

OUR ILLUSTRATIONS.

THE ANNUAL EXHIBITION OF THE MONTREAL HORTICULTURAL AND AGRICULTURAL ASSOCIATION

was held this year in union with the Hochelaga Agricultural Society, and was divided into two branches, the Horticultural Show, which opened on Tuesday week at the Skating Rink, and the Agricultural Show, opened at Mile-End the following day. Of course the former attracted in large numbers the "beauty and fashion" of the city while the attractions of the Mile-End exhibition drew crowds of farmers and breeders. Both shows were just as such shows always are, and as our space is very limited we shall waive all description and content ourselves with a passing mention.

THE CEREMONY OF LAYING THE CORNER STONE OF THE YOUNG MEN'S CHRISTIAN ASSOCIATION BUILDING,

now in course of erection at the corner of Craig and Radegonde Streets, Montreal, which took place on Saturday afternoon, the 7th inst., was the occasion of a great gathering of all those who take an interest in the work of the Association, and representatives of all denominations were to be found on the platform at the hour fixed for the commencement of the proceedings. At three o'clock the ceremony was opened by singing a hymn, after which the Rev. Dr. Wilkes read a portion of Scripture, and was followed by the Rev. Canon Bond in prayer. An address was then delivered by Dr. Burns, and the stone of the new building was next laid in due form by Mr. T. J. Claxton, President of the Association, who used a handsome trowel presented to him on the occasion. He then delivered a brief address, recounting the history of the Association and the reasons which induced them to undertake the work in hand. He stated that it was agreed that in the event of the Young Men's Christian Association ceasing to exist—which he hoped would never be the case—the whole property would revert to the Bible Society; thus giving an assurance to the benevolent public of Montreal that the building would permanently be used for religious and beneficial purposes. The cost of the building, including the site, would reach the large sum of \$50,000, but in less than twenty-five years ten times that sum would have been saved to the city. About \$30,000 had already been subscribed by large-hearted and liberal citizens. Some \$20,000 were still needed, nevertheless he believed that the whole amount required would be raised, and the building when completed would be out of debt. Mr. Claxton then called upon the Treasurer, who read a financial statement showing that the amount subscribed reached \$28,728. He at the same time announced that Mr. Claxton, the President of the Association, had promised \$1,000 in addition to his previous subscription of \$2,500. At this stage of the proceedings telegrams received from Toronto, Philadelphia and Boston, sending greetings from the Young Men's Christian Associations in those cities, were read to the meeting. The Rev. Messrs. Wells and Potts, and Mr. Burnell of Chicago, also addressed the meeting, which dispersed after singing a hymn.

On page 181 will be found an illustration of the trowel presented to Mr. Claxton. This very handsome implement was designed by Mr. Alfred Sandham and executed by R. Hendery, silversmith, of St. Peter Street. The spatula is of burnished silver, and bears three medallions in relief, under an open Bible; the rest of the field is filled with gold maple foliage in bold relief, and the whole is set off by a raised frosted border bearing the very appropriate inscription: "Hitherto hath the Lord Helped Us." Of the two upper medallions the one bears a facsimile of the new building of the Association, and the other the date of its foundation and incorporation, with the names of the Directors. The lower medallion is inscribed:

Presented  
to  
T. JAMES CLAXTON, ESQ.,  
on Laying the  
Corner Stone  
of the  
Association Building,  
Montreal,  
September, 1872.

The handle is of bird's eye maple (which, we understand, is temporarily substituted for ivory) set in sockets of gold, and surmounted at the upper end by a silver beaver, bearing a golden maple branch. The whole is inclosed in a neat box of bird's eye maple, lined with purple velvet.

THE FALLS OF ST. FRISOLE

are formed by the river Maskinonge, three miles from the village of the same name, and nine miles from the Richelieu Company's landing stage at the village of Rivière du Loup. Above the falls, which are some 150 feet wide, and three arpents high, are the extensive saw-mills of Messrs. Boyer & Hudon, employing during the summer 75 men, and during winter 200. In the seignory of Lanandière, in which the falls are situated, are some 1,500 acres of unoccupied lands, covered with pine, spruce, &c.

