

and Barbeau. The shade National, formerly Royal, is pronounced good, though a trifle hard. Ciel is a familiar shade present in this card. The shade, Bleuët, is now named Lobelia, the former name being applied to a lighter tint. A new shade, Hussard, is clear and bright, reminding one of the Marie Louise blue of—well, many years ago. Three beautiful shades of blue are Turquoise, Olympia and Arlesienne, the two latter not included in the 1897 card. It seems safe to look on blue as an important fall color, though it will be more prominent for combinations and accessories than for costumes. The six lavender blues, three greens and three shades of a crushed strawberry cast are perfectly new. The latter are Nouveau Jeu, Cyrano and Lysiane. The greens of a cold, watery cast, Ondine, Triton and Neptune, are decidedly evening shades.

In all, there are twenty-two shades on the card that were not in the summer list, including the shades mentioned above—a pink, Trianon; a violet, Gracieuse; three browns, Biche, Castor and Mordore, and two pale greens, Aloes and Cycas, rather of the mignonette order.

Although yellow is supposed to be going out just now, the card gives the whole range, from Creme to Recamier (formerly Favorite), including Paille, Ceres, Cleopatre and Coq de Roche. As a combination, yellow will be seen, but the favor for burnt orange as a trimming has been exhausted. The geranium series runs from Corail, Trianon, Porphyre, Cactus, Parot to Arbouse, the Pourpre of 1897. This line is important, as are the two Cerise tones shown, Reine and Roi, which silk and dress goods buyers think most excellent.

Violet should not be overlooked, but in making a selection the reddish tones, Gracieuse, Ophelia and Veloutine, should be omitted in favor of the franker shades, Polonia and Iris, which were Clematite and Iris on the last card. Brown for the coming season will be more important in dress goods than in silks and trimmings. In the card Tabac, Marron and Mordore represent the standard range, while three more novel shades are Beige, Biche and Castor.

It will pay to keep in mind the lavender blues, clear violets, geranium and cerise reds, browns, grays and Russian greens. Also the two darker shades of the crushed strawberry, old-rose sort, as they indicate a new departure toward a line which took splendidly several years ago.

A card dealing specially with shades for trimmings, buttons, etc., shows prominently the yellow tints and the Cerise, Geranium, Violet and lavender-blue shades. It also contains handsome browns, together with six gray shades, giving the dark tones omitted from the card just described. These shades of gray have sold well this spring season and are ordered for fall.

The regular list of the season's shades and tints, issued by the Chambre Syndicale de la Confection et de la Couture, applies more especially to dress goods, cloaks and suits, although often employed in connection with other lines. Signs indicate that browns are to be placed in the front rank for fall, so far as dress goods are concerned. This is easily explained. Brown is suited to almost any complexion. Of the six shades of brown presented, the two following will suffice: Païen, a golden brown, and Salak, which approaches a seal. In the Castor range, which should be included in the browns, there are five shades, of which Zibeline is the most desirable. Blues are regarded as likely to become second favorites as fashionable shades. It should be understood that in reviewing the card, fashion's tendencies are under consideration and not the selling qualities of colors. In the latter case, blacks would be placed first and blues second. Enee, a beautiful shade of marine blue has been much admired. Neptune, a navy, is of course included. Oriental blue, better known as cadet, has been selected as a sure favorite. Barbeau, a high shade on the turquoise order, is especially desirable for relief and combinations.

Grays have a fair show to stand third as favorite colors. Of the nine shades shown the three following will be ample: Ibsen, Bjornson and Chinchilla. The present tendency of greens is away from the bronze and toward the brighter tones. Fermiere is the best on the card, and Speranza is easily second choice, while Concombre, on the sage order, could be profitably included.

Each of the three cerise shades are recommended for immediate use, but they are rapidly losing ground. They are Libertine, Maine and Flibustier. Insulaire, a garnet; Imerne and Bouddhiste, lighter shades of garnet, are the coming reds, being deeper in tone. Regarding the yellow series, only one shade is worth consideration, and Etoile, a tone on the maize order, has been chosen.

The foregoing are thought to be the colors fashion will favor for the coming fall. Conservatism pervades all business operations. Prominent and successful dress goods men have cut down the color range of fancy dress goods to six. Shades having yellow tints are in disfavor. Solid colors and melanges will take the lead in dress goods. Cavallotti is almost unanimously regarded as the most desirable of the dahlias, and is recommended. Cyrano is a pink shade, from which one can work out the desired tones ad libitum.

