

LORD CHELMSFORD.

Lord Chelmsford is the eldest son of the late Baron, the Right Honourable Frederic Thesiger, for some time Lord Chancellor of England. The latter was the only surviving son of the late Mr. Charles Thesiger, at one time Collector of Customs in the Island of St. Vincent. The Lord Chancellor's story is a fair illustration of the accidents as well as of the opportunities that sometimes meet or overtake men in the course of their lives. He was a nephew of Captain Sir Frederic Thesiger, who was A.D.C. to Nelson at the Battle of Copenhagen, at which memorable engagement the future Lord Chancellor was also present. After the Battle of Trafalgar, when the navies of Europe had either been sunk or seized by the fleets of the United Kingdom, young Thesiger left the service to look after his own or his father's coffee plantations in the Island of St. Vincent. During his residence there, in 1812, a violent earthquake occurred, accompanied with a frightful eruption of the Soufrier Mountain, which desolated a large part of the Island and utterly destroyed the Thesiger plantations. "My occupation is gone," said young Thesiger to a relation of the writer's. "I shall return to England." He went to London, and, having entered as a student at Gray's Inn, was called to the Bar in 1818. He was a singularly handsome man, with a taste alike for hard study and wholesome enjoyment. After his admission as a barrister, he went the Home Circuit, and eventually became the leader. If, however, it was a frightful earthquake that changed his plan of life, it was a sudden illness that paved his way to promotion. He had been retained as junior counsel in an important civil suit that was set down for trial on a fixed day at the town of Chelmsford. Witnesses from abroad were in attendance. No postponement of the trial could be made without serious present loss and prospective risk. On the afternoon of the day preceding the trial the senior counsel was taken suddenly and seriously ill. It was hopeless to think of his attending court, as he was unable to leave his bed. The parties to the cause found themselves in an unlooked-for dilemma, and got out of it with commendable wisdom. Would Mr. Thesiger take the responsibility of conducting the whole case? He did so, and with such marked ability and success as to win compliments and congratulations from the Bar and the Bench. Briefs and retainers flowed in upon him on all sides, and his career was rapid and assured. An earthquake, so to speak, had made him a lawyer, and an illness had given him the opportunity of showing of what intellectual stuff he was made. Moreover, it furnished him with an introduction to the House of Commons and eventually it landed him on the Wool-sack, thus making him the keeper of the King's conscience and the presiding Peer of the House of Lords.

The eldest son of the late Lord Chancellor was in command at the Cape when his father died, in 1875, and consequently he succeeded to the title during a season of great anxiety and hard work. The good fortune that seemed to hedge the life of the father did not in the same degree appear to wait on that of the son, who for some reason or other did not appear to command the success which he deserved. There can be no doubt that Lord Chelmsford is an accomplished soldier. He has been a diligent student of the science and a dashing exponent of the practice of war. His written instructions exhibit the clearness of his mind, and the comprehensiveness of his acquaintance with all the duties that a soldier may be called on to perform. Lord Chelmsford's record is singularly bright, for it includes distinguished services in Europe, Asia and Africa. That he has been unfortunate in his latest command is not to be denied. Nevertheless, he has borne such misfortunes with a rectitude and a dignity which all must feel and some will praise. Much of the blame which has been cast at him should no doubt have fallen elsewhere. The dead, however, cannot defend themselves. The tangle will, sooner or later, be unravelled, and the responsibility for such a disaster as that at Isandula, or of such looseness as that which resulted in the death of the Prince Imperial, will eventually rest exactly in the place and on the shoulders where they ought to lie. In the meanwhile we, in common with our fellow-subjects in the British Islands, rejoice greatly that the latest battle, and, we trust, the crowning victory of the Zulu war, should have been fought and won under the personal command of Lord Chelmsford.

