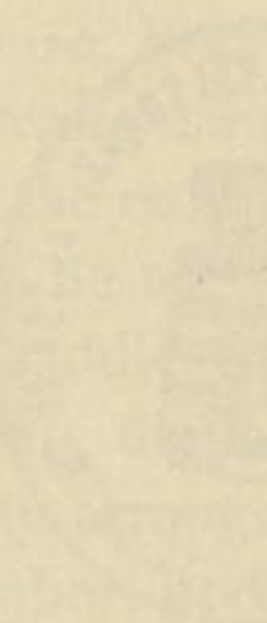
Business- and farm-wagons and carts have shared in the general improvement. We found a Western establishment which had the largest display in the Exhibition in this department, employing some 600 hands, and four hundred horse-power of steam, turning out, on an average, 60 wagons a day, or one in every ten minutes of all the working days in the year; their sales amounting to \$1,500,000 annually.



Whips in great variety were exhibited by London and Birmingham whip-makers, of the most elaborate design and finish, including riding-whips, with various attachments for ladies; all giving evidence of great skill, excellent taste in design and in the selection of choice and well-adapted materials; while the exhibits by American manufacturers, both in ornamental and useful designs, made a favorable impression when placed in comparison with those which have so long held superiority in this industry.

Leather for saddle-cloths and saddle-pads, from Paris, of very superior quality; also from Saxony; and from the Wool Fat Co., Geissen, Württemberg; saddle-cloths for ladies and gentlemen's saddles of good material, well made, some of them being very elaborately worked, were exhibited.

Ivory-work, inside coach-door handles, glass slides, and the usual assortment of ornamental articles made in this industry, were shown. Business and farm-wagons and carts have shared in the general improvement. We found a Western establishment which had the largest display in the Exhibition in this department, employing some 600 hands, and four hundred horse-power of steam, turning out, on an average, 60 wagons a day, or one in every ten minutes of all the working days in the year; their sales amounting to £1,500,000 annually.



REPORTS ON AWARDS.

GROUP XVII.

1. McLear & Kendall, Wilmington, Del., U. S.

FOUR PLEASURE CARRIAGES.

Report.—Commended for good workmanship and material and very reasonable prices.

2. Wood Brothers, New York, N. Y., U. S.

SEVEN PLEASURE CARRIAGES.

Report.—Commended for very good workmanship, general good finish and outline; a handsome and large exhibit.

3. William D. Rogers & Co., Philadelphia, Pa., U. S.

SIX PLEASURE CARRIAGES.

Report.—Commended for uniform excellence, superior workmanship, perfection of finish, and elegance of style, in both heavy carriages and light wagons.

4. Pray Brothers, Boston, Mass., U. S.

ONE GODDARD PATTERN BUGGY, ONE TROTTING SULKY.

Report.—The finish and general workmanship are superior; likewise the patent axle-trees, with spiral springs in place of washers, are worthy of special notice.

5. J. B. Brewster & Co., New York, N. Y., U. S.

SEVEN PLEASURE CARRIAGES.

Report.—Commended for good construction, workmanship, and materials; also for good style and finish; an extensive and creditable exhibit.

6. Charles S. Caffrey, Camden, N. J., U. S.

SIX LIGHT CARRIAGES.

Report.—Commended for good material, finish, and taste; well adapted for light work.

7. Joseph Beckhaus, Philadelphia, Pa., U. S.

FOUR PLEASURE CARRIAGES.

Report.—Commended for good general workmanship.

8. James Goold & Co., Albany, N. Y., U. S.

SLEIGHS AND CARRIAGES.

Report.—Heavy and light carriages and sleighs, all showing good and substantial workmanship, and at moderate prices.

9. James Hall & Son, Boston, Mass., U. S.

ONE GODDARD BUGGY AND ONE CUTTER SLEIGH.

Report.—Commended for good workmanship and finish.

10. R. M. Stivers, New York, N. Y., U. S.

THREE TOP WAGONS, ONE TWO-SEAT WARWICK, AND ONE SLEIGH.

Report.—Very good light carriages, including an excellent sleigh, all showing careful construction.

11. Henry Killam & Co., New Haven, Conn., U. S.

FIVE PLEASURE CARRIAGES.

Report.—An important exhibit, of excellent workmanship, good in design, and well finished.

12. Haskell Brothers, Philadelphia, Pa., U. S.

SIDE-BAR ROAD-WAGON WITH TOP.

Report.—A well-made wagon, with improved coupling or double-jointed connection-bar.

13. B. Manville & Co., New Haven, Conn., U. S.

FIVE PLEASURE CARRIAGES.

Report.—Good and substantial work; good in design, and well finished.

14. Hetfield & Jackson, Rahway, N. J., U. S.

TWO BUGGIES, ONE SKELETON WAGON, AND ONE SULKY.

Report.—Light wagons and sulkies. Commended for general good workmanship and very good finish.

15. F. C. Gilman, Montpelier, Vt., U. S.

ONE BOX WAGON AND ONE SULKY.

Report.—Commended for very good work.

16. A. McLearn, West Chester, Pa., U. S.

ONE MOVABLE FRONT-SEAT ROCKAWAY.

Report.—Commended for general good workmanship.

17. Wm. Youle, Norwalk, Conn., U. S.

TWO HEARSEES.

Report.—Good work, handsomely and richly ornamented.

18. Abbott Downing Co., Concord, N. H., U. S.

ONE ROAD COACH, ONE ROAD COACH FOR ROUGH USE (ALSO CALLED "MUD COACH").

Report.—Commended as excellent for the purpose, strong and durable.

19. Charles Behlen, Cincinnati, Ohio, U. S.

ONE CHILD'S HEARSE.

Report.—Commended for very rich and elaborate work and handsome finish.

20. James Cunningham & Son, Rochester, N. Y., U. S.

CARRIAGES, WAGONS, AND HEARSE—THREE CARRIAGES, TWO LIGHT WAGONS, ONE HEARSE.

Report.—Commended for general good work with elaborate trimmings.

21. Hugh Smith, Gray, Me., U. S.

TWO SLEIGHS.

Report.—Iron work of novel pattern, well and economically constructed; well adapted to intended purpose; offered at low price.

22. C. S. Windover, Long Acre, London, England.

FOUR PLEASURE CARRIAGES.

