

RED RIVER EXPEDITION.

In this number we place in our gallery the portraits of the three chief officers of the Supply and Transport Department of the force upon whom devolved all the arduous work of keeping up the proper supplies, the forming and carrying out of the transport, the management of the boats and command of the Indians and "Voyageurs" employed upon the Red River Expedition after it had started from Thunder Bay.

No. 73.—ASSISTANT CONTROLLER M. IRVINE, C.M.G.,

A son of Lieut.-Col. Irvine, Provincial A.D.C. to His Excellency the Governor-General, and brother to the Hon. George Irvine, Solicitor-General for the Province of Quebec, entered the service in 1848; since which time he has served in Canada, Western Australia, Turkey and Crimea and the West Indies. In 1867 he was employed on special duty in Spain in purchasing mules for the Abyssinian Expedition; and on the Government deciding upon sending the Expedition to the Red River last year, he was sent from England to take charge of the Control Staff employed thereon, acting under the directions of Col. Martindale, Chief Controller in Canada; for this service he was made a Companion of the distinguished order of St. Michael and St. George.

No. 74.—CAPTAIN NAGLE

Served in the Eastern Campaign of 1854; was present at the battles of the Alma and Inkerman (wounded), siege and fall of Sebastopol, and assault of the Redan; for his gallant conduct in saving the colours of the 30th Regiment at Alma, he received the medal for "distinguished conduct in the field." He is a Knight of the Legion of Honour, and has the Crimean Medal and Clasp, and Turkish Medal. He is at present serving as Town Major at Halifax.

No. 75.—ASSISTANT COMMISSARY JOLLY

Entered the service in 1859 at the Military Clothing Depot at Quebec, whence he was posted in 1860 to the Powder Magazine at Purfleet, in 1868 to the Royal Arsenal at Woolwich, and on occasion of the Fenian invasion in the same year to Canada. Of Captain Nagle and Assistant Commissary Jolly a contemporary remarks the following, in which opinion we fully concur—

"While we congratulate Lieut.-General the Hon. James Lindsay, Col. Wolsley, and the other gallant chiefs of the Red River Expedition upon the well-merited distinction Her Majesty has been pleased to bestow upon them in appointing them to the most distinguished order of St. Michael and St. George, as notified in the London *Gazette* of the 22nd December, we cannot but feel regret when we follow the succeeding columns of the *Gazette* without seeing that promotion or reward has been granted to any of the more junior but working officers of the undertaking, upon whom really devolved the efficient and arduous carrying out of all the orders and directions connected therewith. Among others, we would name Capt. R. Nagle, late Canadian Rifles, at present Town Major at Halifax, who so efficiently organized and conducted the Land Transport; Assistant Commissary Jolly, Control Staff, who, although (as we understand) there were senior officers of his department at the base of operations, at Thunder Bay, and Sault Ste. Marie, was selected on account of his great practical knowledge of war material and army supply duties, to accompany the head-quarters of the force to Fort Garry, and there to remain for some time after the departure of the Imperial portion of the force on its return into Canada, for the purpose of making proper arrangements for the storage and safe keeping of the great variety of military stores, as well as entering into various contracts for the victualling of the force remaining behind.

"In the Crimean and all other campaigns, while the chief officers commanding were knighted or received orders at the hands of Her Majesty, those in the junior grades who distinguished themselves by their zeal and the efficient manner in which they performed their duties received as a reward a step in substantive or brevet rank. Although, fortunately, the Red River Expedition was a bloodless campaign, it must not be forgotten that everything connected with it was economically and admirably conducted, and we feel assured that the names of the officers we have mentioned have only to be brought to the notice of the proper Home authorities to receive the reward they so justly merit."

THE TUILERIES, AS THEY HAVE BEEN AND AS THEY ARE NOW.

Late despatches from Paris bring sad news of the havoc made by the Vandals of the Commune with the beautiful buildings of Paris. Not only have the modern palaces been sacrificed to appease the fanatic rage of the mob against everything appertaining to royalty, but old, time-worn edifices—landmarks in the history of Paris and of France—have been destroyed by these insensate barbarians in their furious thirst for revenge for fancied wrongs. Falling other objects upon which to vent their anger, they fell upon the public buildings, and, one after another, the Column Vendome, the Chapel of Expiation, the Tuileries, the Louvre, the Palais Royal, the Hôtel de Ville, and numberless other noble edifices were destroyed, until Paris now remains shorn of her greatest beauties—the pride of the nation and the wonder and astonishment of foreign peoples.

Foremost among the catalogue of ruined buildings the Tuileries claims our attention. True, the Hôtel de Ville is older, and perhaps as rich in historic associations, but the Tuileries is better known, and its loss would be more deplored in the outside world than the destruction of half-a-dozen Hôtels-de-Ville. Besides, has it not been the residence of sovereigns for centuries, and have not its walls received the members of all the most illustrious families in France?

