

their shows, the Guelph Central Fair, the Brantford Fair, the Midland Fair at Kingston, and the St. Thomas Fair, at which His Excellency attends, are all taking place or just over, and some manufacturers may find it well not to ignore them. But the Exhibition fever has been very high, and there are signs of its subsidence. Fewer shows, or at least fewer at once, are likely to be the order of the day.

In the gallery of the main building, one end of the octagon is monopolized by the products of the Canada Cotton Company, the cotton warps and yarns of Messrs. Parks & Son, of St. John, N.B., and the coverlets and other specimens of the St. Catharines Cotton Batting Co. In the same wing, the yeomanry of the townships close about Hamilton, came out strong in domestic goods, such as blankets, yarns, flannels, rugs, woven counterpanes and the like, of home make, which show signs of old country training to the use of the spindle and the loom. Barber Bros., of Streetsville, proprietors of the Toronto Woollen Mills, show a handsome assortment of tweeds, downstairs; and beside them, McCrae & Co., of Guelph, have knitted goods in profusion, Tam O'Shanter caps, yarns, shirts, and a peculiar composite garment for males, resembling that modern device known to the ladies under the mysterious name, "chemi loons."

"The 'Rainer piano' is exhibited by R. Sweetnam & Hazelton, of Guelph, and near by are the pianos of Messrs. Thomas, of Hamilton, which received a diploma last week in Montreal. Among other musical instruments, are the organs of Karn & Co., Woodstock. An astonishing variety of glass bottles, the production of the Hamilton Glass Co. adjoins these, while the Victoria Wire Works, of B. Greening & Son, of Hamilton, make an attractive display. Some thirty-four different samples of scales are exhibited by Gurney, Ware & Co, who are able to make the proud boast of "first prizes at twenty-two consecutive Provincial Exhibitions." Platform, counter, and other scales are shown by Burrow, Stuart & Milne, while Moore, Robinson & Co., have a good display of tinware and zincware.

The compact exhibit of the Argyle Packing House utters a "Welcome to the Governor-General," and the Scottish dialect of Mr. Campbell further reminds the passer-by that "We're a' John Tamson's bairns." Next in order are seen the starch specimens of the Canada Starch Works, Brantford, Christie, Brown & Co's biscuits, the products of Saxton's Globe Tobacco Works, at Windsor, the soaps of David Morton, of Hamilton, and those of George D. Morse, & Co. Toronto. The A. S. Whiting Manufacturing Co., are represented by their farming tools. And James Robertson & Co., of Montreal and Toronto, by shot, lead-pipe, white lead and putty.

The stove building contains a striking array of stoves, resplendent with nickel plate, the production of Hamilton firms, Copp Brothers' Westminster Hall stove boasts a 1st prize, and their Royal Hotel stove deserves one. J. Stewart & Co. of the McNab St. foundry, have a novelty in their parlor stove for wood. This firm, we are told has sent numerous car loads of their goods to Winnipeg. Burrow, Stewart & Milne, make, among others, the Clipper coal grate, which is awarded a 1st prize. Moore Robinson & Co. also make a varied display in this line. The iron-work of the Hamilton Ornamental Foundry of Olmstead & Son deserves mention.

In the carriage building a good variety of vehicles, wagons, carriages, buggies and sleighs by Guelph, Chatham, Hamilton and Dundas firms, together with carriage hardware from the

works of Warnock & Co., Galt. The firm last named display their hammers, picks, and edge tools in the main building, while among the carriages may be seen engines made by Copp Brothers & Barry, at the Empire Engine Works, Hamilton. In machinery hall, the point of most attraction is the machine of the Ontario Rolling Mills Company in motion, by which nails are produced on the spot from scrap-iron which has been re-rolled at the mills. Power is here supplied also to the Hart Emery Wheel Co. of Hamilton, who make the Detroit patent wire-web wheels. Next there are samples from Gray's Dominion Card Cloth Works at Dundas.

In the Dairy building Mr. F. W. Fearman of Hamilton has his exhibit of hams and bacon. McColl Bros. receive a gold medal for their collection of petroleum products, B. E. Charlton takes a diploma for vinegar. Jno. Kincade of Toronto one for his engraved glass, the Watrous Engine Works take 3rd prize for a portable engine, the 1st going to John Abell of Woodbridge. A wing of the crystal palace is occupied by sewing machines, the Wauzer machine claiming the highest award at Montreal.