Report.—Commended for good taste in the general proportions and finish, good light workmanship. The vehicle called "Empress of Austria's brougham" is noticeable for very complete and interesting details, such as ventilator at the top, a reading-light at the back, and a ratchet latch to hold the glass up to any desired height.

23. McNaught & Smith, Worcester and London, England.

FOUR PLEASURE CARRIAGES.

Report.—Good light workmanship; graceful style; well adapted for pleasure riding.

24. Charles Thorn, Norwich, England.

EIGHT CARRIAGES, VIZ., ONE BREAK, ONE SQUARE LANDAU, ONE PARISIAN PHAETON, ONE SPORTING CART, ONE WAGONETTE, ONE GIG, ONE CIRCULAR, ONE CIRCULAR BROUGHAM, AND ONE VICTORIA.

Report.—A large and very creditable exhibit. The workmanship, style, and finish of the objects shown are alike commendable. The break and wagonette deserve special notice.

25. Thomas Peters & Son, London, England.

NINE CARRIAGES.

Report.—Commended for great variety of forms and patterns, sound and substantial construction. The "road drag" is especially well adapted to the purpose for which it is intended.

26. Hooper & Co., London, England.

SIX CARRIAGES, VIZ., ONE LANDAU, ONE C-SPRING BAROUCHE, ONE PARK PHAETON, ONE MINIATURE BROUGHAM, ONE VIENNA PHAETON, ONE DRAG.

Report.—The carriages exhibited by this firm, for correctness of outline, general form, perfect adaptation for the purposes intended, harmonious combination of colors, excellent material and workmanship, entitle them to the highest commendation; the "Vienna phaeton" and "drag" especially.

27. Wm. Kew & Son, Beamsville, Ontario, Canada.

TWO-SEAT DOG-CART SLEIGH.

Report.—Commended as well built and well suited to the purpose for which it is intended, and offered at a remarkably low price.

28. B. Ledoux, Montreal, Canada.

SEVEN-PASSENGER SLEIGH.

Report.—By means of a sliding arrangement under the front seat, the capacity of this sleigh may be reduced at pleasure to five instead of seven. It is quite ingenious and well and substantially built.

29. John M. De Wolfe, Halifax, Nova Scotia.

THREE LIGHT CARRIAGES.

Report.—General sound work and good finish; the more commendable when the lack of facilities for carriage-building in Halifax is taken into consideration.

30. Stevenson & Elliott, Melbourne, Victoria, Australia.

LANDAU.

Report.—Commended for general good work and construction; and had not this carriage been damaged by salt water on the way here, it would have compared not unfavorably with the best work entered for competition.

31. N. Huret, Paris, France.

CYNOPHORE, OR DOG CARRIAGE.

Report.—Commended as light and elegant in construction, well adapted to the purpose for which it is intended, and one of the most novel and original articles that has fallen under our notice.

32. Binder Brothers, Paris, France.

PLEASURE CARRIAGES.

Report.—Commended for superior workmanship, general good taste and elegance of outlines and trimmings, well-constructed bodies, excellent colors and finish. We note particularly a superb barouche and a "break" (or char-à-bancs).

33. Desouches, Paris, France.

SEVEN PLEASURE CARRIAGES.

Report.—A very complete exhibit of handsome carriages, of various styles and models, among them a small brougham provided with an indicator to facilitate communication between the passengers and the driver.

34. Mühlbacher, Paris, France.

SIX PLEASURE CARRIAGES.

Report.—Commended for good workmanship and general style. A double-top sociable is quite novel; and we note also a handsome eight-spring sociable.

35. Joseph Wernik, Warsaw, Russia.

ONE SLEIGH.

Report.—Commended for good, substantial, and serviceable work, well adapted to the purposes intended.

36. Nicholas Arbatsky, Moscow, Russia.

ONE SLEIGH, FUR ROBE ATTACHED.

Report.—Commended as well built and finished, thoroughly adapted to the purpose for which it is intended.

37. Charles Nellis, St. Petersburg, Russia.

ONE CARRIAGE (VICTORIA).

Report.—Commended for good general workmanship and finish; very stylish, and built sufficiently strong to meet the requirements of the rough roads of that country.

38. Sorensen & Klovstad, Christiania, Norway.

THREE LIGHT CARRYALLS (TWO-WHEEL SULKIES).

Report.—Commended as neatly and strongly built, well adapted to the country where used, and sold at a low price.

39. L. Heffermehl, Drammen, Norway.

ONE SLEIGH, AND ONE TWO-WHEEL CARRYALL OR SULKY.

Report.—Commended for good, substantial work, well suited to the country where used, and furnished at very low figures.

40. Philip Ketterer, New York, N. Y., U. S.

ONE-HORSE PACKAGE DELIVERY WAGON, WITH SAFETY WIRE GRATING.

Report.—Commended as well made, neatly finished, and useful.

41. W. & L. Wenkenbach, Philadelphia, Pa., U. S.

BEER WAGON.

Report.—Commended for very fine workmanship, both in iron and wood, and handsomely finished for the purpose intended.

42. Ch. Rauch, Cleveland, Ohio, U. S.

ICE WAGON.

Report.—A large, strong, and useful object, well constructed for handling ice easily, and an improvement upon ice wagons now in use.

43. Studebaker Brothers Manufacturing Co., South Bend, Ind., U. S.

FREIGHT, TRANSPORT, AND FARM WAGONS.

Report.—All strong, durable work, of the best material and workmanship, and thoroughly adapted to the uses for which it is intended.

44. Joseph Kieser, New York, N. Y., U. S.

ONE FOUR-HORSE BREWER'S WAGON.

Report.—Commended for very fine work, and well adapted to the purpose intended.

45. Jacob Sebastian, New York, N. Y., U. S.

ONE-HORSE TRUCK, ONE COVERED TWO-SEAT WAGON (EXPRESS OR DELIVERY).

Report.—Superior workmanship, well finished, and thoroughly adapted to the intended uses.

46. Winchester & Partridge Manufacturing Co., Whitewater, Wis., U. S.

TWO PLANTATION WAGONS, AND ONE FREIGHT WAGON.

Report.—Very strongly and substantially built, and well adapted to intended uses.

47. Wilson, Childs, & Co., Philadelphia, Pa., U. S.

FIVE TWO-WHEEL AND FOUR-WHEEL CARTS AND WAGONS.