YOUNG ITALY!

Not the Young Italy of 1847, the secret society of that name who made themselves famous in the years previous to the flight of Pius IX. to Gaeta—the society of whom Mazzini was the leading spirit. Our young Italian recalls pleasanter scenes than those enacted in the days of trouble and turmoil which marked the revolutionary '48. He carries us back over six hundred years to a sunny plain in the neighbourhood of Florence, where a shepherd-boy—picturesquely clad like our shepherd-boy—is amusing himself, while tending his father's flocks, by drawing with a sharp stone upon a piece of slate. Over his shoulder leans a stranger, watching with eager look the boy's deft fingers as the rude sketch gradually takes form, and reveals to his experienced eye the marks of true, though hidden genius. Such another as our "Young Italy" may Giotto have been when the great Cimabue came across him at Vespignano, and gave to the world a painter. Giotto's art, alas, too rare since then; and such as Cimabue, great artist, kind patron, and painstaking master, rarer still.

ABOUT VIOLINS.

In the year 1644 there was born at Cremona a son and heir to the ancient house of Stradivarius, who was christened Antoine. For more than one hundred years the Amatis had made violins, and at this time Nicholas, the most celebrated of the family, was turning out from his quaint old workshop those marvels of sweetness which have made his name famous the world over. While the boy Antoine was growing into a tall, thin young man, he used to linger, day after day, around Amati's door-way, never so happy as when handling and intently studying the master's handiwork. He set his heart on being a violin maker, and so persistently urged his father's consent that it was not only given, but Nicholas Amati induced to receive him as his pupil. The master must have recognised something beyond the common in the boy, for he took him into his confidence, and taught him those secrets of shaping and colouring which have been lost so many years.

With all our boasted tools and experience, no master-workman's violin of our day can compare with the handiwork of those simple men, whose religion found expression in the care and love with which they laboured.

Antoine continued to work in Amati's shop until he was 26 years old, and it was not until the year 1699 that he ventured to change the model his old master had taught him. Then he began to make his instruments larger, the form of the arching somewhat flatter, the thickness greater toward the centre to support the more firmly the pressure of the bridge under the tension of the strings, and gradually thinner toward the sides, to give all the necessary vibration.

The Amati violins have a pure, sweet tone, but not much power; the first and second strings are brilliant and clear in tone; the third round and mellow with power, and the fourth dry and feeble, owing to the narrowness and shortness of the instruments in comparison with their thickness. Stradivarius gave his violins a rich and powerful tone, each string being of equal beauty, and carved the scroll more finely than his master. He chose figured maple for his wood, and varnished his instruments a warm reddish or yellow colour. After the year 1725 his violins are said to have fallen off in workmanship; the arching became a little more raised, the varnish of a browner hue, and the tone less brilliant. He had become an aged man, and doubtless left the work to his sons, only giving them directions. He died at Cremona in 1737, having attained the great age of ninety-three. The ticket which accompanied his instruments commonly bore the inscription: "Antonius Stradivarius Cremona faciebat anno—"

There is a vast difference between four louis d'or, the usual price of a violin then, and one thousand dollars, the sum the same instrument would bring now. And yet three times this amount has several times been paid for a genuine Stradivarius, while one thousand guineas, it is said, were once refused for one.

The most wonderful price ever paid, taken at its present value, was given for a Steiner violin—1500 acres of land, on which a large part of the city of Pittsburgh now stands, were exchanged for one in the early part of this century. The Steiner violins are noted for their sparkling, flute-like quality of tone, especially on the first string. They are of German manufacture, and are made in Tyrol. Jacob Steiner in his old age retired to a Benedictine monastery, where, it is said, he lost his reason, from mortifications at having sold his violins too cheap. However that may be, his most famous instruments were made during the latter part of his life; one of these, known as "Steiner's Elector," from his having made one for each of the twelve electors, brought, in the year 1771, no less than 3500 florins.

