

DOMINION DAY.

BY T. MCTUFF.

Ring the bells, merry bells,
At the break of day!
Their clangor tells, as it swells,
'Tis Dominion Day.

Do not lag, hoist the flag,
Upon the highest pole;
Loyally and joyfully,
Engage with heart and soul,

From Nova Scotia's rugged coast,
From far Vancouver's Isle,
From Manitoba's prairies green—
Ontario's fruitful soil,

New Brunswick's mountains echo back
The thunders of Quebec;
Cape Breton's sons
Stand by their guns,

Long may Confederation be
Our country's guiding star;
Not e'er set of rulers e'er
Its constitution mar;

What enemies but well might fear
Our borders to attack,
Did they but know the souls which glow
Beneath the Union Jack!

Ours not the mercenary aid
That pampered hirelings give;
The ties which bind our loyalty
Are silken bonds of love,

Then let us all right royally
Engage, while yet we may,
To celebrate,
With minds elate,

Campbellford, June 18th, 1883.

THE NEW "PILGRIM" OF THE FALL RIVER LINE.

To say of anything that it is the best of its kind in the world is to make a bold claim, and yet this is what may be safely asserted of the new steamer Pilgrim of the Fall River Line, between New York and Boston, and of which we give several excellent illustrations. The Pilgrim, which after several years of construction and preparation took her place last week in the regular passenger service of the line, has been aptly christened "The Iron Monarch of Long Island Sound," and is not only larger than any other inland steamboat in the world, but is also unsurpassed in the perfection of its finish, the completeness of its appointments, and the extent and variety of its equipment. The hull of the Pilgrim, which is of iron, was built and launched at the well-known Chester (Pa.) yard of John Roach & Son, and her boilers, engines and machinery supplied by the same firm at their works in New York. To fully describe in detail all the features of the Pilgrim would be to the unprofessional reader a tedious task, but a few figures may give some idea of her magnificent dimensions and varied equipment. Among her measurements are the following: Tonnage, 3,500 tons; length 300 feet; beam over guards, 87 1/2 feet; depth from floor to top of dome, 60 feet; aggregate horse-power of twelve boilers, 5,500; diameter of paddlewheels, 41 feet; of steam cylinder, 110 inches; weight of walking beam, 83 tons; and of cylinder, 30 tons. In the equipment of the boat are required ten miles of electric light wire, five miles of copper signal wire, 2,000 feet of fire hose, 6,000 yards of carpeting, 4,500 sheets, 4000 blankets, 3,500 towels, 10,000 pieces of china and crockery, and 1,800 pieces of silverware. The Pilgrim has sleeping accommodation for 1,000 passengers, and a dining-hall seating 170 persons at once. In every detail of construction and furnishing, the principle of the builders of the Pilgrim has been to "get the best." Iron bulkheads dividing the hull transversely, render it unsinkable; the

casings in iron of the engines and boilers, and the practical abolition of gas and lamps, reduce the danger from fire to a minimum; while in the decorations and the furnishings nothing which could please the taste or enhance the comfort of the passengers has been omitted. The grand saloon and its galleries and ceilings, the main staircases and the bridal staterooms, are marvels of the decorator's and the furnisher's arts, and in all departments of the great steamer, and for all classes of passengers, all the latest and most effective appliances of modern skill and taste to insure both comfort and safety have been called into service. In round numbers, the total cost of the Pilgrim has been one million dollars, and the Old Colony Steamship Company, her owners, may safely challenge the world to produce, for a long time to come, her equal. With the addition of the Pilgrim, the Old Colony fleet now numbers nine first-class steamers, of which four are exclusively in the freight service, enabling it easily to hold the pre-eminence it has long deserved and maintained as the finest and the favorite of all the lines plying the waters of Long Island Sound. The service for the Summer of 1883 includes a separate line to Newport and a daily line to Boston via Fall River.