Report.—Good, substantial, and useful articles, and well adapted to intended uses.

48. Fulton, Walker, & Co., Philadelphia, Pa., U. S.

ONE HEAVY FOUR-HORSE EXPRESS WAGON, THREE LIGHT ONE-HORSE DELIVERY WAGONS.

Report.—Commended for good workmanship and material, and for good finish.

49. Geo. Lengert & Son, Philadelphia, Pa., U. S.

TWO TWO-HORSE AND TWO ONE-HORSE PACKAGE DELIVERY WAGONS.

Report.—Very good, strong, and well finished. One of the single-horse wagons in particular is very finely finished for the Exhibition.

50. Peter Schuttler, Chicago, Ill., U. S.

WAGONS—ONE LARGE FREIGHT WAGON, TWO "ELLIPTIC SPRINGS" FARMER'S DRIVING WAGONS, AND ONE FARM WAGON.

Report.—Commended for good, substantial, and durable work.

51. W. T. & E. A. Rogers, Quincy, Ill., U. S.

TWO FARM WAGONS.

Report.—Commended as strong, substantial, and well built.

52. Fish Brothers & Co., Racine, Wis., U. S.

TWO FARM WAGONS.

Report.—Good strong work, and in every way useful.

53. John Beggs & Sons, Philadelphia, Pa., U. S.

ONE HEAVY TRUCK, ONE LIGHT PACKAGE DELIVERY WAGON.

Report.—Commended as well built, strong, durable, and neatly finished.

54. C. Schanz, Philadelphia, Pa., U. S.

TWO LIGHT EXPRESS WAGONS.

Report.—Well-built, strong, and useful wagons.

55. Dann Brothers & Co., New Haven, Conn., U. S.

BUGGY BODIES AND SEATS (UNPAINTED), AND BENT CARRIAGE WOODWORK.

Report.—Good material, well made, the wood nicely bent.

56. Philip Lebsetter & Co., Lancaster, Pa., U. S.

SHAFTS, WHEELS, AND WHEEL STOCK.

Report.—A good exhibit of bent rims and shafts. Commended for good material and good workmanship.

57. John G. Davis & Son (Union Spoke, Hub, and Rim Works), Philadelphia, Pa., U. S.

WHEELS AND WHEEL STOCKS.

Report.—Commended for good material and good workmanship.

58. Strahorn, Pierson, & Co., Toughkenamon, Chester County, Pa., U. S.

WHEELS AND WHEEL STOCK.

Report.—A novel wheel, with patent iron hub; worthy of commendation.

59. Union County Manufacturing Co., Elizabeth, N. J., U. S.

WHEELS AND WHEEL STOCK.

Report.—Good wheels, fine stock, and altogether a very nice exhibit.

60. New Haven Wheel Co., New Haven, Conn., U. S.

WHEELS AND WHEEL STOCK.

Report.—Commended for good quality and good workmanship.

61. Phineas Jones & Co., Newark, N. J., U. S.

WHEELS AND BENT WOOD, ALSO EXHIBITED IN ONE SULKY AND ONE SKELETON WAGON.

Report.—Good material, well made, strong, and furnished at a moderate cost.

62. S. N. Brown & Co., Dayton, Ohio, U. S.

WHEELS AND WHEEL STOCK, WHIFFLE-TREES, AND SHAFTS.

Report.—Commended for excellent choice of material, and good workmanship.

63. John Urmston, Rahway, N. J., U. S.

HUBS.

Report.—Very good stock and very well made.

64. Jacob A. Leippe (Anchor Bending Works), Lancaster, Pa., U. S.

BENT WOOD FOR RIMS AND SHAFTS.

Report.—Good material, and well bent.

65. Hoopes, Brother, & Darlington, West Chester, Pa., U. S.

WHEELS, WHEEL STOCK AND BENT WOODS.

Report.—Commended for a large and very elegant exhibit, choice material, and excellent workmanship.

66. Hunt, Cairns, & Co., St. Catherine, Ontario, Canada.

WHEELS AND WHEEL STOCK.

Report.—Commended for good material and workmanship.

67. Samuel G. Reed, Wellesley, Mass., U. S.

APPARATUS FOR HEATING CARRIAGE TIRES BY MEANS OF GAS JETS.

Report.—Tires can be heated by this process as fast as workmen can set them; is always ready; and heats tires to the required expansion, very evenly and at a very small cost.

68. Benezet & Co., Philadelphia, Pa., U. S.

CARRIAGE SPRINGS.

Report.—A large and fine exhibit of C and elliptic springs; commended for good material and workmanship.

69. M. Seward & Son, New Haven, Conn., U. S.

AXLE-TREE CLIPS.

Report.—Commended as well made and of excellent material.

70. D. Dalzell & Sons, South Egremont, Mass., U. S.

CARRIAGE AXLES.

Report.—A fine exhibit of assorted axles, of good workmanship and material.

71. Sheldon & Co., Auburn, N. Y., U. S.

CARRIAGE AXLES.

Report.—A very fine display of axles; commended for excellent material and superior workmanship.

72. Topliff & Ely, Elyria, Ohio, U. S.

BOW SOCKETS AND SIDE SPRING CONNECTING-RODS.

Report.—Novel, very useful, and good articles.

73. Samuel E. Tompkins & Co., Newark, N. J., U. S.

SILVER-PLATED COACH AND HARNESS HARDWARE.

Report.—Commended for good and useful general work.

74. Hayden & Smith, Auburn, N. Y., U. S.

CARRIAGE HARDWARE.

Report.—A very fair exhibit of fifth wheels, shaft couplings, etc.

75. Chris. Kunzig, Philadelphia, Pa., U. S.

"CLOSE PLATED" CARRIAGE WARE.

Report.—Very nice work, very durable and useful; an excellent display.

76. Welsh & Lea ("Coleman Eagle Bolt Works"), Philadelphia, Pa., U. S.

WROUGHT-IRON BOLTS.

Report.—Commended for excellent work, superior material, and strength.

77. Peel & Elster, Springfield, Ohio, U. S.

CARRIAGE DASHER MOULDING OF STEEL, BLACK OR PLATED.

Report.—Useful, novel articles, well made and well finished.

78. H. F. Osborne, Newark, N. J., U. S.

MACHINES FOR SPLITTING LEATHER AND ROUNDING HAND REINS AND TRACES.

