

without references, the natural productions of the country *in situ*. The railways and canals, with the principal cities and towns, show the occupied areas, and, added to these, was shown the site of all the leading products of the mine, the forest, the fisheries and agriculture, so far as at present known, in plain letters. Exhibition visitors have little time or inclination to refer to catalogues for information when in presence of the object in which they take an interest, and it is, therefore, desirable that every exhibit should as far as possible speak for itself.

PUBLIC WORKS.

An exhibition of the public works of a country so celebrated for them as Canada is, was considered essential, because, in addition to the material benefit to be derived from advertising the most direct and capacious route between Europe and Chicago, we could not fail to raise our position in the estimation of the world by such a display as we could make. The great map showed the position and extent of our railway system and of our canals; but, to demonstrate the character of both—models, plans and photographs were needed. It was decided to show the St. Lawrence, from Lake Ontario to Quebec, upon a scale of about a mile to the inch, exhibiting, in addition to the magnitude and directness of the route, the great work of deepening the bed of the river below Montreal, as well as the position and dimensions of the canals above that city. Plans showing the great masonry works of the Welland and Lachine Canals, and models of one of the new locks and lock-gates completed the exhibit, which might have been much extended, but for the cost and time required, so as to embrace railways, such as the Intercolonial, and also those distinctively Canadian works—the slides and river improvements for the descent of timber, &c.,—which would have formed a desirable Government exhibit in connection with our canals.

A complete set of photographs of the Public Buildings of the Dominion, not only those at Ottawa, but also custom houses and post offices in other cities, together with a large colored view of the interior of the Parliamentary Library at Ottawa, were also prepared, which excited some surprise as well as admiration at Paris.

The Railway Commissioners at Quebec and the great public companies—the Grand Trunk, Great Western and Canada Southern—were appealed to, and cheerfully responded—so that our railway system was very fairly illustrated. Plans of the Niagara Suspension Road Bridge, the widest span in use in any part of the world, with a beautiful water color of the falls, by Mr. Wise, C.E., were sent by the Canadian engineer, Mr. S. Keefer, and to this exhibit a gold medal was awarded.

Municipalities take a prominent place in international exhibitions in Europe, the large cities exhibiting their drainage works, water supply and street improvements. As one of the objects was to show Canada as she is, the state of progress of her cities, &c., the corporations of the chief towns were applied to, to make an exhibition at Paris. By nearly all the proposition was well received at first, but none acted upon the suggestion, chiefly because they had no plans ready for exhibition, and because the preparation of these would have been attended with some expenditure of time and money. Had they exhibited all would have received the highest awards and have added so much to the country's total. It is to be hoped that the various corporations will, at their leisure, adopt a system of placing plans of their public works on record, in such a way as will make them available for future exhibitions, as is done by all the European cities. The plans would be always worth to the city the cost of preparation.

The same considerations are worthy of the attention of our railway companies, and of the Departments of Public Works, as these albums of plans and photographs, with letter-press descriptions, always form an important feature in European international exhibitions.