Lord Chelmsford's brother, The Right Honourable Alfred Henry, is one of the Lord-Justices of Appeals, while his sister, Lady Inglis, is the widow of Sir John Inglis, who commanded at Lucknow during the memorable siege at the crisis of the Indian mutiny. Though few of us may have seen Sir John Inglis, many of us may remember the radiant, dashing Lieutenant of the 32nd Regiment by his unforgettable soubriquet of "Jack Inglis of the Lillywhites." Hackets, cricket, sport and fun, whether in winter or summer, at Montreal or Toronto, seemed to acquire glow and zest from the bright companionship of "Jack of Ours." That a light heart may lodge beneath a calm head is true enough; but it is, nevertheless, to connect the resolute commander of that beleaguered town in India with the mirth-making, laughter-loving Lieutenant in Canada. Earthquakes do not afford aid to everybody. If they can be turned to account it is well. Opportunities generally come to all, and they discover the true metal who use the occasion when it arrives and show themselves equal to its requirements.

Ottawa.

F. T.

A LAKE TRIP.

In no way is the love of water better shown by Torontonians than in their large patronage of the steamers that make trips daily to the various points of interest. The oldest and still perhaps the most popular is that to Niagara. The Niagara Navigation Company's Steamers *Chicora* and *City of Toronto* (of the former of which we give a sketch on another page) are fine boats. The latter—*The City*—as she is familiarly called, was built in 1864, by Shickluna, of St. Catharines, for the late Capt. Duncan Milloy, expressly for this route. She is now commanded by his son, Capt. W. A. Milloy. *The City* has long been a favourite with the people and notwithstanding the rivalry existing commands a large share of patronage. She is well fitted up and fair to look at. The *Chicora* was formerly the *Letter B*—the famous blockade runner—for which service she was originally built. She is a Clyde built steel steamer—the largest on the lakes and carrying the only marine double oscillating engine on lake waters. The war ended, her occupation gone, she became a packet on the upper lakes, and last year was purchased by her present owners. To suit the trade she had to be greatly altered. The cabins were removed and promenade deck room substituted in great part. The saloons are fitted up not only with taste but with elegance, making a pleasant lounging place in disagreeable weather. The decks are large and the steadiness of the boat makes promenading a pleasure. Captain Harbottle, formerly of the Ontario and Kichellieu Line, is in command. This line is not only used by pleasure parties, but is also a connecting link between Toronto and the Canada Southern and New York Central Railways, landing passengers at Lewiston and at the old town of Niagara, which is within short distance of the Falls. Both boats are staunch and sea worthy, having been tested many times in some of the worst moods of treacherous Ontario.

OUR CHESS COLUMN.

Solutions to Problems sent in by Correspondents will be duly acknowledged.

TO CORRESPONDENTS.

J. W. S., Montreal.—Several communications to hand. Thanks.

Student, Montreal.—Correct solution received of Problem No. 230.

T. D. P., Ottawa.—Letter received. Thanks.

B., Montreal.—Letter and contents received. Thanks. They will be very useful.

A match between Mr. W. N. Potter, one of our strongest English amateurs, and Mr. James Mason, of New York, was begun at the City Chess Club on Monday last June 16. The games are to be played in the City and at Simpson's Divan alternately, with a time limit of fifteen minutes an hour to each side, and the winner of five games will be declared the victor.—*Illustrated London News*.

We may add, as regards the match above referred to that the first and second games played by the contestants, Messrs. Mason and Potter, ended in draws, owing, it is stated, to a determination on the part of both players to adhere to that extreme care in their moves which is very necessary in match games, but which rarely leads to interesting and exciting positions. Two games subsequently played were won by Mr. Potter, and a third game was adjourned, but was said to be in favour of Mr. Mason.

The foregoing particulars we obtain from *Land and Water*, which, in speaking of Mr. Mason, says that his reputation was not in any way upheld by his residence in London. It is also, stated that in a little match at the Divan with Mr. Blackburne, Mr. Mason recently won two out of three games.

SCORE OF THE INTERNATIONAL TOURNEY.

	Won.	Lost.	Draw.
America.....	24	22	7
Great Britain.....	22	24	7

—*Hartford Times, Conn.*

The news of the untimely death of the Prince Imperial will be received with much regret by all chess-players. Following the traditions of his house, he was a chess amateur, and it is but lately that he took part in a game contested against Dr. Zukertort, who played blind fold. Whether he would, if spared, have become proficient is a question that must now remain unsolved, but that he would, had opportunity offered, have imitated the munificence of Napoleon III. at the Paris Congress of 1867 there can be little doubt.—*Land and Water*.