Report.—Well-constructed and useful machines.

79. A. Albright, Newark, N. J., U. S.

HARD RUBBER-COATED HARNESS AND CARRIAGE TRIMMINGS.

Report.—Very good work, artistic designs, nicely and richly finished.

80. Chr. Sippel, Newark, N. J., U. S.

FANCY HANDLES, AND CARD CASES, FOR CARRIAGE TRIMMING.

Report.—Well-made, nice, and useful articles.

81. White Manufacturing Co., Bridgeport, Conn., U. S.

CARRIAGE LAMPS AND METAL FURNITURE FOR CARRIAGES AND HEARSEES.

Report.—Very good workmanship and finish, useful articles, and well adapted to the intended purposes. We note especially a new patent adjustable dasher-lamp, for driving and sporting purposes.

82. H. D. Smith & Co., Plantsville, Conn., U. S.

CARRIAGE MAKERS' FORGED IRONS.

Report.—A large and splendid exhibit of superior, useful, and practical articles.

83. A. Shitoff, Moscow, Russia.

ELLIPTIC SPRINGS AND SPRING-TESTER.

Report.—Springs well made and well proportioned. The machine is an excellent one for the purpose.

84. Edward Schmidt, St. Petersburg, Russia.

AXLE-TREES AND BOXES.

Report.—Commended as well forged, nicely finished, and of excellent material.

85. Dick & Kirschten, Offenbach-on-the-Main, Germany.

CARRIAGE AXLES, SPRINGS, AND FORWARD GEARS.

Report.—A large and very superior exhibit of "C" and "elliptic" springs, axles and carriage iron work.

86. G. Anthoni, Paris, France.

AXLE-TREES AND CARRIAGE SPRINGS.

Report.—Commended as well made and nicely finished. The axles have a groove for the purpose of oiling. The springs are provided with a nicely arranged rubber coupling.

87. Stimson & Babcock, Boston, Mass., U. S.

COACH AND CAR VARNISHES.

Report.—A fine exhibit. A handsome black panel finished with these varnishes serves to illustrate their merits.

88. C. T. Reynolds & Co., New York, N. Y., U. S.

CARRIAGE VARNISHES.

Report.—A large and elegant exhibit of varnishes. A number of carriage wheels and a miniature coach finished with their varnishes are exhibited to illustrate their qualities.

89. Felton, Rau, & Sibley, Philadelphia, Pa., U. S.

CARRIAGE VARNISHES.

Report.—A large and handsome display of carriage varnishes.

90. C. C. Phillips & Co., Philadelphia, Pa., U. S.

CARRIAGE VARNISHES.

Report.—A large and elegant exhibit, handsomely put up in neat packages for carriage-makers' use.

91. D. Rosenberg & Sons, New York, N. Y., U. S.

CARRIAGE VARNISHES.

Report.—An elegant exhibit of varnishes for carriage-makers.

92. Valentine & Co., New York, N. Y., U. S.

COACH AND CAR VARNISHES.

Report.—A full display of varnishes for carriage and railway-car makers' use. The merits and qualities of these varnishes are fully sustained by numerous testimonials and affidavits of parties who have used them, and by the presence in the Exhibition of many carriages, by the best makers in the country, which have been finished with them, and furnish further positive proof of the great excellence of these varnishes in working quality, color, brilliancy, and durability.

93. Edward Smith & Co., New York, N. Y., U. S.

CARRIAGE VARNISHES.

Report.—Carriage varnishes in great variety and handsomely displayed.

94. Haynes & Jefferis, Coventry, England.

FOUR ARIEL VELOCIPEDES (ONE OF WHICH WITH A WHEEL SEVEN FEET IN DIAMETER),
ONE TANGENT VELOCIPED.

Report.—Very superior work, light, and nicely constructed.

95. Digley & Roberts, Coventry, England.

TWO "SPIDER" BICYCLES.

Report.—Commended for good workmanship and graceful designs.

96. F. Herrmann Jury, New York, N. Y., U. S.

CHILDREN'S CARRIAGES (FOLDING TO CARRY BY HAND).

Report.—Commended as good, useful, and ingenious.

97. George P. Steinbach, Baltimore, Md., U. S.

CHILDREN'S CARRIAGES.

Report.—A nice carriage, easily converted into a sleeping-carriage.

98. J. A. Crandall, Brooklyn, N. Y., U. S.

CHILD'S CARRIAGE AND ROCKING-HORSE, CHILD'S CARRIAGE CONVERTIBLE INTO A CRADLE, CHILD'S SLED CONVERTIBLE INTO A SEE-SAW OR HIGH CHAIR, ROCKING-HORSE ON SPRINGS.

Report.—Commended for useful improvements in baby carriages.

99. Newgeon & Shelton Carriage Co., Birmingham, Conn., U. S.

CHILD'S CARRIAGE.

Report.—An ingenious and well-constructed vehicle, convertible into bed or cradle, richly and handsomely trimmed, ornamented, and finished.

100. Charles Thomson, London, England.

THREE-WHEEL PERAMBULATOR.

Report.—A nicely made child's carriage, the strongest constructed shown at the Exhibition.

101. J. A. Yost, Philadelphia, Pa., U. S.

THREE CHILDREN'S CARRIAGES, ONE THREE-WHEEL VELOCIPEDA.

Report.—Commended as well made and containing valuable improvements for the safety and comfort of children.

102. Richardson, McKee, & Co., Boston, Mass., U. S.

CHILDREN'S CARRIAGE.

Report.—A very superior and nicely constructed child's carriage.

103. J. A. Conover & Son, New York, N. Y., U. S.

CHILDREN'S CARRIAGE AND WOODEN HORSE.

Report.—The "Leaping" horse on eight spiral springs is a handsome and useful toy, and well made.

104. Montpelier Manufacturing Co., Montpelier, Vt., U. S.

FIVE CHILDREN'S CARRIAGES.

Report.—Good work, and well constructed.

105. Paris Hill Manufacturing Co., Paris Hill, Me., U. S.

GOAT WAGONS AND CHILDREN'S SLEDS.

Report.—Good substantial work, and furnished at very moderate prices.

106. L. P. Tibbals, New York, N. Y., U. S.

TWO CHILDREN'S CARRIAGES.

Report.—Commended for useful improvements in the way of a movable umbrella-shaped sun-shade, and changing the carriage from one to two seats at pleasure.