In the fitting up and equipment of the Pilgrim nothing has been omitted which the resources of modern art and science could suggest. Nearly one thousand Edison electric lights illuminate brilliantly the saloons, galleries, dining-rooms and all the larger spaces of the great steamer, while in every stateroom a simple half-turn of the key will throw an instant flood of clear, soft light at the service of the occupant. The three dynamo machines generating the electrical current, are run by a special boiler at 150 horse power, and to produce by candlelight equivalent to that supplied by the electric plant would require nearly twelve thousand candles burning simultaneously. The candle-light would doubtless, even then be far less satisfactory, while the resultant heat would be absolutely intolerable. The entire absence of heat from the lights, the almost perfect immunity from danger from fire and gas explosion are, by no means the least of the advantages of the electric system of lighting. The Edison plant was adopted on the Pilgrim, after two years successful and constant use on another of the Sound line of steamers, and thorough examination of all the claims of competing systems. The fixtures for the electric lights, of elegant and tasteful design, were all manufactured by the well-known and enterprising firm of Mitchell, Vance & Co., of this city, who, for many years, have led in the manufacture of gas fixtures, and are now prepared in connection with their other business, to adapt their extensive facilities to the manufacture of the most effective and artistic fixtures for the electric light. Their ability to succeed in this new branch is amply demonstrated by their work on the Pilgrim, which includes one electrolier of thirty-six lights, two of twenty-seven, and a large number ranging from four to eight lights each. All of the silverware on the Pilgrim, of which there are over three thousand pieces, was supplied by Reed & Barton, of Taunton, Mass., whose works, established in 1824 as pioneers in the manufacture of table ware, have steadily grown until they now cover ten acres, and employ nearly one thousand men. Compared with competitors, the Reed & Barton manufactories as far surpass any other as does the Pilgrim all of her floating rivals. Special designs were prepared for most of the ware, and an exceedingly rich and solid effect, combining beauty with utility, has been secured. Few private tables can compete with those of the Pilgrim in the elegance and substantial merit of their silver. The New York City salesroom of Messrs Reed & Barton, at 686 Broadway is a museum of all that is rare and excellent in their art, and a national headquarters for connoisseurs in fine silver ware. The furniture on the Pilgrim was made to order by Doe, Hunnewell & Co., of Boston, from special designs. In the main saloon are several hundred chairs of beautiful carved mahogany, upholstered in deep red French mohair plush, specially imported for this use; one hundred low, easy chairs for ladies, and a large number of sofas and seats around the masts. The furniture of the social hall, of the ladies' cabin, and of the quarter-deck, is all similar in style and material to that of the main saloon. In the bridal rooms are handsome black walnut bedsteads, and in seven of the rooms they are of an elegant folding pattern, so that when closed, the room presents the appearance of a richly-furnished parlor, with long pier mirrors. All the other apartments of the steamer are furnished in equal taste and comfort by Messrs. Doe, Hunnewell & Co., who also supplied the curtains, portières and drapery. The joiner work—that is to say, the interior wood finishing of the Pilgrim—was done by William Rowland, the largest house of this kind in the country, whose work may be found in all the steamers of the Old Dominion Ocean Steamship (Savannah), Mallory and Pacific Mail Lines; and, in short, in nearly all of the coastwise steamers now plying from New York and the North Atlantic ports. H. C. & J. H. Calkin, of this city, the plumbers, painters and decorators of the Pilgrim, brought to this task the experience of thirty years, during which they have fitted up nearly all the coastwise steamers, including the Ward (Havana) and Pacific Mail Lines. Steam heat is carried into every stateroom, and the plumbing includes all the latest improvements of the best private dwellings. Messrs. Calkin also supplied the life-rafts of the Pilgrim, similar to those which, under the new steamship law, they are now furnishing most of the foreign trans-Atlantic

