

O. J. Smith, who built the telegraph lines through New England. The former, by enterprising methods, was anticipating the news of the steamers *via* Halifax by from one to four hours. So Smith made no bones about refusing to forward Craig's news over the wires until the "regular despatches" (Press Association, no doubt,) had been transmitted. Craig was bound to get even with his enemy: so off he went by land to Halifax, taking with him his two carrier pigeons in a basket. The Cunard steamer having arrived from Britain, the swift press steamer got her news and started for Boston; Craig and his pigeons were on board, and fastening his despatches round their necks, he set them off from a window of his stateroom when the boat approached Boston Bay, thus giving his news reports an hour or two the start of the arrival of the steamer. This was in 1846 or 1847.

Two years later the telegraph was completed to St. John, New Brunswick, and then Craig arranged for a horse express over the 149 miles from Halifax to Digby, N. S., and a steamer from Digby across the Bay of Fundy to St. John. The distance mentioned was covered by express riders in eight hours and a half, say 17½ miles an hour. Says Reid's *Story of the Telegraph*: "The express rider was the great event of the day. As he flew past Annapolis, his horse white with foam, and the whole population of the place lining the road, a gun was fired to inform the steamer of his approach. Immediately anchor was weighed, steam raised, the pilot took his place at the wheel, and the small boat was sent ashore to receive the bag of the express rider as he dashed at full speed to the shore." This process was splendid and spirited after an antiquated fashion, but it was expensive, and so the Associated Press offered a handsome guarantee to a company which should build telegraph lines between Calais, Maine, and Halifax, to be used for their business. By-and-bye this resulted in the construction of lines as described in last issue.

We have already mentioned A. M. MacKay, some forty years ago chief operator at Halifax. He was reputed to be the first in that region who "took by sound." Of the early telegraphers on the New Brunswick and Maine lines, we hear of Mount Byrne and John Byrne at St. John; Henry Fink and John Raymond at Sackville; Waldo H. Collins and Samuel Black at Calais. Ten or a dozen years later the writer remembers meeting some very engaging female operators at either Sackville or Moncton. As we prepare these pages for the press, news comes of the death, at Ottawa, of Mr. F. N. Gisborne, who in 1849 built for the Nova Scotia Government the telegraph line of 125 miles from Amherst to Halifax. He had of late years been in charge of the Canadian Government telegraphs, and had been prominently connected with the Newfoundland cable enterprise of early days.

WHAT TO WEAR THIS FALL.

The semi-annual pilgrimage to the millinery Mecca of Ontario was begun, in Toronto at least, on Monday of this week, and every day since the faithful fair have worshipped at the various temples of fashion in this city. The milliners come at such times from all parts of the province as smiling and as cheerful as the close of an August sun, and have made up their minds to a sum total of purchases which have repaid the patience and good nature of the salesmen and gratified the hearts of wholesale men.

A feminine millinery heart is not much disturbed or reassured by harvest prognostications. The price of grain, the rise and fall of stocks, or the all-absorbing retaliation bill may properly enter into and affect the calculations of the sterner sex, and perhaps the purchase of a bonnet, or a cape, by the wife of the farmer, the business man or the mechanic, may be influenced by some such elements as these. Yet the milliner knows the weakness of her kind, and she has no very marked misgiving when face to face with a warehouseful of "fetching" goods. If any serious doubts are indulged in, they are more likely to refer to what will or will not "take" with her particular trade. Such and such a design, combination or texture was *en vogue* last year; will it continue to be so this? The vagaries of the aggregate female mind in matters of dress are delicate things to forecast. Who can prophesy that the mandate of Paris and London for 1892 will hold good during 1893? But let's take a walk through the flats of a representative house, McKinnon's, if you will, and see what is offered. We may not be able to solve the problem then, but you, O man, what have you to do but pay the bill?