The 17th century produced almost all the great violin-makers, and next, perhaps, to Stradivarius, ranks his pupil, Guarnieris, sometimes called "del Gesù," on account of the "I. H. S." often marked on his tickets. He worked at Cremona until 1745, the year of his death. Unfortunately, in his latest days, he became careless, and addicted to drink. For a long time he was imprisoned; but the jailer's daughter fell in love with him, and brought him material to make his violins, selling them for him when finished. In his best days he was most fastidious in the choice of his wood and varnish, which was a brownish red. Paganini used to play on one of his violins; and Spehr said, of another, that it was the finest instrument in the world.—*The Adeline*.

TRANSATLANTIC BRITAINS.—Like Britain, Nova Scotia is the only part of the Atlantic seaboard which possesses extensive deposits of coal and iron. From the Labrador to Cape Horn we find no country that in this respect can ever claim to be a rival, Virginia being its only competitor. Like Britain it has excellent harbours near its beds of coal and iron; but in the extent of its coal deposits and in the value of its iron ores it far surpasses the mineral wealth of the mother country. The vertical thickness of the workable coal-beds of the Pictou Basin is considerably over 180 feet, one seam alone ranging from 36 to 39 feet in thickness, being the largest bituminous seam in the world. It is underlain by another 22 feet, while there are overlying and underlying seams ranging from 3 to 12 feet. Immense undeveloped beds of iron ore are to be found a few miles only from the coal-fields, some of which are of a quality second only to the best Swedish brands, a fact already testified to by Fairbairn and other authorities. In addition to iron ore as a source of future wealth we have underlying these beds of coal immense deposits of fire-clay, equal to the very best that are to be found in the mother country. Nothing but time and capital is needed to create on the Atlantic seaboard of the New World a rival of the Staffordshire "black country," and a competitor of the Clyde. Let us imagine the outlet of the Mediterranean in the British Channel; and let us extend the United Kingdom across Europe, and imagine its eastern limit to be Constantinople; let us also conceive gold mines, as well as unlimited deposits of coal and iron, at the two extremities of such a vast empire, and we can form some idea of the geographical and mineral advantages of the Dominion of Canada, which has a Britain at its eastern and western outlets, between them unlimited prairies that will yet rival the wheat-growing provinces of Russia, and vast virgin forests of timber that are almost inexhaustible; combine with all these advantages fisheries on the Atlantic and Pacific coasts that make the harvests of the sea almost as rich as those of the land, and we may form some conjecture as to the great future that awaits such a country.—*St. James' Mag.*

Whooping Cough is successfully treated by Fellows' Compound Syrup of Hypophosphites. The most stubborn cases are cured in a few days.

CANADIAN PROGRESS.

The first Provincial Exhibition of British Columbia will be held at Victoria on October 19, 1872.

The survey in Manitoba progresses rapidly. Eighty townships nearly have been surveyed this season.

The Hull iron mines, near Ottawa, are to be worked on an extensive scale by wealthy capitalists; smelting is to be resumed at once.

The Cowansville *Observer* understands that the Capel copper mine, near Lennoxville, has been sold to an English company for \$150,000.

The Gardner Sewing Machine Manufacturing Company, of Hamilton, Ont., are about to open an establishment somewhere in the Lower Provinces.

Track-laying on the Rivière du Loup Railway is being carried on with great energy. Last week the work had been completed as far as Keswick, twelve miles from Fredericton.

The St. Catharines *Journal* understands that the Great Western Railway Company has leased the Welland Road for a term of years, and that a third rail will be laid in a short time.

A joint stock company is now being formed in Montreal for the purpose of establishing a cotton factory on the splendid water privilege of the North River at St. Andrews, Argenteuil.

The surveyors of the Hamilton and North-Western Railroad arrived last week at Creemore, Nottawasaga Township, on their way to Collingwood with the survey, and report a very favourable location. A railway to Creemore is now considered sure.

A new branch of industry is about to be established at Goderich which will give work to a large number of hands. Two Toronto gentlemen are about to erect a distillery, to cost about \$50,000, on a site they recently purchased near the river.