steamers. G. & R. Hutson, of this city, who did all the painting and frescoing of the Pilgrim, performed similar services for her well-known elder sisters of the Fall River Line, the Bristol and the Providence, all of the Iron Steamboats and white's Rockaway excursion fleet, and also for the City of Richmond, which, decorated by the Messrs. Hutchin with special splendor, now plies on the bay route between New York and Long Branch. The same firm are now painting and frescoing the new Tremont, of the Boston and Portland Line. All the metallic packing used on board the Pilgrim comes from L. Katzenstein & Co., of this city, and is similar to that supplied by the same firm for the Pacific Mail, the latest Cunarders, the City of Rome, the Normandie, the North German and Hamburg lines, and adopted by the principal steamship companies of Europe. The twelve lifeboats of the Pilgrim which are the largest ever constructed for an inland steamer, are all of the Lewis H. Raymond patent, and fitted with his automatic plug, that is never missing when needed. Mr. Raymond's lifeboats are in use in all of the American coastwise steamers, and also on many of those crossing the Atlantic under foreign flags. David Kahnweiler's "Neversink" cork life-preservers, over which over a quarter of a million are in use in all parts of the world, have also been supplied to the Pilgrim. Survivors from the San Francisco, the City of Houston, the Seavanhaka, and many other ill-fated steamers, give testimony to the value of Kahnweiler's life-preserver, which are now in use in nearly all the first-class passenger steamers in all parts of the world. The firm also makes a specially of swimming and bathing jackets, which may be worn under the ordinary bathing suits, and are extremely valuable in teaching ladies and children how to swim. The Pilgrim is steered by steam, and is under the most perfect control. The windlasses, capstans, and all the other appliances of the steering gear, were supplied by the American Ship Windlass Company, of Providence, R.I., the sole manufacturers of machinery of this kind.

PERSONAL.

MISS HOWARD, the American physician in China, now treating the wife of the great Viceroy, is besieged by many ladies of wealthy families, "who would rather die than be treated by a foreign male physician."

CARDINAL MANNING is still in very delicate health. Suppressed gout is a treacherous malady, and in the Cardinal's case the anxiety of his friends is naturally increased by the fact that his eldest brother, the late Mr. Charles Manning, succumbed to this disease.

TURNER'S well-known house in Queen Anne street has been recently rebuilt and decorated with a commemorative tablet that is said to be the best tablet of the kind thus far designed in London. Besides the dates of Turner's birth and death, a portrait of him appears on the tablet.

OSCAR WILDE seems to be played out as an aesthetic apostle. He worked the art dodge in this country for all it was worth, and has abandoned it. He surprised his friends at a recent London reception given to Mr. Whistler, the artist, by appearing as an ordinary individual, dressed in a commonplace suit and shorn of his beautiful locks.

It is a favorite amusement of some artists to jot down on a piece of paper a number of dots, and challenge each other to make a picture by connecting them with lines. Curiously enough, this is the method used by the South African Bushmen in the drawings with which they used to adorn their caves when still untouched by European influences.

ABOUT 45,000 school-children in Germany have had their eyes examined, and one-half of them were found to be short-sighted. In some schools the proportion of disaffected eyes was from 70 to 80 per cent. The evil is attributed to badly lighted schoolrooms, poor desks, excess of study and too little exercise.

THE Suez Canal (according to a correspondent of the London Times) is fast becoming a source of disease. The numerous settlements that have grown up along its banks have allowed their sewage pipes to run into the canal, and owing to this fact, the stench is sometimes intolerable and many diseases are prevalent.

THE line of breastworks, which in 1864 was thrown up around Raleigh, N.C., is in large part obliterated, but in some places, for hundreds of yards, the nearly perfect line yet stands. Grass grows luxuriantly, and keeps the earth in shape. In one or two places cannon lie rusting in the grass. Much of the line, which was continuous, runs through cultivated land, and can only be discovered by a red band on the lighter soil.

St. Hugh's, the new Carthusian monastery just opened in England, near the Partridge Green Station, on the Brighton "pleasure line," is the largest Carthusian monastery in existence, covering nine acres and a half of ground, and measuring half a mile in circumference. It is the only Carthusian monastery in England. It lies within its own grounds, the Order having acquired the free freehold of about 600 acres.

THE contractors who are cutting the canal through the Isthmus of Corinth are confident that the work will be completed within four

years. The canal will be just four miles long and of the same dimensions as that of Suez—namely, 72 feet wide and 26 feet deep throughout at low water. Vessels from the Adriatic ports will save 185 miles and those from the Mediterranean 95 miles by passing through the canal, besides avoiding the dangerous coast around Cape Matapan.