107. Cole & Ballard, Newark, N. J., U. S.

THREE CHILDREN'S CARRIAGES, ONE THREE-WHEEL VELOCIPÈDE.

Report.—A variety of good models, and well made.

108. St. Petersburg Arsenal, St. Petersburg, Russia.

FOUR PACK-SADDLES FOR CARRYING MOUNTAIN ARTILLERY, ONE AMBULANCE, AND ONE COMMISSARY WAGON.

Report.—Good material, good workmanship, useful articles, and well adapted to purposes of war.

109. Government of the Orange Free State, South Africa.

DOUBLE AND SINGLE HARNESS OF RUSSET LEATHER, AND ONE MODEL OF A TRANSPORT WAGON.

Report.—Commended for very good work throughout.

110. Provincial Commission of San Luis, Argentine Republic.

SOUTH AMERICAN SADDLES WITH CREASED LEATHER HOUSINGS.

Report.—Commended as very handsome work, strong and substantial, and very moderate in price.

111. Francisco Gomes dos Santos Lima, San Paulo, Brazil.

SOUTH AMERICAN SADDLES, WITH HOUSINGS, LASSOS, ETC.

Report.—Handsome handwork, fine workmanship, very cheap, and well adapted to purposes intended.

112. A. Luis d'Almeida, San Paulo, Brazil.

SOUTH AMERICAN SADDLE AND BRIDLE (THE LATTER OF THREAD WITH THREAD BIT).

Report.—Commended as remarkable work, offered at very low prices, and well adapted to the country where used.

113. Sheriff of Queensland, Australia.

STOCKMAN'S AND GENTLEMAN'S MOUNTAIN SADDLES; ALSO ONE PACK-SADDLE.

Report.—Good, useful work, and well adapted to the intended use.

114. Wurtemberg Wool Felt Co, Giengen-on-the-Brenz, Germany.

FELTS FOR HARNESS AND SADDLERY PURPOSES.

Report.—Excellent material, and well adapted to the purposes intended.

115. National Museum, Cairo, Egypt.

SADDLES AND SADDLERY.

Report.—A large and interesting display of saddles and bridles for horses, mules, donkeys, camels, and dromedaries. We note particularly one very elaborate saddle and saddle-cloth richly embroidered and embossed in gold, for the use of the Viceroy of Egypt.

116. Provincial Commission of San Juan, Argentine Republic.

SOUTH AMERICAN SADDLE AND BRIDLE, MOUNTED THROUGHOUT IN SOLID SILVER.
COST, \$350.

Report.—Commended for very rich, elaborate, and ornamental work.

117. Army Arsenal, Rio de Janeiro, Brazil.

CAVALRY SADDLE AND BRIDLE, ONE OFFICER'S SADDLE STITCHED IN BRASS, AND ARTIL-
LERY SADDLE AND BRIDLE.

Report.—Very good work, strong, well made, and thoroughly adapted to the purpose.

118. Provincial Commission of the Province of Tucuman, Argentine Republic.

LADIES' SADDLES, RAWHIDES, REINS, AND BRIDLES.

Report.—Commended for handsome and very substantial work.

119. Provincial Commission of Catamarca, Argentine Republic.

BRIDLES AND SADDLE-CLOTH OF VIZCACHA LEATHER.

Report.—Superior workmanship and useful articles.

120. Provincial Commission of Cordoba, Argentine Republic.

REINS, BRIDLES, AND GIRTHS OF RAWHIDE, AND LEATHER HOUSINGS.

Report.—Commended for strong, useful, and substantial work.

121. A. Lynch, Philadelphia, Pa., U. S.

HARNESS.

Report.—Commended as made of good material, substantial work, well mounted and trimmed, and all made with the exhibitor's own hands.

122. T. T. A. Guimarães, Rio Janeiro, Brazil.

TWO SADDLES ON THE ENGLISH MODEL.

Report.—Commended as well made and of excellent workmanship.

123. Ambrosius Marthaus, Oschatz, Germany.

HARNESS FELTS AND FELTINGS.

Report.—A fine display of felts and feltings for saddle-pads and saddle-cloths, harness, etc., in great variety of thickness and color; good quality, and some of them very elaborately worked.

124. Eugenio Mattaldi, Buenos Ayres, Argentine Republic.

LADIES' AND GENTLEMEN'S SADDLES.

Report.—Fine workmanship, very rich and elaborate, and all made by hand. We note particularly a gentleman's saddle made so as to be taken apart in five minutes, and a lady's blue velvet saddle stitched in silver.

125. S. & H. Borbridge, Ottawa, Ontario, Canada.

HARNESS AND SADDLES.

Report.—The saddles are well made, of good material, and display good workmanship.

126. Michael Elenin, Moscow, Russia.

TWO SETS HARNESS, FOR CITY USE, ONE TROIKA HARNESS FOR THREE HORSES, SILVER MOUNTED AND WITH ARCH NECK-PIECE FOR CENTRE HORSE.

Report.—Good material, good workmanship, and well suited to the taste of the country and the purposes intended.

127. Juan Videla, Buenos Ayres, Argentine Republic.

GENTLEMAN'S SADDLE.

Report.—Commended for a vast amount of skillful work in "hand creasing;" handsome and useful.

128. Christof Neuner, Klagenfurt, Austria.

HARNESS, LOOPS, AND CRUPPER.

Report.—A handsome double harness, silver mounted, well made, and suited to the country where used; the loops and cruppers well made and useful.

129. Stephen Shishkin, Moscow, Russia.

DOUBLE AND SINGLE HARNESS, MOUNTED IN GILT.

Report.—Good material, well made, and well adapted to the use and taste of the country; furnished at moderate prices.

130. Paul Koorikof, St. Petersburg, Russia.

ONE COSSACK SADDLE, HARNESS FOR FIELD ARTILLERY, FIRE ENGINE, AND COMMISSARY TRAIN; RAWHIDE STRAPS, AND TWINE.

Report.—Commended as all of excellent material and workmanship, useful, well adapted to the country and the purposes intended. We note the six-horse harness for field artillery, with a new style breast-piece or collar, capable of being altered in size so as to fit easily the smallest as well as the largest horse.

131. Swaine & Adeney, London, England.

RIDING AND DRIVING WHIPS.

Report.—Commended as very superior work, elegantly finished, and in good taste.