Notice is given in the *Canada Gazette* that application will be made for letters patent to incorporate the Canada Car Company. Among the gentlemen connected with the new enterprise are Messrs. John Crawford, Campbell, Blaikie, Moffatt, and McMurich, of Toronto, and Senator Skead, of Ottawa.

Mr. Legge, C. E., of Montreal, has just finished the survey of a line of railway from the Grand Trunk to the Rockland slate quarry. Work on this road will be begun very shortly. The Company are now making a large quantity of excellent slate. They are getting their men from Cornwall, and certainly they are unexceptional in comparison to many of our miners, being remarkably steady men.—*Sherbrooke Gazette*.

The Glasgow and Cape Breton Coal and Railway Company will work eight mines next season. Three are in operation now, the Reserve, the Norway, and Schooner Pond. When the other five are opened the company will be enabled to ship three hundred thousand tons, which will be done next season. The company's wharf at Sydney is 600 feet long, with four lines of rails and seven loading berths, so that three thousand tons of coal can be shipped daily.

A Sarnia paper has the following respecting the petroleum trade:—The production of crude per week (some 10,000 barrels) is now scarcely sufficient for export demands alone, and the prospect of an increase in the supply of it is not good, for unless some new territory is struck, and that soon, it may have the effect of throwing a damper on the enterprise. The sales of crude are fully up to the production, and refined oil is selling well through the Association.

Notice is given in the *Ontario Gazette* that application will be made at the next session of the Legislative Assembly of Ontario for an Act to erect the Municipalities of Orangeville, East Garafraxa, Luther and Amaranth from the County of Wellington, Melancthon from the County of Gray, and Mulmur and Mouna from the County of Simcoe, into a new County for Municipal and Judicial purposes, with Orangeville as its County Town; and also for an Act to incorporate the village of Orangeville as a town.

The *Chatham Planet* says it will be a source of extreme gratification to all persons trading in vessels navigating the River Thames, as well as to the people of Kent, to know that the dredging operations begun at the mouth of the River Thames some weeks ago are already so far completed that there is a good channel through the "bar," containing not less than ten feet of water, a depth great enough to enable any vessel to go into or out of the river with as large a cargo as can be taken through the Welland Canal. The channel is said to be ten feet good.

The Grand River Navigation Co. have, in a spirit of liberality which does them infinite credit, granted right of way through their lands at Grand River, and over the canal and river, to the Hamilton and Lake Erie Railway Co. The construction of the road, says the *Strom*, will benefit the company's works in more ways than one. The immense water-power now running to waste on this river must ere long be utilized, and the stock of the company will be very valuable. No better opening for capitalists exists in Canada than are to be found on the Grand River in this place and neighbourhood.

The first vessel built in Quebec this season will be launched this day, the 21st. She is to be christened the "Lady Dufferin." She is a splendid ship of 1,335 tons, and was built at Mr. Oliver's ship yard for Mr. John Lane. Her dimensions are as follows: Length over all 130 feet, breadth 24 feet, depth of hold 24 feet. She is built to class at English Lloyd's, nine years, A 1. The model is of large capacity, and the vessel is intended to be a fast sailer. She is square rigged, the spars are all of red pine, the lower masts and bowsprit are of yellow pine. She is iron keeled throughout, and has been constructed with all the latest improvements, and in the most careful manner.

The Department of Public Instruction, Ontario, with a view to improve accommodation in rural sections, offer a series of prizes to any inspector, trustee, or teacher, for interior plans of school-houses, and for block plans of school sites. For best interior plan, capable of accommodating sixty to seventy children, \$15; for plan of two school-rooms, for 100 to 125 children, \$20; for plan of three ditto, \$25. Prizes of \$20 and \$15, respectively, are also offered for best block plan of a school site. Plans to be addressed to Rev. Dr. Ryerson, chief superintendent of education, up to the 15th November next. Further information may be obtained from school inspectors, or from the Department, Toronto.