ANTHONY K. HENDERSON, who recently died in Erie, Pa., bequeathed his fortune of between \$200,000 to \$250,000, after some small personal bequests are deducted to the towns of New Castle, Pa., and Cleveland, O., for the establishment and maintenance in each of an industrial home for poor boys, in which they may be taught the trades and given a sufficient education for the ordinary requirements of business life.

It is reported that the Prince of Wales has expressed a desire that the honor of knighthood should be conferred upon Henry Irving, and that the fact should be announced at the Irving banquet on the Fourth of July, at which the Prince is to be present. The Queen is not disposed to confer this dignity on an actor, and it is not yet certain that Mr. Irving will ever become "Sir Henry." The honor has never been bestowed upon an actor, but Irving's popularity and the Prince of Wales's friendship are likely to turn the scale in his favor.

FOOT NOTES.

A LONDON paper claims that young Englishwomen of the middle and upper ranks are physically stronger than their counterparts in any other European country, or in the United States. Well-bred American girls are famous for an elegant and refined type of loveliness; French ladies are the best dressed in the world; the youthful frauleins of Germany have the finest heads of hair; the Spanish girls the brightest eyes to be found anywhere; and in Venice and Florence may be seen, to this day, direct descendants of those old-world blonde beauties still fresh and fair upon the canvas of Titian. When, however, all is said that courtesy to the foreigner demands, young English ladies remain stouter of limb, clearer of complexion, and altogether more hearty than others elsewhere. Plain food, sound sleep, suitable clothing, exercise in the open air, and the plentiful application of soap and water, are the hygienic open secrets for the preservation of health in the human being; and the use of those aids, helped by a climate favorable to physical development and personal beauty, have made young English women what they are at their best.

THE DIVIDED SKIRT.—In spite of all the complaints about the caprices and absurdities of fashion, there has been during the last thirty or forty years a gradual movement as regards women's dress towards common-sense principles. There was a time—it does not seem so very long ago—when there were no hats, only bonnets; when there were no natty jackets and overcoats, but only cumbersome cloaks; when Balmorals were unknown, and alternated between sandal shoes (elegant, but ineffective against mud) and clumsy snow boots or clattering pattens. All these improvements, be it observed, are imitated from masculine attire. The reason is obvious. Here and there one may see a silly "masher" strangling his throat in a "Marwood" collar, but, as a rule, men insist that their dress shall fit easily and comfortably. At the same time, we willingly admit, with "A Woman" in Thursday's Times that the male dress which is suitable for ordinary purposes needs some modification when hard exercise is to be undertaken. Still, the mass of men are so dressed that they feel no discomfort from their clothes, and consequently when women seek to escape from the thralldom of milliners, they take to studying the toilettes of their fathers, their uncles, and their brothers. The divided skirt is the last and the boldest move in this direction. Not bold enough, however, to please some ladies. "Why this feeble compromise?" they say. "Let us have trousers, or else continue to worship the petticoat of our unemancipated days." Trying a thing is far better than talking about it, and the ladies of Mr. Proctor's family (the well-known scientific writer) find that now they have adopted the divided skirt they need no stays. This is an important and noteworthy fact. For ourselves, we are old-fashioned enough to hope that the flowing robe may never be given up. Time out of mind it has been woman's distinctive apparel. And if it is made reasonably short (like a peasant's dress on the stage), and reasonably loose, it is not necessarily an uncomfortable garment. What ladies, we suspect, are really revolting against are the painfully tight skirts of the last few years.

CONSUMPTION CURED.

An old physician, retired from practice, having placed in his hands by an East India missionary the formula of a simple vegetable remedy for the speedy and permanent cure of Consumption, Bronchitis, Catarrh, Asthma and all throat and Lung Affections, also a positive and radical cure for Nervous Debility and all Nervous Complaints, after having tested its wonderful curative powers in thousands of cases, has felt it his duty to make it known to his suffering fellows. Actuated by this motive and a desire to relieve human suffering, I will send free of charge, to all who desire it, this recipe, in German, French, or English, with full directions for preparing and using. Sent by mail by addressing with stamp, naming this paper, W. A. NOYES 149 Power's Block, Rochester, N.Y. E-O-W