

should have so promptly and satisfactorily solved a difficult question and produce a design so well adapted to a trying position. A reference to the design will show that much of the effect is due to the corbelled balcony and to the "cross" below it by which the exterior frontage was nearly doubled, so that to the great mother of invention, necessity, we are partly indebted for a result which is always more satisfactory when the useful is combined with the beautiful.

The space allotted to this Grand Trophy in the centre of the tower was 900 square feet—besides which, at a distance of about twenty feet, four smaller spaces of fifty square feet each were granted to Canada, which were occupied by our most massive exhibits in products of the forest and of the mine.

CASES.

It was determined that the cases which are required for everything excepting machinery, carriages, boats, woods and minerals, should be made here, and thus be an exhibit of Canadian woods and workmanship. These, from their height, required packing boxes made of full length boards which would supply so much of the lumber required for fitting up in Paris. The boxes were put together with screws and could be taken apart without injury to the lumber.

THE "NEWFIELD."

To lessen the cost of freight on so much bulk as was formed by our cases, wood exhibits, boats, carriages and agricultural machinery, it was determined to ship them from Montreal by Government steamer "Newfield" in November, after she had delivered her lighthouse supplies. She left Montreal nearly full on the 19th November, stopping at Quebec and Pictou to take in exhibits, and reached Halifax on the 1st December. Here she was detained until the 19th, in order to restow the cargo and get more weight below for the Atlantic voyage. Although the steamer's carrying capacity is 800 tons measurement, and she was filled to the deck, the dead weight of her exhibition cargo was only 135 tons. Apart from considerations of economy there was an advantage in sending the Canadian exhibits into the Seine in a Government steamer, with officers in uniform and the flag of the Dominion at the masthead. The "Newfield" ascended the Seine from Havre to Rouen, which port she reached on 2nd January. The arrival of the new comer with the strange flag was hailed with satisfaction as the first fruits of the French invitation, ours being the first cargo which reached the Exhibition—and France was evidently pleased that we were doing her honor in the manner as well as in the matter of our sending. At Rouen, the Chamber of Commerce, whose chairman, Poyner Quertier, was the President of the French Senate, visited the "Newfield," and presented a gold medal to the captain on the occasion of the arrival of the first steamer flying the Canadian flag.

A 500-ton Seine barge was brought alongside the "Newfield" and received her whole cargo, the cases being piled high above the deck. Wet weather extended the transshipment until the 12th, and high water in the Seine retarded the ascent of the barge, so that it was the 27th January before she arrived at the dock in front of the Champ de Mars. Notwithstanding this delay the Canadian cases were the first delivered in the Exhibition building.

CANADA AT PARIS.

The Paris Exhibition of 1878, in extent, expenditure and magnificence, as well as in rapidity of construction, far surpassed all its predecessors, and therefore compelled a corresponding effort upon the part of every foreign country accepting the invitation to compete at a universal exhibition in the mostly richly decorated city in the world.