132. Robert Malcom, Toronto, Ontario, Canada.

ONE SET EXTRA LARGE AND HEAVY DRAY HARNESS FINISHED FOR DISPLAY; ONE SET EXTRA LARGE AND HEAVY DRAY HARNESS FINISHED FOR WORK; TEN LADIES' AND GENTLEMEN'S SADDLES OF VARIOUS WEIGHTS AND PATTERNS.

Report.—Commended as fine substantial work and well adapted to the intended uses.

133. Davis & Wilson, Birmingham, England.

WHIPS.

Report.—A large and very good exhibit of whips; substantial and tasteful work.

134. Wade Bothwell, Melbourne, Victoria, Australia.

HARNESS, SADDLES, AND STOCKMEN'S WHIPS.

Report.—Commended as good work and well adapted to the uses for which it is intended.

135. P. Guerin, Sydney, New South Wales, Australia.

SADDLES.

Report.—Commended for good substantial work and low prices.

136. R. Zimmermann, Moscow, Russia.

ONE CIRCASSIAN SADDLE AND BRIDLE; ONE HUNTING SADDLE AND BRIDLE; ONE SET SILVER MOUNTED HARNESS FOR CITY USE.

Report.—Commended as being all nice workmanship and material, and well adapted to the country where used.

137. Wm. Vahey, Forrest, Ontario, Canada.

HORSE COLLARS AND COLLAR BLOCK.

Report.—The collar block is a good, useful, and economical article.

138. Fortin Brothers, Paris, France.

HARNESS FELTS.

Report.—A fine assortment of harness felts in various thicknesses, colors, and qualities, for saddlers', harness-makers' and shoemakers' use; well made, strong, and durable, and well adapted to the uses for which they are intended; also furnished at very moderate prices.

139. K. Hodjaef, St. Petersburg, Russia.

ONE CIRCASSIAN SADDLE, MOUNTED AND FINISHED IN DAMASCUS SILVER, WITH SOLID SILVER STIRRUPS.

Report.—Commended as very fine, elaborate, and artistic, and finished in extra good taste and style for the country where used.

140. A. A. A. Guimarães, Rio de Janeiro, Brazil.

LADY'S SIDE-SADDLE.

Report.—Commended as well made and beautifully stitched.

141. Nicolau Schmitt & Co., S. Leopoldo, Brazil.

THREE SADDLES.

Report.—Commended for good workmanship and rich ornamentation.

142. F. S. Lyman, Hawaii, Sandwich Islands.

SPANISH SADDLE AND BRIDLE.

Report.—Very good, useful work.

143. Samuel R. Phillips, Philadelphia, Pa., U. S.

HARNESSES.

Report.—An extensive and excellent display of fine harness in great variety; good substantial work, with mountings, and deserving great credit.

144. H. G. Hædrich & Sons, Philadelphia, Pa., U. S.

HARNESS.

Report.—Very fine work, highly finished, of good material; rich, elaborate, and artistic.

145. James R. Hill & Co., Concord, N. H., U. S.

HARNESSES.

Report.—A most excellent exhibit of harness of every grade, of superior workmanship, excellent material, thoroughly adapted to every purpose for which harness is used, and at reasonable prices.

146. Crane & Co., Newark, N. J., U. S.

HARNESS AND SADDLERY HARDWARE.

Report.—A large and handsome exhibit. The flexible rubber bits are very nicely constructed, well made, and seem to fill a much-needed want for an easy, soft, and safe bit for a horse's mouth.

147. George Motts, Washington, D. C., U. S.

SINGLE HARNESS OF RUSSET LEATHER.

Report.—Superior workmanship, excellent material, very light, and well finished.

148. C. M. Moseman & Brother, New York, N. Y., U. S.

FIRE-ENGINE HARNESS.

Report.—Commended for usefulness and good adaptation to the purpose of rapidly fastening horses.

149. Sallada & Pearson, Philadelphia, Pa., U. S.

RIDING AND DRIVING WHIPS.

Report.—Commended as well made, strong, and richly mounted in gold and silver.

150. American Whip Co., Westfield, Mass., U. S.

RIDING AND DRIVING WHIPS, WHIP THONGS, AND LASHES.

Report.—Commended for good workmanship and material, and good finish.

151. Korne & Currie, New York, N. Y., U. S.

SINGLE AND DOUBLE HARNESS.

Report.—A good exhibit of substantially made and richly decorated harness.

152. Weaver & Bardall (Western Penitentiary), Pittsburg, Pa., U. S.

TEAMSTERS' WHIPS.

Report.—Commended as well made, strong, useful, and serviceable.

153. Patrick McFadden, Philadelphia, Pa., U. S.

SINGLE HARNESS, OPTIC SHIELD, AND CART SADDLE.

Report.—The cart saddle is a useful and substantial article, and well made.

154. Peters & Calhoun Co., Newark, N. J., U. S.

DOUBLE HARNESS AND MEXICAN RIDING SADDLES.

Report.—The Mexican riding saddles are of very fine workmanship, handsome and elegant of the kind.

155. Richard P. Whelan, New York, N. Y., U. S.

BRIDLE BIT, KNOWN AS THE "STAR" BIT.

Report.—A useful, well-made article, combining ease and power.

156. John C. Lighthouse, Rochester, N. Y., U. S.

HORSE COLLARS.

Report.—Commended for great variety and superior quality of collars. The zinc collar pad, leather-covered, deserves special mention for originality and usefulness.

157. A. S. Jenks, Philadelphia, Pa., U. S.

ADJUSTABLE DRIVING BITS.

Report.—An ingenious article for hard-mouthed horses, well made, and perhaps as well suited and as safe a bit for the purpose as we have any knowledge of.

158. Thomas Moore, New York, N. Y., U. S.

HORSE COLLARS.

Report.—A very fine exhibit of plain and fancy horse collars, well made and of good material.

159. J. Lyman Wilder, Hartford, Conn., U. S.

BRIDLE FRONTS AND SADDLE PADS.

Report.—Neatly made and very good work.

160. R. F. Wilson, Milton, Pa., U. S.

LEATHER FLY NETS.

Report.—They are ingenious, well made, and durable, and very useful for the purpose intended.

161. Hawkins Brothers, Walsall, England.

GENERAL SADDLERY IRON WORK.

Report.—Very nice articles; good work, well finished, and useful.

