

TWILIGHT THOUGHTS.

O winter twilight while the moon
Grows whiter on the deepening blue,
I find some brief-lived thoughts in you,
That rise not in the night or noon.

Of faded loves, that once were sweet,
But now are neither sweet nor sad;
Of hopes that, distant, looked so glad,
Yet lie, unnoticed, at our feet:

Of these I think, until the red
Has wasted from the Western sky,
And royal reigns the moon on high:—
What profits to lament the dead?

Small profit; yet in dreams that hold
One hand to forward, one to past,
We stay the year: that fly so fast,
And link our new lives to the old.

F. W. BOURDILLON, in *Quit.*

OUR ILLUSTRATIONS.

THE MILK-AND-WATER-MEN OF MONTREAL.—Our cartoon this week will be readily understood as referring to the vagaries of the gentlemen who supply us with milk day by day, not unadulterated with that precious fluid which flows from the recesses of the common pump.

THE "ALLIANCE" AT HALIFAX.—Considerable interest is at present attached to anything revealing of the ill-fated *Jeannette* expedition. The American press especially has been much excited over the late news of the survivors. The *Alliance* was fitted out by the American Government to prosecute a thorough search for the missing crew, but after most arduous efforts was compelled to abandon the search. Our engraving is from a sketch sent to us by Mr. H. E. Twining, of Halifax, N.S.

THE RUSSELL HOUSE, OTTAWA.—This week we present our readers with an illustration of the new Russell House, which has now a frontage of 208 feet, from a photograph by S. Topley, of Ottawa. Since 1841 its name has been a household word throughout the Dominion and the United States for visitors to the capital. The hotel has been entirely re-built and re-furnished, and now has 250 rooms elegantly furnished from the workshops of London and Bowmanville, and carpeted with Manchester importations. On the ground floor is a magnificent rotunda, marble-paved, from whence issue two spacious dining-rooms, a reading, writing and commercial rooms, billiard-room and barber's shop. The hotel boasts of all the latest improvements—viz., two elevators, bath-rooms, patent oral annunciators and fire-escapes on the exterior of the building. Two richly and tastefully-furnished drawing-rooms are reserved for the ladies, a third being for the use of gentlemen. Under the proprietorship of Mr. J. A. G. Gouin and the management of his assistant, Mr. F. R. St. Jacques, the hotel is bound to be what it has ever been, the political headquarters of the Dominion, and second to none in Canada.

TUQUE FALLS, ST. MAURICE.—We are indebted to Mr. Alex. Henderson, photographer, of this city, for several very charming photographs of Canadian scenery, one of which we reproduce in this number. Tuque Falls is situated about 120 miles west of Ottawa.

THE ICE-BOUND CARS.—The curious freezing in of several Grand Trunk cars, which we illustrate on another page, was due to the overflow of the river during the short thaw, and the sudden freezing of the water which had collected upon the lower track near the wharves. The cars, as will be seen, were submerged to their axles, and in that position were caught by the sudden frost and ice-bound.

CURIOUS CUSTOMS OF THE FIJI ISLANDS.—Considerable interest has been aroused in the customs of the natives of Fiji, in consequence of the recent visit to those islands of the squadron with which sailed the young Princes Albert Victor and George of Wales. The subject of our illustration is Ratu Timoce, second son of the abdicated King Thakumbau, presenting the yangona, or bowl of kava, to their Royal Highnesses, which is considered the most sacred of Fijian customs. The mixing and preparation of kava, however, is somewhat revolting to English taste. Young women chew the root up, spitting out the juice into a large bowl, and then a native, selected for his skill in mixing it, adds sufficient water, and goes through a lengthy process of straining it with fibre. During this time, the assembled tribe to which he belongs chant an incantation, accompanying it with a graceful swaying motion of the body and arms, and keeping wonderful time in every movement. In the foreground of the scene is a heap of presents, consisting of yams, coconuts, pine-apples, bananas, fowls, pigs, turtle, and the kava root. When the beverage was prepared, Ratu Timoce first handed a portion of it to his father, Thakumbau, afterwards to the English Princes, to the Admiral, to the Governor, and to other persons of rank.

THE LAKE LIFE SAVING SERVICE OF THE UNITED STATES.