The elevator takes one up five or six flights, and the contemplation of the substantialities, so to speak, of woman's wardrobe is begun in mantles. That they are in great variety may be seen at a glance. Capes, three-quarter coats, reefers, and wateaus with bishop's sleeves are shown. This garment with the ecclesiastical appendages is said to be a new creation of the German manufacturer. The sub-title refers only to the design; the lawn of his lordship will not keep out a winter's wind so well as plain and mattalasse cloths, and mixed materials. Nutria and Astrachan trimming gives a cozy effect to some lines, and braid ornamentation in others are effective. The materials for which is predicted a good demand are beavers, presidents, spiral cloths, licunas, and rough-faced goods, such as serges, &c. Last year the demand for black and grey Astrachans was large, but it looks at present as if this year would eclipse it. Sealetts, too, will take a leading place, and in some of the more expensive makes the imitation of the real South Sea seal by the loom is wonderfully close. The range in children's garments is varied and include many new styles in sacque-back reefers, etc. Black, of course, always leads the colors, but fawns, navy blues, and browns follow closely. Hand-some novelties are shown in the more graceful dolman. A man could buy a whole suit of clothes from Bilton or Hunter for what one of these articles would cost. When it comes to a killing combination of turquoise plush and black faille, satin lined and wadded, with flowing ribbon loops at front and back, the bread-winner's purse has to be fat. The dolman is also seen in many-tinted broche silks, plush and feather-trimmed; and there are various styles in all plush, fur-trimmed and plain. Feather boas and collaretts fit in here appropriately; trifles light as air they seem, yet they will be much worn, we are told, and so also will fur trimming.

The fancy feathers have been coaxed into all manner of shapes, and fitted to the proper piece of head gear, will prove highly effective. The newest of these is named after that wicked fellow in Faust—Mephistopheles. Bats' wings are also shown for the first time. The osprey is a gauzy-looking plume that will answer to the faintest nod, and is repeated in various shades of green, yellow, pink and brown. Ostrich is said to be coming into favor again, and will be worn *a la* Mephistopheles, and Prince of

Wales. Ostrich and osprey together are in good taste. There is a large assortment of bonnet ornaments from which to choose, also jet sprays in abundance, side pieces and crowns. Many are in steel, gilt, black and gold, but black is in the van.

The decree has gone forth that the crown of hats will be somewhat higher than formerly, and the shapes are certainly fantastic enough for the most daring beauty. She may wear a felt, with beaver, or plush covered, or a felt with a feather brim. Then there are the jaunty sailor and the neat tourist hats. Fawns, greys, tans, and new greens will be the leading colors, black predominating as before. Some sensible and pretty things are displayed for children's wear, such as hoods in wool, silk, plush and velvet. The American designer has been largely drawn on for hat and bonnet shapes; they are fearfully and wonderfully made, and only a woman would recognise them in their bald-headed condition, as it were, but in the hands of a skilful milliner, with a Parisian model to guide her, they become a thing of beauty and a joy—well, for one season anyway. In another department a large stock of these home-made copies are put side by side with the article from La Belle France, and it was not easy to distinguish them. Velvet in plain and shot will enter largely into the make-up of trimmed millinery this fall. Double satin ribbons, satin and velvet reversibles, as well as the more fancy kinds, will be much in vogue also. Jet edgings, too, sequin fringes, felt edgings, chenille ruchings and edgings are expected to be much used. One can here see how the aforesaid feathers look when inserted just in the right spot, and the glittering jet ornaments also appear to advantage. Black laces look well on some hat shapes, and will have not a few admirers.

The expectations are that velveteens will sell well this season, especially the velvetta—a lighter weight of velveteen—which is said will make a most popular millinery accessory. The leading shades are topaz, eiffel, myrtle, bresil, cresson, humboldt, tabac and ruby. Speaking of shades reminds us that the new colors may be yet more learnedly and artistically described as nickel, murier, ronces, rose de mai, carabe, andorre, marron, emeraude, beize, castor, and santal. These colors run through feathers, ribbons, velvets, silks, etc., etc.

Ribbons come in many textures and shades, such as the reversible satin and velvet, reversible shots, fancies, jacquards, checks and plaids. Double satins, with loyean edges, and failles, will likely be much sought after. In piece fabrics the demand is said to be entirely for crosie backs, these having almost displaced the old makes of velvets. They possess a marked superiority in point of durability for millinery and trimming purposes, and come in all the new colors. But the very newest thing in velvets are the shots—a sort of iridescent effect, and in large request ever since opening day.

Those who can afford to wear silks will find some new combinations of a very striking character. Take the taffeta raze, for one. The ground of this may be a salmon, a fawn, or a Nile green, over which, at equal intervals, run a series of five bold stipes in brown or bronze. It is singularly well adapted for blouse waists, skirts, etc. The rustling silk has a black ground very handsomely striped with heliotrope, light blue and gold. Another novelty is a shot bengaline somewhat similar in appearance to the old-fashioned Irish poplin, lacking the stiffness of that by-gone relic, and so