At the Manhattan Chess Club, one day this week, Mr. Grundy, of Manchester, England, and Mr. Ryan, indulged in a lively encounter at what, in courtesy and because the chess board and men were employed, we will call "Chess." Between the hours of 11 a.m. and 8 p.m. these gentlemen contested eighty-eight games of a sort of go-as-you-please chess.—*Turf, Field and Farm*.

The *Ayr Argus* and *Express* says:

"The *Nuova Revista degli Scacchi* for this month opens with a notice of the Correspondence Tourney between England and America. It publishes six of the games played, giving to each copious notes. It is pleasant to see that the efforts of the managers of this tourney are appreciated in other countries whatever they may be in this."

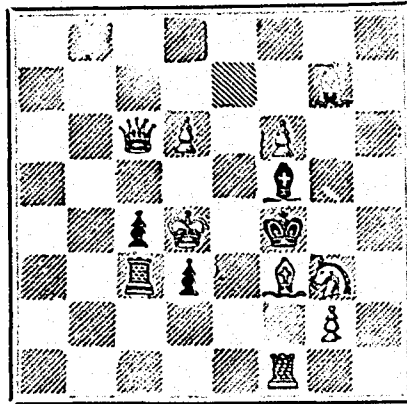
A PARIS PROBLEM TOURNEY.

The winners are as follows:

First prize, M. Emile Pradignat, Saint Jean d'Angely France.
Second prize, Herr J. Berger, Graz, Austria.
Third prize, Herr Fritz von Geyerath, Sweden.
Fourth prize, Anonymous (*Set me a culprit*).
Prize for best problem in Tourney, M. W. Nielsen.
Prize for the problem with the most variation, Dr. C. Moore.
Honourable Mention, Mr. Pradignat, Mr. Samuel Loyd, Mr. Coates, Herr C. Bayer and Mr. Finlayson.

PROBLEM No. 235.

By ARGO
BLACK.



White to play and mate in three moves.

GAME 376TH.

CANADIAN CHESS CORRESPONDENCE TOURNEY.

Game played between Mr. J. E. Narraway, of St. John, N.B., and Mr. G. P. Black, of Halifax, N.S.

(Ruy Lopez.)

WHITE.—(Mr. Narraway)	BLACK.—(Mr. Black.)
1. P to K 4	1. P to K 4
2. Kt to K B 3	2. Kt to Q B 3
3. B to Q Kt 5	3. P to Q R 3 (a)
4. B to Q R 4	4. Kt to K B 3
5. Castles	5. Kt takes P
6. R to K sq	6. Kt to Q B 4
7. B takes Kt	7. Q takes B
8. Kt takes K P	8. B to K 2
9. P to Q 4	9. Kt to K 3
10. Q to K B 3	10. Castles
11. P to Q R 3	11. Q to Q 4
12. Q Kt to Q 2	12. P to K B 3
13. Kt to Q 3	13. K B to Q 3
14. Q takes Q	14. P takes Q
15. Kt to K B 3	15. P to Q B 3
16. B to Q 2	16. B to Q 2
17. R to K 2	17. Q R to K sq
18. Q R to K sq (b)	18. P to Q R 4
19. P to Q Kt 3	19. P to Q Kt 3
20. P to Q R 4	20. P takes P
21. P takes P	21. P to K R 3
22. R to Q Kt sq (c)	22. R to Q Kt sq
23. B to K 3	23. P to K 2
24. R from K2 to QKt2 (d)	24. P to K Kt 4 (e)
25. R takes P	25. Q B P takes P
26. Kt takes P	26. Kt to K B 5
27. P takes Kt	27. P takes R
28. B to Q 2	28. R takes R
29. R takes R	29. K B to Q B 4
30. R to Kt 3	30. B to Q R 5
31. R to Q 3	31. R to Q sq
32. B to Q B 3	32. B to Q Kt 5
33. B takes B	33. P takes B
34. P to K R 3	34. P to K sq
35. R to Q 2 (f)	35. B to K B 2
36. P to Q B 5	36. B takes R P
37. P to Q B 6	37. R to Q R sq
38. P to Q B 7	38. Resigns.

NOTES.