Few persons, comparatively, have an adequate idea of the gigantic carrying trade of our great lakes. As a fact, the shipping passing up the Detroit River, through Lake St. Clair, and the St. Clair, and into Huron, at Port Huron, and Sarnia, aggregates alone more tonnage than the port of Liverpool, England. The vessels of the United States, afloat in the north rn lakes in 1880 numbered 3,127, with 60,516,213 tons burden, with cargoes and in ballast. During

the year there entered at lake ports 14,274 American and foreign vessels, of 2,759,320 tons burden, and the clearances at lake ports for the same year were 14,188 vessels, of 2,747,202 tons burden. The number of entries and clearances of American vessels in the coastwise trade during 1880 was 57,949 vessels, of 20,590,236 tons burden, but this does not include a large number of vessels in this trade, of which no record is required to be made.

In the seasons of 1879-1880, there were 552 disasters to vessels on the great lakes. Of these, 25 occurred in July, 47 in August, 72 in September, 72 in October, 119 in November, 12 in December, 1 in February, 5 in March, 118 in April, 40 in May, and 42 in June. The 552 vessels were of 207,304 tons burden, and there were aboard of them 5,928 persons; 384 vessels were laden, 132 going light; 48 vessels were a total loss; 504 sustained partial and unknown loss. Out of all these was a loss of 35 lives. The total value of vessels suffering casualties was \$3,563,450, of cargoes \$2,558,005. The loss to vessels was 580,045, to cargoes 588,630. Of the 552 casualties, 8 were foundering, 160 strandings, 182 collisions and 202 accidents from other miscellaneous causes, capsizes, damage to machinery and vessel, explosion, fire, ice, etc. So much for the magnitude and the dangers of lake navigation.

With the growth of this merchant-marine of the great lakes, there has been a corresponding increase of work in the construction and enlargement of harbours. Many harbours of refuge have been made, or are laid out and under way. A great survey has been made, and the hydrography and topography of the Lake country laid down on charts. The harbour-work and surveys have been done by the Engineers of the Army. Millions have been expended in ship canals, of these the Welland and Lawrence Canal systems, the Sault St. Marie and Lake St. Clair Canals, and the proposed Michigan and Erie Ship-canal, are famous.

The United States Life Saving Service has now in commission thirty-seven life saving stations on the stretch of coast within the boundaries of the United States on the great lakes. It is the purpose of this paper to say something of these stations.

They are divided into three districts—the Ninth District, coasts of Lakes Ontario and Erie, numbering nine stations; the Tenth District, coasts of Lakes Huron and Superior, have twelve in present operation and a thirteenth designed and located (near Houghton, on Lake Superior); while the Eleventh District, coast of Lake Michigan, has sixteen stations in commission, and two more provided for by Congress. The first Ontario station, at the mouth of the Big Sandy River, Jefferson County, N. Y. has been held as one of the crack stations of the service.

Station No. 2 is on Mexico Point, near the little town of Texas—the Point being at the western end of Mexican Bay. The Oswego Life-boat station is under the hill just at the mouth of the Oswego River, right in among the wharves and slips, and lumber piles and warehouses of the harbour.

The Buffalo Life-boat Station, No. 5 stands on the sea-wall near the mouth of Buffalo Creek. Opposite tower the great Bennett elevators; a little beyond these is a wedge of canal-boats in the famous Erie. From the station, the stir and hurry of vessels moving out and in, lading and emptying at the docks and elevators, is an always intrinsically scene. The boat-house opens on the creek. It has a slanting floor and boat-ways running to the water. The boats stand on the ways held by a hook in the stern-post. At the word of command the doors are thrown open, the men spring to their places, the keeper, standing by the stern, knocks up the hook, and away she goes! The quarters are in an adjoining building, of which the men occupy the upper floor, and the keeper, with his family, the lower.

At sleepy old Fairport there was not much to see. A few mossy old houses up on the turfy bluffs under the gray, time-stained, light-tower, a schooner or two unloading copper ore from far Superior, an ore-train rattling up the valley on the Youngston narrow-gauge, the winding river asleep in the sun—that was all. On the sandy shore near the life-boat station four little cottages, in a row, are tenanted by the families of surfmen at the station. They built these modest dwellings out of their earnings, and moved into them last Spring with their small belongings. The arrangement has been a happy one all around; the men are more contented to stay close to the station, and the woman and children make the place quite a bright, cheerful little settlement. Captain Babcock's wife and little ones occupy the very small rooms in the wing of the station building. The crew of No. 7 has a good record in the annual reports.

