

HON. GEORGE KING,
M.P.P., ATTORNEY-
GENERAL, N. B.

Mr. King is quite a young man, and has risen to political distinction with great rapidity. He is the second son of the late George King, and was born in St. John, on the 8th October, 1839. He was educated at the Wesleyan University, Connecticut, where he graduated in 1859. Returning to his native city he devoted himself to the study of the law and was admitted to the New Brunswick Bar in 1863. His professional career, though short, has been very successful, and his political promotion has been more rapid than usually falls to the lot of young politicians to enjoy, though the Hon. Mr. Blake, of Ontario, is an almost parallel instance. Mr. King entered the local Legislature in October, 1867, representing the city and county of St. John, in the room of the Hon. Col. Gray, elected to the Canadian House of Commons. In February, 1869, he was appointed a member of the Executive Council, and in June of the following year was sworn in as Attorney-General, having succeeded the Hon. Mr. Wetmore, then raised to the bench.

His calm dignity in the House and his logical style of oratory have made him a general favourite, so that he is regarded as one of New Brunswick's "rising" men. His speech on the School bill, which has recently excited so much attention both in and out of New Brunswick, was a masterpiece of clever argument. By-and-bye Mr. King will no doubt win fresh laurels at Ottawa.

PIRATE HARBOUR.

Pirate Harbour, so called from the Indian traditions that pirates made it their rendezvous in the early settlements of the country, is one of the several well-sheltered coves on the N.S. side of the strait of Canso, which is frequented by the American fishermen and other small vessels, where they are sheltered from the strong tides of the strait, and get their supplies. The group of buildings in the foreground is the dwelling house, stores and warehouses of Jonathan Hartly, Esq., whose enterprise has built up a large trade, and whose gentlemanly manners and generous hospitality has made him a favourite with customers, visitors and strangers.

MINERS' CABIN AT EUREKA SILVER MINE, NEAR TOWN OF HOPE, BRITISH COLUMBIA.

The Eureka Silver Mining Company is the name that has been adopted by the proprietors of the rich silver mine recently discovered in the neighbourhood of the Town of Hope, situated on Fraser River, British Columbia, about eighty miles above the city of New Westminster. The richness of this mine and its proximity to the navigable waters of the Fraser must, eventually, make it one of the most valuable mines on the Pacific coast. Recent developments in the Cascade range lead to the conclusion that it is one of the most richly argentiferous ranges of mountains in the world.

Lord Lisgar is to sail for England on the 22nd inst.



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FROM A PHOTOGRAPH BY NOTMAN.