162. Kessler & Brothers, Philadelphia, Pa., U. S.

WOODEN HAMES FOR HEAVY HARNESS.

Report.—Good, useful articles, well made, strong, and durable.

163. Charles M. Theberath & Brother, Newark, N. J., U. S.

SADDLERY HARDWARE AND HARNESS TRIMMINGS.

Report.—Commended for elegant and artistic work.

164. Samuel Reynolds & Co., Pittsburg, Pa., U. S.

SADDLERY HARDWARE AND IRON HAMES.

Report.—A fine assortment of nicely trimmed bits, buckles, etc.; good, plain, and substantial, and furnished at wonderfully low prices.

165. C. S. Osborne & Co., Newark, N. J., U. S.

SADDLERS' AND HARNESS-MAKERS' TOOLS.

Report.—Very good articles, well made, durable, and useful.

166. Aug. Buerman, Newark, N. J., U. S.

SADDLERY AND HARNESS HARDWARE.

Report.—An assortment of Mexican bits and spurs, well made and excellently suited to the countries where they are intended to be used.

167. J. V. Waldron & Brother, New York, N. Y., U. S.

CRESTS, COATS OF ARMS, MONOGRAMS, AND BITS FOR HARNESS.

Report.—A fine exhibit of gold and silver plated articles for harness mountings, nicely executed, well made, and good designs.

168. H. Rosenthal, New York, N. Y., U. S.

HORSE BRUSHES.

Report.—Commended for excellent quality of workmanship and material.

SIGNING JUDGES OF GROUP XVII.

The figures annexed to the names of the Judges indicate the reports written by them respectively.

M. GUIET, 1, 22, 23, 24, 25, 26, 27, 31, 32, 33, 34, 35, 36, 37, 38, 39, 68, 69, 72, 83, 84, 86, 87, 99, 100, 108, 112, 117, 121, 122, 126, 129, 130, 136, 138, 139, 140, 141, 146, 148.

THOMAS GODDARD, 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 30, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 52, 53, 55, 56, 57, 58, 59, 60, 61, 62, 64, 65, 67, 70, 71, 74, 75, 76, 77, 79, 80, 81, 82, 85, 88, 89, 90, 91, 92, 93, 95, 96, 97, 98, 101, 102, 103, 104, 105, 106, 107, 109, 110, 111, 114, 115, 118, 120, 123, 124, 127, 128, 143, 144, 147, 151, 153, 154, 155, 158, 163, 167.

WILLIAM DUFFUS, 4, 50, 51, 66, 94, 113, 125, 131, 132, 133, 134, 135, 137, 145, 149, 150, 152, 156, 161, 162, 168.

B. F. MORSE, 21, 28, 29, 54, 63, 73, 78, 116, 119, 142, 157, 159, 160, 164, 165, 166.

SUPPLEMENT TO GROUP XVII.

REPORTS OF JUDGES ON APPEALS.

JUDGES.

JOHN FRITZ, Bethlehem, Pa.
EDWARD CONLEY, Cincinnati, Ohio.
CHARLES STAPLES, JR., Portland, Me.
BENJ. F. BRITTON, New York City.
H. H. SMITH, Philadelphia, Pa.

COLEMAN SELLERS, Philadelphia, Pa.
JAMES L. CLAGHORN, Philadelphia, Pa.
HENRY K. OLIVER, Salem, Mass.
M. WILKINS, Harrisburg, Oregon.
S. F. BAIRD, Washington, D. C.

1. J. L. H. Mosier, New York, N. Y., U. S.

CARRIAGE IRON-WORK.

Report.—Commended as a good display of carriage iron-work in parts, the king-bolts and perch-coupling being especially meritorious, showing new and valuable improvements in construction.

2. The Hart, Bliven, & Mead Manufacturing Co., Kensington, Conn., and New York, N. Y., U. S.

CARRIAGE TRIMMINGS, COMPRISING BANDS AND SOCKETS.

Report.—Commended as substantially made, well finished, economical in cost, and adapted to the purpose intended.

3. Middletown Tool Co., Middletown, Conn., U. S.

HARNESS SNAPS.

Report.—A varied exhibit in styles and sizes; commended for good construction combined with economy in cost.

4. F. P. Stone, Chicago, Ill., U. S.

WAGON.

Report.—Commended for good workmanship.

5. Jacob Rech, Philadelphia, Pa., U. S.

MILK WAGON.

Report.—Commended for skillful construction and substantial workmanship.

6. James R. Hill & Co., Concord, N. H., U. S.

CONCORD COLLARS.

Report.—Commended for excellent workmanship and material and fitness for the purpose intended.

7. New Haven Folding Chair Co., New Haven, Conn., U. S.

REVERSIBLE-BODY CHILD'S CARRIAGE.

Report.—Commended for good construction and adaptation to the purpose intended.

8. Moline Wagon Co., Moline, Ill., U. S.

FARM WAGONS.

Report.—Commended for good construction and workmanship.

9. J. B. Sammis & Co., New York, N. Y., U. S.

EXCELSIOR ELASTIC HUB.

Report.—Commended as an important and valuable improvement for carriages and other wheeled vehicles, imparting greater ease in riding by lessening the vibration, with great economy in wear and tear.

10. William & Harvey Rowland, Philadelphia, Pa., U. S.

CARRIAGE SPRINGS AND IRON IN SHAPES.

Report.—Commended as a large and varied exhibit, showing excellent material of their own manufacture combined with good and substantial workmanship.

11. Rubber Step Manufacturing Co., Boston, Mass., U. S.

RUBBER-COVERED CARRIAGE STEPS.

Report.—Commended for good construction and fitness for purpose intended.

12. J. T. Smith & Co., Boston, Mass., U. S.

HACK SLEIGH.

Report.—Commended for good design and adaptation to the purpose intended.

13. C. Cowles & Co., New Haven, Conn., U. S.

CARRIAGE TRIMMINGS.

Report.—A good exhibit of carriage trimmings in metals, of excellent styles and finish.

14. Joseph Russell, Portland, Me., U. S.

SLEIGH.

Report.—Commended for good general work.

15. C. W. F. Dare, New York, N. Y., U. S.

CHILD'S CARRIAGE.

Report.—Commended for great excellence in design, construction, and finish.