The life-boat station at Cleveland, No. 8 is on the west pier, in the mouth of the Cuyahoga. It is built in the style of the Oswego house, with the exception of a sliding floor for the boat-room. The volunteer station, at rugged Marblehead Point, is the last in the district, and is kept by Lucien Clemens, who has a gold medal from the service for gallant rescues made prior to his taking the keepership.

These nine stations constitute the Ninth District. They are all well-manned and in efficient working order. "In 1880 the crew of the Ninth served at seventy-eight disasters, from which 350 imperiled lives were saved, and, in round numbers, a million dollars of property. Each station shows the handiwork of its keeper and crews in the construction of boat and store sheds, pier breakwaters, launching ways, roads and

walks about the station, "lookouts" on prominent points, house decoration and furniture." In these words Superintendent Dobbins sums up the work of his district in the last year.

Of the service on Lakes Huron and Superior details cannot be given in this article. A description of No. 10, on Lake Superior, may, however, be given as illustrating the wildness of that whole region and the hardships which there attend the service. Tall, sombre, fir and pine-trees in gloomy ranks reared their plumed heads beside the silent lakes for miles away. The station house and the two or three cabins standing in the clearing beside it, had a lone-some look on the edge of the endless forest. There are no habitations in this region besides the stations. Keeper Crisp received us hospitably, and we spent some time looking at his various improvements. He had under way a sea-wall to protect his beach from the wearing of the surf. A long log-house near by answered the purpose of boat-room and kitchen, the lower underground portion storing the boats, for which are way-running to the water's edge. A cabin was built for his No. 1 man's family. The shore beyond the house westward presented a high bank, with overhanging trees, and underneath on the beach, a tangled mass of stumps and fallen trunks. The crew have cut a road through the woods two miles and a half west, and bridged a couple of ravines crossing it. The patrol limit is three miles west. Beyond this the shore rises into high banks, extending to the mouth of the Big Two-Hearted River, close to the mouth of which stands Moses Chartier's station, No. 11. Chartier has a crew composed in the main of Frenchmen. He is himself French. He, however, in deference to the presence of one or two Americans in his crew, insists that English shall be spoken among the men when together.

CHANGE OF VIEWS IN THE SOUTH.

Mr. Edward Atkinson, who, in a certain sense, may be called the originator of the recent Atlanta Exposition, contributes to the *Midwinter Century* a suggestive paper on its "Significant Aspects," which have a political as well as an industrial meaning, as the following indicates:

In general, it may be said that the New South is surely surmounting the intense and dogmatic provincialism of the Old, and is rapidly coming into line with the more progressive States. The most conclusive proof of the change may be found in the instructive book entitled "Our Brother in Black," by President Haygood, of Emory College, Oxford, Georgia.

If, then, Southern men, suffering even under the sting of defeat, are, whether wittingly or not, surrendering errors which have come to them from remote generations, and are now only sensitive when the least doubt is thrown upon their immediate ability to take any part in any manufacturing, mechanical, or other kind of work,—if they are now in as dead earnest to take up every branch of profitable work as they formerly were averse to sharing certain kinds of manual labour at all,—may it not be well for Northern men to see if they also have not been controlled by some errors in regard to the past history and condition of the South?

In the course of a conversation upon the events preceding the war, with two grandsons of John C. Calhoun, the writer was somewhat startled by a remark substantially to this effect:

"If my grandfather and his associates had known as much about the negro as I know, and could have had the same faith in his capacity for progress which I have attained from my own experience, there would have been neither slavery nor war."

"Do you mean to tell me," I asked, "that your grandfather feared liberty for the black, however compassed?"

"Of course I mean that," said he. "What other justification could there have been? He and his associates believed that the two races could not exist together upon the same soil except in the relation of masters and slaves."

One of these gentlemen moved from South Carolina to the bottom-lands of the Mississippi, with a large number of the negroes formerly the slaves of his family. He has succeeded in assuring not only his own prosperity, but their welfare also, and he bears conclusive testimony to the ability of the coloured labourers to sustain themselves in comfort.

DISTINCTIVE FEATURES OF PHILADELPHIA.