- The best move, according to the authorities.
- Something must result from all this warlike preparation.
- The proper move at this point.
- White's position, now, is much the better of the two.
- Black, we think, might have found a safer move than this, which evidently breaks up his game.

GAME 377TH.

INTERNATIONAL TOURNEY.

Played between Mr. H. Williams, Wrexham, Wales, and Mr. William Olcott, Hartford, Conn., U. S.

WHITE.—(Williams.)	BLACK.—(Olcott.)
1. P to K 4	1. P to K 4
2. P to K B 4	2. P takes P
3. B to Q B 4	3. Q to R 5 (ch)
4. K to B sq	4. P to K Kt 4
5. Kt to Q B 3	5. B to K Kt 2
6. P to Q 3	6. P to Q 3
7. Kt to K B 3	7. Q to R 4
8. P to K R 4	8. P to K R 3
9. P to K 5	9. P to K Kt 5
10. Kt to K	10. P takes P
11. P to Q 5	11. P to Q R 3
12. Kt to K 4	12. Kt to K B 3
13. Q to K 2	13. Kt takes Kt
14. Q takes Kt	14. B to K B 4
15. Q to K 2	15. Castles
16. B to Q 2	16. Kt to Q 2
17. B to B 3	17. R R to K sq
18. Kt to Q 3	18. B takes Kt
19. P takes B	19. P to Q Kt 4
20. B to Kt 3	20. Kt to B 3
21. B to K R 5	21. P to K 5
22. P to Q 4	22. P to B 6
23. Q to K 3	23. Kt takes P
24. B takes Kt	24. Q takes B
25. P to K Kt 3	25. B takes P

White resigns.

—*Hartford Times*.

SOLUTIONS.

Solution of Problem No. 31.

WHITE.	BLACK.
1. B to Q 5	1. K takes P (a)
2. R to Q 8	2. K moves
3. B or R mates.	
	(a) 1. K takes B
	2. K moves

Solution of Problem for Young Players No. 229.

WHITE.	BLACK.
1. K to K B 3	1. B to K Kt 2
2. R checks	2. K to K 4
3. B mates	

PROBLEM FOR YOUNG PLAYERS, No. 232

WHITE.	BLACK.
K at Q Kt 3	K at Q Kt 4
R at K R 6	B at Q R 4
Kt at K B 3	Kt at Q R 5
Kt at K B 5	Pawns at K 4 and 5
Pawns at Q B 2 and Q R 4	

White to play and mate in three moves.



REGULATIONS

Respecting the Disposal of Certain Dominion Lands for the Purposes of the Canadian Pacific Railway.

DEPARTMENT OF THE INTERIOR,

OTTAWA, July 16th, 1879.

"Public notice is hereby given that the following regulations are promulgated as governing the mode of disposing of the Dominion Lands situate within 16 (one hundred and ten) miles on each side of the line of the Canadian Pacific Railway:

- "Until further and final survey of the said railway has been made west of the Red River, and for the purposes of these regulations, the line of the said railway shall be assumed to be on the fourth base westerly to the intersection of the said base by the line between ranges 21 and 22 west of the first principal meridian, and thence in a direct line to the confluence of the Shell River with the River Assiniboine.
- "The country lying on each side of the line of railway shall be respectively divided into belts, as follows:
 - "[1] A belt of five miles on either side of the railway, and immediately adjoining the same, to be called belt A;
 - "[2] A belt of fifteen miles on either side of the railway, adjoining belt A, to be called belt B;
 - "[3] A belt of twenty miles on either side of the railway, adjoining belt B, to be called belt C;
 - "[4] A belt of twenty miles on either side of the railway, adjoining belt C, to be called belt D; and
 - "[5] A belt of fifty miles on either side of the railway, adjoining belt D, to be called belt E.
- "The Dominion lands in belt A shall be absolutely withdrawn from homestead entry, also from pre-emption, and shall be held exclusively for sale at six dollars per acre.
- "The lands in belt B shall be disposed of as follows: The even-numbered sections within the belt shall be set apart for homesteads and pre-emptions, and the odd-numbered sections shall be regarded as railway lands proper. The homesteads on the even-numbered sections, to the extent of eighty acres each, shall consist of the easterly halves of the easterly halves, also of the westerly halves of the westerly halves of such sections; and the pre-emptions on such even-numbered sections, also to the extent of eighty acres each, adjoining such eighty-acre homesteads, shall consist of the westerly halves of the easterly halves, also of the easterly halves of the westerly halves of such sections, and shall be sold at the rate of \$2.50 [two dollars and fifty cents] per acre. Railway lands proper being the odd-numbered sections within the belt, will be held for sale at five dollars per acre.
- "The even-numbered sections in belt C will be set apart for homesteads and pre-emptions of 80 acres each, in manner as above described; the price of pre-emptions similarly to be \$2.50 [two dollars and fifty cents] per acre; the railway lands to consist of the odd-numbered sections, and to be dealt with in the same manner as above provided in respect of lands in belt B, except that the price shall be \$3.50 [three dollars and fifty cents] per acre.
- "The even-numbered sections in belt D shall also be set apart for homesteads and pre-emptions of eighty acres each, as provided for in respect of belts B and C, but the price of pre-emptions shall be at the rate of \$2 [two dollars] per acre. Railway lands to consist, as in the belts B and C, of the odd-numbered sections, and the price thereof to be at the uniform rate of \$2 [two dollars] per acre.
- "In the belt E, the description and area of homesteads and pre-emptions, and railway lands respectively, to be as above, and the price of pre-emption of railway lands to be at the uniform rate of \$1 [one dollar] per acre.
- "The terms of sale of pre-emptions throughout the several belts, B, C, D and E shall be as follows, viz.: Four-tenths of the purchase money, together with interest on the latter, at the rate of 6 per cent. per annum, to be paid at the end of three years from the date of entry; the remainder to be paid in six equal annual instalments from and after the said date, with interest at the rate above mentioned, on such balance of the purchase money as may from time to time remain unpaid, to be paid with each instalment.
- "The terms of sale of railway lands to be uniformly as follows, viz.: One-tenth in cash at the time of purchase; the balance in nine equal annual instalments, with interest at the rate of six per cent. per annum on the balance of purchase money from time to time remaining unpaid, to be paid with each instalment. All payments either for pre-emptions or for railway lands proper, shall be in cash, and not in scrip or bounty warrants.
- "All entries of lands shall be subject to the following provisions respecting the right of way of the Canadian Pacific Railway or of any Government colony (on railway connected therewith, viz.:
 - "In the case of the railway crossing land entered as a homestead, the right of way thereon shall be free to the Government.
 - "Where the railway crosses pre-emptions or railway lands proper, the owner shall only be entitled to claim for the land required for right of way at the same rate per acre as he may have paid the Government for the same.
- "The above regulations shall come into force on and after the first day of August next, up to which time the provisions of the Dominion Lands Act shall continue to operate over the lands included in the several belts mentioned, excepting as relates to the belts A and B, in both of which, up to the said date, homesteads of 160 acres each, but no other entries will, as at present, be permitted.
- "Claims to Dominion lands arising from settlement, after the date hereof, in territory unsurveyed at the time of such settlement, and which may be embraced within the limits affected by the above policy, or by the extension thereof in the future over additional territory, will be ultimately dealt with in accordance with the terms prescribed above for the lands in the particular belt in which such settlement may be found to be situated.
- "All entries after the date hereof of unoccupied lands in the Saskatchewan Agency, will be considered as provisional until the railway line through that part of the territories has been located, after which the same will be finally disposed of in accordance with the above regulations, as the same may apply to the particular belt in which such lands may be found to be situated.
- "The above regulations it will, of course, be understood, will not affect sections 11 and 29, which are public school lands, or sections 8 and 20, Hudson's Bay Company lands.
- "Any further information necessary may be obtained on application at the Dominion Lands Office, Ottawa, or from the agent of Dominion Lands, Winnipeg, or from any of the local agents in Manitoba or the Territories, who are in possession of maps showing the limits of the several belts above referred to, a supply of which maps will, as soon as possible, be placed in the hands of the said agents for general distribution."

By order of the Minister of the Interior,
J. S. DENNIS,
Deputy of the Minister of the Interior.

LINDSAY RUSSELL,
Surveyor-General.