16. Frederick Seidle, Mechanicsburg, Pa., U. S.

FINISHED SHAFTS AND POLES.

Report.—Commended for good material and workmanship.

17. Pennsylvania Axle Works (Advena & Heald), Philadelphia, Pa., U. S.

WAGON AXLES.

Report.—Commended for good material and workmanship and fitness for purpose intended.

18. Thomas Skelly, Philadelphia, Pa., U. S.

WROUGHT-IRON HAND-MADE CARRIAGE BOLTS.

Report.—Commended for the excellent material used, uniformity in fitting the nuts together, and for superior finish and strength.

19. Peter Barry, New York, N. Y., U. S.

HERALDRY PAINTING.

Report.—Commended as displaying highly artistic excellence in drawing and coloring, and a thorough knowledge of heraldic rules.

20. Sebastian Armbruster, Vienna, Austria.

LANDAU.

Report.—Commended for good workmanship.

21. J. Enders & Co., Louisville, Ky., U. S.

BUGGY.

Report.—Commended for general good workmanship and finish.

22. J. W. Gosling, Cincinnati, Ohio, U. S.

CARRIAGES.

Report.—Commended for general good workmanship.

23. Frederick Oppenheim, San Francisco, Cal., U. S.

A SINGLE AND DOUBLE BUGGY.

Report.—Commended for ingenious and novel arrangement of seats.

24. Renick, Curtis, & Co., Greencastle, Ind., U. S.

CARRIAGE (COMBINED SLIDE AND JUMP SEAT).

Report.—Commended for novelty and ingenuity in the arrangement of seats.

25. John McDermott & Brother, Washington, D. C., U. S.

TOP BUGGY.

Report.—Commended for good workmanship.

26. Sargent & Ham, Boston, Mass., U. S.

EXTENSION TOP PHAETON.

Report.—Commended for good style, excellent material, workmanship, general finish, and adaptation to purpose intended.

27. Chev. Alessandro Locati, Turin, Italy.

CABS.

Report.—Commended for good workmanship.

28. Daniel Conboy, Uxbridge, Ontario, Canada.

SLEIGH.

Report.—Commended for originality and good workmanship.

29. Jacob Lohner & Co., Vienna, Austria.

PHAETON, OR GENT'S DRIVING CARRIAGE.

Report.—Commended as good in design and construction.

SIGNING JUDGE OF SUPPLEMENT TO GROUP XVII.

The figures annexed to the name of the Judge indicate the reports written by him.

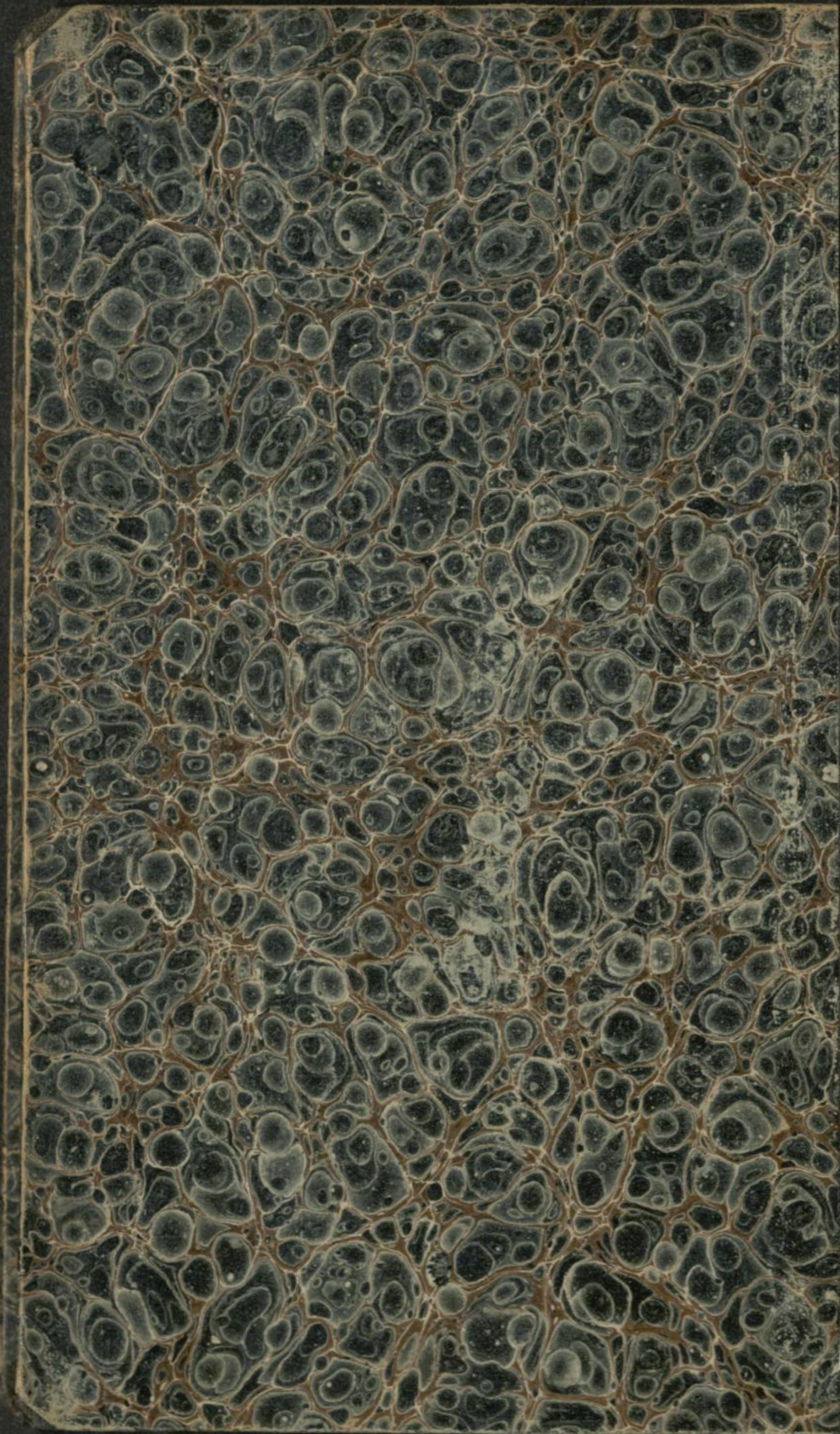
B. F. BRITTON, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29.

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