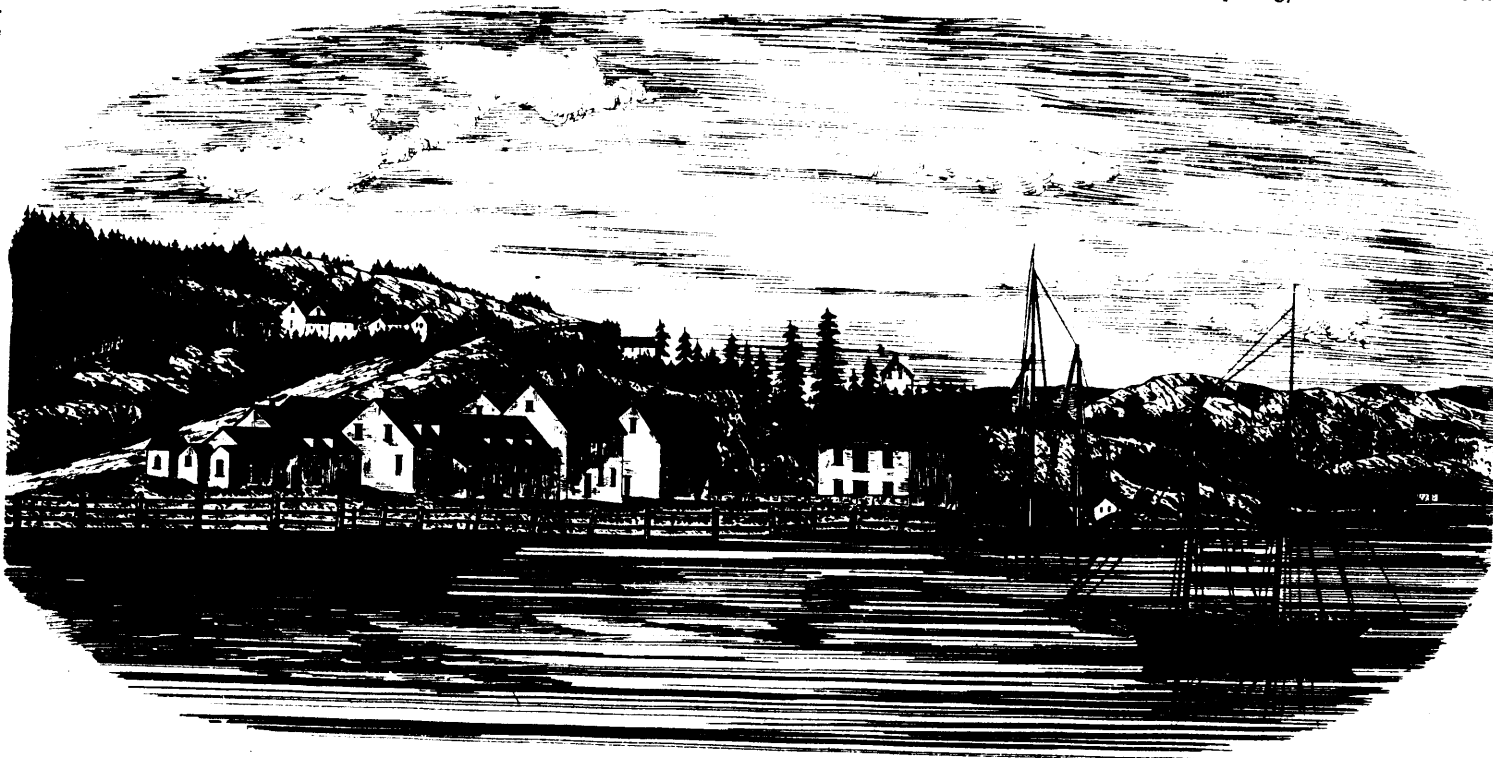
The Jewish bankers of Berlin have organised a species of strike against the persecution to which their brethren are subject in Roumania. They will not take part in the negotiation of any loan to the Roumanian Government, or otherwise assist any industrial project in that country; and they appeal to their connections throughout Europe to assist them in carrying out their resolutions.

"Mummy making" has long been counted among the staple Parisian industries, the products being exported into all countries, and even into Egypt itself. One man alone is said to have manufactured no less than 600 for provincial museums. They are sometimes sent to Alexandria, and then, like the false Pompeian relics manufactured at Birmingham for the benefit of Italian tourists, returned to Europe with a sort of guarantee of genuineness. Very little stock in hand is required to set up this business; some linen bands and plenty of dogs' skin being the principal articles necessary to make these relics of the Ptolemaic era. The mummies are ticketed, Cheops, Pharaoh, &c.; Cleopatras are especially expensive on account of the bandages, which have to be made of lawn.

depends entirely upon the motion of the waves; but at sea it is rarely the case that there is not a sufficient motion of the water to raise a vessel several feet. The inventor believes that the apparatus would be a sufficient propelling power for ships not required to travel at a great speed; but would supply ships with a limited quantity of rigging as auxiliary power, and to provide against accident. The working of the invention was shown upon a model ship seven feet in length. The little vessel held its way against the tide, and even in comparatively calm water travelled at considerable speed. The opinion of the spectators seemed to be that the invention is in a somewhat crude state at present; but that it is founded upon a sound principle which, skilfully applied, would be of great value to the mercantile marine."

Mr. Ruskin says to his correspondents:—"Between May and October, any letters meant for me should be addressed to Brantwood, Coniston; between October and May, to Corpus Christi College, Oxford. They must be very short, and very plainly written, or they will not be read; and they need never ask me to do anything, because I won't do it. And, in general, I cannot answer letters; but for any that come to help me, the writers may be sure that I am grateful. I get a great many from people who 'know that I must be good-natured,' from my books. I was good-natured once; but I beg to state, in the most positive terms, that I am now old, tired, and very ill-natured."

A Goliath's sword, about ten yards long, has been found near Lutzen, in Prussia. The guard or hilt is protected by a serpentine bar 20 inches in length and on the blade there are hooks, probably for dragging the enemy off his horse.



PIRATE HARBOUR, STRAITS OF CANSO, N.S.—FROM A SKETCH BY H. H. SCRANTON.