In selecting shades a basis has been given. As the card applies to several lines, generally speaking the darker tones should be selected for dress goods, the medium for combination materials, and the lighter tones for ribbons.

MODERN MONTREAL.

Coming down Beaver Hall hill from the beautiful into the more utilitarian part of Montreal, one who used to know the city intimately, ten or twenty years ago, finds some peculiar changes, which may not occur to the man who tramps his usual round up and down that most inviting avenue three hundred and thirteen days in the year. Old Zion Congregational Church has disappeared. This is no news—and the conversion of the church for a time into a newspaper office was only a change of the form of education which went on there, from religious to secular—But now even the newspaper office has disappeared, which leaves only the Baptists and Unitarians to contend with the proud "Scotch Cathedral" for religious ascendancy on the hill; and knowing the Montreal Scotchmen as I do, the ultimate ascendancy is hardly to be doubted.

But at the foot of the hill, near the Old Haymarket—which charming open space the Grand Trunk folks had the cheek to demand as a site for their offices and the city had the pluck to refuse—some new names on the left-hand and farther down strike the eye, that make us think of Dr. Kellogg's book on the Jews. That clergyman is a strong believer in the commercial skill and aggressive character of the Semitic race, and points to the inroads they are making in Europe and America, intimating that their supremacy at Jerusalem and elsewhere is only a matter of time. Go on down past the Queen's statue, past the old but still stately building that George Winks put up in the sixties, and the more modern and striking Bank of Toronto building, and look at the names on the signs in McGill street. Here are Wolf, Boker, Schultze, where used to be Donnelly, Walker, Mackay. Turn the corner into historic St. Paul street, and you have Schomann, Levi, and then Cohen, in the old gray buildings here and there, instead of Greene and Mulholland. Surely, therefore, it is not uncalled for to speculate on how far this German and Hebrew repatriation of the city is to go. The history of some American cities is interesting in this connection.

The widening of St. Paul street west of McGill is a feature that relieves the eye in a tangle of narrow streets towards Griffintown. And this brings one to speak of the site the city is offering to give the Grand Trunk Railway for their offices. It consists of a whole block on the west side of McGill, extending from William street to St. Paul, the old Phillips estate property, and is to have a street—possibly Grey Nun—opened up behind it to form a square. There seems to be a re-awakening of affection for the Grand Trunk of late in Montreal, which has so long caressed, not to say coddled, the Canadian Pacific. Maybe the former company's veiled threat of taking the offices to Toronto had to do with it. When one remembers, however, the enormous excavations and structures of the C.P.R. at the east end, and when he sees their splendid hotel facing Viger Square, now nearly finished, he is led to ask why all this expense was undertaken, and to wonder what recondit relation it all bears to the Pied-du-Courant scheme for Montreal harbor. Enquiring of different city men as to the prospect of something being done towards better berths for ocean ships near the canal basin, so badly needed, one replied:—

"That, sir, is a conundrum, chiefly political."

Another said: "For an answer to that you must go and ask Prefontaine (the Mayor), dear boy; and then go and ask Tarte. If what they say agrees, then you can put your question to the City Council and the Harbor Commissioners."

On another day I ventured to ask a person, who was neither a politician nor a joker, how it was that when the Minister of Public Works announced in the House, May 18th, that an understanding had been reached, and the wishes of the commercial bodies of Montreal as to the harbor would be respected by the Government, the same minister, on May 27th, would give no satisfaction to a deputation who went from Montreal to see him on these very harbor matters. His reply was:

"Well, you see, Mr. Tarte is a philosopher. Thought and research have convinced him that Nature intended the harbor of Montreal should be down at Hochelaga, below the rapid current. Shall he, then, as a patriot and a devout man, expend public money in thwarting Nature? No, no; perish the thought. Whatever he may have replied in the house is a bagatelle, he believes in the East End harbor scheme—and his friends."

Without speculating on what the future may do for the harbor, if the high-level plan of Mr. Kennedy be carried out, let us look at the harbor as it is. No one now doubts the utility of the Guard Pier, which, I was assured, was the only thing that saved the city from inundation at the swelling of the waters this spring. Going out towards this as far as one may, a row of ocean steamers lie delivering coal or loading wheat, while lumber barges from the west pass the