

laying the dust from which no small annoyance had been suffered through the day. The attendance to-day has been large, though of course not equal to what it is on a good Wednesday of the Provincial Fair at either of the cities further west, where it is alternately held. What the number has actually reached nobody seemed to know, and the present plan of admission precludes even an approximate estimate until the money comes to be counted in the evening. A very considerable proportion of those present were evidently farmers and their families from the country immediately around Kingston. Whether greater interest in the occasion, or competition with the presumptuous western city that is holding its local fair at the same time, or what else has drawn out the adjacent agricultural population, certain it is that they are largely represented. This is a matter of congratulation, for only thus can the full benefit of a great Provincial Exhibition be secured. The chief argument for moving it from place to place is that it thus becomes a sort of peripatetic school of agriculture and mechanics, awakening enterprise in the whole region of country round about. The large turn out to-day of farmers, driving their own teams, and bringing well nigh their entire household with them, has been a very interesting feature, and it is to be hoped the heavily laden wagons and carriages have carried back into all the adjacent region extensive and valuable importations of new ideas.

A more careful survey of things to-day confirms the general account given you yesterday, in most particulars. A large number of entries have not been made good, and there is considerable complaint of railway detention as one of the causes for this. The whole blame, however, cannot be laid at the door of the G. T. R. Very few exhibitors get well before hand with their preparations. Most of the freight is shipped at the eleventh hour; every lag-gard expecting that his particular shipment will be forwarded with special despatch. All is hurry-scurry at the freight station, there is a jam of goods, and unavoidable delays here and there issue in some cases in the articles not getting to the exhibition at all. Even to-day the interior of the Crystal Palace has had a rather bare and unfilled look. Kingstorian, naturally anxious for the credit of their city, urge that a number of classes have been removed from the Palace to a new temporary structure which is very likely to be taken, from its general appearance, for a dining hall, but which is in reality an exhibition building, and contains, for the most part, samples of metal work—a department, by the way, which is very poorly represented. If the contents of this temporary edifice had been put into the Palace it would have been much better, for as it is, it is in the condition of Mother Hubbard's cupboard. A few lonely-looking stoves are ranged on one side of it, and the other is mainly occupied by about half-a-dozen specimen bells from the Markham Bell Foundry. These bells have kept emitting unhar-

monious peals from their iron throats all day.—Their cheapness is well nigh their only commendation. One large enough for a factory, school, or even a church, can be bought for a fraction of the cost of bell-metal, and of course an unharmonious bell is better than none, seeing it is a great means of securing punctuality, a virtue in which many people are seriously deficient.

There was a perfect jam of people in the two main buildings most of the day. These buildings, it is perhaps well to observe, are the palace, and a good sized two story frame building, dignified with paint on the outside, and devoted, downstairs to farm products, and up-stairs to garden products. Notwithstanding the crowds in these buildings, it seemed when you got to the horse-ring as if it were there the people most did congregate, for a great concourse environed it round from morning to night. And no wonder, for certainly a most attractive display was kept up there all day. Judging the horses, always a slow and perplexing task, is especially so at this Exhibition from the number and excellence of the animals on the ground. Not half the classes are yet through with, and the judges will have a busy day of it to-morrow. It is pleasing to note from year to year the improvement going on from year to year in this important branch of stock. Our farmers are highly favored indeed in being able now to supply themselves with team horses of the best quality, while our well-to-do citizens who keep their family horse or their "carriage and pair," can have no difficulty in obtaining the choicest animals for their respective uses. A few years ago, it became manifest that the general run of our agricultural horses were too light, and importations of Clydesdales were resorted to, in order to supply the lack. These however were found too heavy for a country liable to great depths of snow in winter, as well as too clumsy to get up and down the cradle knolls and stumps, characteristic of new country farms. Resort has therefore been had to more recently to Suffolk and Percheron horses. These crossed upon the native mares of the country produce a style of animal as near our requirements as can well be had; being heavy enough to plough, and yet sufficiently nimble and active to get over the road both in winter and summer. The horse-breeders of our noble Province are showing very commendable enterprise as is proved by the fact that the proportion of imported animals at the present exhibition are greatly in excess of any previous one. The numerous classes are for the most part well-filled, that of blood horses, being as usual, the fewest and most select.

A few words about the vehicles, which were not adverted to in yesterday's communication, will appropriately follow what has been said about the animals whose business it is to draw them. A long open shed contains the wagons, carriages and sleighs, of which there is a considerable number, but for the most part of rather inferior quality both as to style and workmanship. The specimens are chiefly from the shops of makers in Kingston, Picton, Amherst Island and vicinity. Not a manufacturer west of Cobourg, has a vehicle on the ground. Dixon, of Toronto, Armstrong, of Guelph, and Abbot, of London, not to mention other noted western makers, are conspicuous only by their absence. They are probably competing with one another at London. Some of the vehicles are "Old Style" indeed. The second prize two horse pleasure sleigh is a very old-fashioned affair, and the only cutter we noticed is if