Despite the want of universal homogeneity there are persons in Philadelphia who show an exceptional uniformity in taste and dispositions—in part the outcome possibly of Quaker discipline. The past with its memories seems to serve as a medium for holding together the diverse elements of the present. The long rows of red houses, with marble trimmings and white panelled shutters neatly provided with bolts (the upper-storey shutters being carefully painted green or slate), typify outwardly and materially the Quaker influence, though there are many innovations of brown stone, green stone, colored marble, and variegated tiles in the later dwellings. And here it may be said that in the new public buildings for the city government, and in the placing of sundry other edifices, Philadelphia is fortunate in securing architectural effects of mass and group not common in our cities. Speaking of the past, we must give due weight to the presence of Independence Hall, and Car-

penters' Hall in connection with the important national history of the town.

It is significant, further, that Philadelphia should have been first in so many things. The former mint was the first building put up by Federal authority in any part of the United States. The oldest type foundry in the country is still carried on here, and the oldest daily paper appears every morning with renewed youth. Of the thousands of national banks organized since the beginning of the civil war the earliest to be incorporated was in Philadelphia; and so too the Union League of the city was the primary organization of its kind. Henry C. Carsey was the originator of the book trade sales. The first house built in the colony was the Penn House in Letitia Court, which remains standing to this day; the human beings likewise seem to have an unrivalled faculty for surviving in this fortunate territory.

A case in point is General Robert Patterson, who, emigrating from Ireland in 1792, served on the American side in the war of 1812, organized the Pennsylvania militia, distinguished himself in the Mexican war, led a division in the war for the Union, was an extensive manufacturer, constantly active in society, and shortly before this article was written attended a dinner in honour of his own ninetieth birthday. The establishment of turpikes and the development of public hospitals are other matters in which Philadelphia was in advance. It can boast likewise in the Baldwin Locomotive Works, an establishment which began in the earliest days of American railroad building, with the painful manufacture of a single locomotive, and has kept pace with the march of that industry until now it turns out five hundred locomotives a year, and employs three thousand workmen.

On every side we are led back to the day of beginnings. The largest industrial establishments like the works just named, the Diston Saw Company, or the huge Dobson carpet mill, of wide celebrity, have grown up within a generation's time from small foundations. Old houses are carefully preserved, sometimes with the interior furnishings of their Revolutionary prime; and even when historic buildings are disturbed, the old associations cling to their successors. The Friends' Hospital, where Longfellow caused Gabriel to find Evangeline, has vanished (to the dissatisfaction of antiquarian authorities), but the legendary value he gave to it remains; and it is mentioned as a point of interest connected with ex-Minister Welsh's house that it covers part of the hospital site. This constant recurrence of the past in the Philadelphia of to-day is in keeping with a conservatism characteristic of the place, manifested in various ways, and commonly explained by the Quaker origin of the city. But that quality is really due to other causes.

The main fact about Philadelphia, differentiating it from other large centres, is that it rests its importance on the power to produce tangible things of solid usefulness. It is aids value. Some commerce there is, and there are banks and bankers wielding extensive monetary influence; but the greater number of inhabitants, both humble and conspicuous, are interested in manufactures. The mass of the people work hard for a living at the business of making something which their labour renders valuable. Gaining money in this way, they appreciate its worth, become saving, and invest their savings in useful property. Where space is plenty, where rents are low, and building associations are ready to lend money, it becomes the habit among salaried men, mechanics, and all persons of small means to acquire or hire a separate house; and this multiplication of houses increases the proportion of responsible and cautious citizens with a high average of intelligence.—*Harper's Magazine.*

NEWS OF THE WEEK.

THE jury in the Guiteau case have found a verdict of "guilty."

RUSSIAN peasants object to the census.

THERE are 70,000 cases before the Irish Lunatic Court.

THE financial crisis in the European monetary centres still continues.

NUMEROUS failures are reported on the London Stock Exchange.

A PLOT has been discovered for the murder of the King of Greece.

A MORMON meeting in London was broken up by the crowd and several persons injured.

THE Austrian Government is preparing to send 80,000 men to the Herzegovina.

THE Bank of France has rescued the city of Lyons from its financial embarrassments.

JOHNSONVILLE, a Tennessee village, is inundated, and every family in the place is homeless.

THERE is said to be hardly any hope of the Union Generale recovering its position.

THE German Reichstag has passed the bill incorporating Hamburg in the Zollverein.

CONNELL, the outlaw leader, appeared as Queen's evidence at Munster as recently.

TWENTY arrests have been made in County Galway in connection with the result of a search for arms and the discovery of treasonable papers.

THE inspection of a number of regiments at Aldershot has given rise to the rumor that the Government contemplate a military demonstration in Egypt.