

marrow. A very pretty trophy of flowers is also here.

In the tent in front of Mechanics' Hall, is a very handsome carpet from Hamilton, and a fine display of harness, &c.

En passant we would remark that there is a very beautiful carpet exhibited at the Bazaar, in the Parliament buildings, which would, we think, excel its Hamilton competitor in elegance and work. The centre squares, sixty-three in number, are bunches of flowers, ground with white, orange and black—while the border squares, twenty-eight in number, have, gracefully interwoven the rose, shamrock and thistle. Each square measures two feet, and the carpet is a most elegant one. We have not space in this number to discuss this Bazaar, but shall return to it in our next.

Time forbids our paying more than a very brief visit to the poultry department, although we would fain linger over the feathered prodigies exhibited. Master Charles Seymour Horne, of our city, exhibits some rare specimens of Dorkings, Shanghai, black Spanish and Poland fowls, weighing from 9lbs. to 9lbs. 9oz. each. Daniel Lewis, of York, is famous for evermore for his geese; and Col. Allen's white turkeys, and A. Goodenough's Cochins China fowls, are all admirable, and beyond praise. Why, we would ask, are such fowls confined to a few individuals? A large fowl does not consume more than a small one, and is twice as profitable. Farmer's wives of Canada, see that at the next Exhibition you also have something to boast of.

We now wish to bring to our readers notice the establishment opened a few days ago, in Leslie's building, 29, King Street East, by Mr. A. M. Della Torre, where may be seen many an elegant article of *virtu* and *art*, the existence of which, we suppose, are as yet unknown to most of the *connoisseurs* of our good city; but we have had the good fortune to look over this very beautiful collection, and we were particularly struck with the taste and elegance of the *ensemble*. The bronze groups, *sevrès*, porcelains, *carcel* lamps, the splendid brass stand telescopes, and a lively polka, mazurka or valse, &c., from the large organ, would amply repay the trouble of an inspection. We are decidedly of opinion that such an importation is creditable to Toronto, and will be the means of improving the degenerate taste for common and comparatively worthless ornaments; and we must hope that Mr. Della Torre will not be the

loser by his very expensive and hazardous enterprise.

IMPROVEMENTS IN OCEAN STEAMERS.

THE great steamer *Orinoco*, now lying in the Southampton Docks, is about to have her masts and topworks reduced. The original masts and riggings of the *La Plata* were lessened by several tons weight before she started on her voyage. The *Magdalena* is to have her paddle-wheels lightened. Each of the paddle-wheels of the *Orinoco*, *Parana*, and *Magdalena*, weighs nearly eighty tons. It has been deemed advisable to reduce the weight, as it is found detrimental to speed. The paddle-wheels of the *La Plata* are not above half the weight of the others; she is the only one that has not got feathering floats—the weight of the iron-work necessary for them counterbalances their advantages. The *Parana* and *Orinoco* have made the passage between St. Thomas and Southampton in fourteen days; the *Magdalena* has taken sixteen days. The *Magdalena* is, however, as fast, if not faster, than the others, if she could carry coals sufficient. She was placed on full speed but one day during her recent homeward voyage, and yet she had but just coals sufficient to bring her to Southampton. There is no doubt that by lightening the topworks and paddle-wheels of these steamers, and enabling them to carry more coals, that their speed will be considerably increased. It is very evident, however, that we have almost arrived at the maximum both as to speed and size of ocean steamers for longer voyages than 3,000 miles at a stretch, unless fuel less bulky than coal can be found or manufactured. True the *Himlaya* and *Atrato* are building, which are vastly superior in size to the gigantic *Orinoco*; and the stupendous Indian steamers about to be built by the Eastern Steam Navigation Company will be of greater magnitude still. It remains to be proved, however, whether ships of such enormous magnitude can be completely under the control of one man. Even in the monster West India steamers all communications made from the commander to the engine department is done by a system of bell-ringing. As to *viva voce* commands from the paddle-box to the fiery regions beneath, they are impossible. By what pneumatic contrivances can the captain of a ship 400 feet long communicate orders to men at the bowsprit and stern, amidst the howling of a storm? Even with the present West India steamers the labour of commanding one of them is terrific. It is seriously contemplated to have two captains to one of the enormous steamers now building, so that a commander may be always on duty. The cost of the great and important experiments now making by the West India, Oriental, and Eastern Steam Navigation Companies to build ships of stupendous magnitude that can perform long ocean voyages at a high speed, will cost considerably above a million of money. Should these experiments succeed, and the great difficulties of traversing great ocean stages like those between England and Chagres, Panama and Tahiti, and Tahiti and Sydney, be overcome, the voyage between this country and Australia may be performed in little more than a month.