As in Toronto we had the Manitoba collection of field products and curiosities, and the Muskoka exhibit, so in Hamilton there is the Algoma exhibit and the Manitoulin Island specimens of grain, vegetables and fruit.

In the fine arts department, a great expanse of wall was covered with indifferent or execrable drawings and paintings, with enough that was meritorious and artistic, however, scattered throughout to make it worth while searching for it. After tiring one's eye wandering amongst square rods of needlework, berlin-wool work, and impossible imitations of impossible things in embroidery, some good, many bad, it was a relief and delight to reach the corner where were arranged the collection of real art work which the ladies of Hamilton had shown unusual spirit in exhibiting. The most delicate skill was manifest in the specimens of hand-painted plaques, panels, vases, and the like. Painting on satin, on silk, on shells, on leather, decoration of china, of wood, of terra cotta, adorns this modest corner of the gallery, and shows a taste and aptitude in decorative art that would rejoice the heart of the Ontario Art Society's President.

MONTREAL EN FETE.

EDITORIAL CORRESPONDENCE.

Seen by daylight, the busy harbor of Montreal is, this season, a fine sight. During the holiday last week, when His Excellency the Governor-General's visit was made, and the city was *en fete*, the display of bunting at the crowded wharves, the bustle and movement afloat and ashore, made it still more picturesque. Hardly less interesting are the night views of the harbor. From the new canal basin almost to Hochelaga, some thirty three electric lamps flood the whole front of the city with their strange radiance. The ramps, the revetment wall, and the fine front of Commissioners' street are illuminated by it in a way that makes the gas-jets but yellow rush lights in comparison, while the wharves are in the shadow, and the cordage of the shipping forms a strange, filmy net-work against the dark Southern sky. As we have already noticed, the work of the port has, by means of this light, been prosecuted by night as well as day. The hum of the floating elevators, pouring grain into ships, the clang of iron bars or the roll of barrels shot from the sides of looming

steamers, mingles with the whirr of poney engines, and the Babel of human voices. Beginning at the foot of McGill street, the berth of the Allan steamers, where there huge liners and four sailing ships lie, we next reach the quarters of the Beaver clippers, whose graceful models are in unusual relief from the artificial moonlight that floods them. Then come the long black hulls of the Dominion Line, the swift Quebec steamers and the market boats, with the Nelson pillar dimly descried at the top of the slope of the Jacques Cartier Square, and the statue of Notre Virgin on the Flemish looking church of Notre Dame de Bonsecours, a faint white speck to guide the aspirations of the pious mariner. Further down, towards *le pied du courant*, may be seen the steamers of the Reford Line, while the vista ends with the quaint sloop rigs of the wood-boats with which Mr. Sandham has illustrated one of Principal Grant's papers on the Dominion.

Lest any Canadian Gradgrind should curl his lip at so much evening landscape with no background of facts and figures, let me hasten to say that this year's activity in the noble harbor is well evidenced by the following statistics, furnished me by the President of the Harbor Commissioners:—

From the opening of the season 1880 to end of August, the arrivals in Montreal harbor were:			
Ocean steamers....	170	of	276,135 tons.
Maritime Ports, do.	61	of	43,357 "
Total steamers....	231	of	319,492 tons.
Large sail'g clippers	38	of	42,687 tons.
Port of call vessels.	120	"	52,588 "
Mar. Port schoons'rs.	62	"	6,491 "
Total sailers.....	220	of	101,766 tons,

making the tonnage arrived up to that date from seaward, 451 steam and sail craft, of 431,258 tons, a gratifying increase over recent years.

It deserves to be noted that the tonnage visiting Montreal from the Lower Ports of the river and Gulf is steadily growing. There is also the larger fact, which has an important bearing upon at present vexed question of towage, pilotage, and harbor dues, that the steam tonnage of the port, from sea, is increasing gently year by year, as compared with sail. This was to be expected, however, from the proportion in which the carrying trade is being diverted from sailing vessels to steamers all the world over. In this connection the suggestion is pertinent whether the harbor revenues derivable from incoming ships should not be laid in larger relative shares upon large ships, to accommodate which the channel and harbor have been deepened to 20 and 24 feet, than upon Port-of-call and coasting vessels, which do not require that depth of water.

The Dominion Exhibition, for the success of which great efforts were put forth, has agreeably disappointed its well-wishers and promoters by turning out, I am told, a financial success. The gate money amounts to nearly \$25,000, which means a total attendance exceeding 100,000 persons. The revenues from the sale of space inside the buildings yielded but little. They were sold at auction, and while some desirable