The site on which the magnificent building stood but two short weeks ago—between the Seine and the Rue de Rivoli, with the Place de la Concorde on the west—has had, however, far more illustrious associations than these. In the early days of Parisian history the ground was used as a tile yard, which, no doubt, furnished the whole of the then capital—but a small city in those days—with the *tuiles* from which the recently destroyed palace took its name. In 1564, the regent, Catherine de Medici, pitched upon the yard as an eligible piece of property, and having secured it, set to work to build a town residence. Here, a few days before the massacre of St. Bartho-

lomew, Charles IX. and the queen-mother held an infamous entertainment, being no less than an allegorical representation of the tragedy, in which all the nobility, Catholic and Protestant alike, took part. During the performance, the King of Navarre, and other Huguenots, was prevented by Charles IX. and his brothers from entering Paradise; they were pushed into Hell, and kept there some time. This was very significant, for four days after the horrible massacre took place, the whole having been arranged before the *fiat*; and there, amid the charms of music and dancing, 100,000 souls were sent unprepared to meet their Maker. The Medici's palace—more especially the grounds—was improved by Mlle. de Guise, who added a theatre, a labyrinth, and, among other attractions, a private menagerie! Under Louis XIII. further improvements were made, and Renard, the fashionable *rafachisteur*, having established his *cabaret* in the gardens, they speedily became the resort of all the court beauties and beaux. But it was reserved for Louis XIV., the Sun-King, as French writers love to call him, to make the gardens of the Tuileries the ornament of the capital. To Lenôtre, who had just finished the grounds of Versailles, was confided the task, and to him the Parisians owed those magnificent alleys and avenues which during the recent troubles were converted into shelter for the batteries, as represented in our illustration. Later on the fortune of the Tuileries began to decline. In June, 1792, the fierce Parisian mob entered it, and on the memorable 10th of August the Swiss Guard were massacred in the yard, and the raging, seething mob of hungry Parisians stormed up to the King's apartments and crowned him with the Phrygian cap.

From this day the fortune of the Tuileries seems to have been sealed. At times it rose from its humiliation to become the seat of power and of royalty, but during the greater part of the remainder of its existence it was doomed to be the silent witness of turmoil and revolution. Here, after the fall of the weak and vacillating king, Robespierre built the semi-circular benches of white marble, from which, in imitation of the games of ancient Greece, the elders should witness the athletic sports of the youths and adjudicate upon the awards. And here again, become all-powerful in the Republic, he celebrated on the 9th of June, 1794, the Feast of the Supreme Being. On a scaffolding erected in one of the fountain basins the body of J. J. Rousseau was exposed in October of the same year, previous to being removed to the Pantheon.

Later on still the Tuileries became the official residence of the First Consul; then of the Imperial Court. After the Restoration Charles X. resided there, and again in 1830 the mob entered it and drove the King out. It was the residence of Louis Philippe until the Revolution of 1848, when a party of rioters, in company with some loose girls, occupied the apartments for ten days. They turned the king's and queen's bedrooms into dining-rooms. Every thing they could lay their hands on they made subservient to their will, celebrating their orgies night and day in the most magnificent apartments of the palace. In 1849 it was occupied as a gallery for the exhibition of paintings. Since then it had been the city residence of the Imperial family. The *façade* facing the garden of the Tuileries was about 1,000 feet in length, running from Rue de Rivoli to the Seine. The style of architecture was mixed. The first or lower floor columns were Ionic, the second Corinthian, the third Composite. At the extreme of this *façade* were two lofty pavilions, with remarkably high roofs and chimneys. The one on Rue de Rivoli was called Pavillon Marsan, the one toward the Seine Pavillon de Flore. Napoleon I. conceived the idea of uniting the palace of the Tuileries with that of the Louvre, which stood parallel with it at over one-quarter of a mile distant; but political events transpired which prevented his carrying out his designs. It was left for the present Emperor to finish this stupendous undertaking. In 1852 he decreed five millions of dollars for that purpose, and in a remarkably short space of time the colossal work was finished. To last, however, barely twenty years. During the siege of Paris the Tuileries assumed its last appearance. The gardens was turned into an artillery park, and after the capitulation they were allowed to remain very much in the state they then were in, as depicted in our illustration. Ordnance of all sizes and makes were to be seen ranged under the trees, while heavy guns lay scattered round, embedded in Lenôtre's beds and plots. And then comes the last act. A second bombardment, street fighting, defeat of the Commune, and the noble old pile, that had escaped Prussian shot and shell, is set ablaze by Frenchmen to save it from Frenchmen's hands.

THE NEW CLUB HOUSE, TORONTO.

The Toronto Club, though an institution of comparatively recent date, is one of the most flourishing of its kind in the Dominion. It has had, certainly, many dangers to encounter, but under the able management of its secretary all difficulties have been surmounted, and it now occupies a high position in its own city and among its sister institutions. The Club was first founded in 1850, but at that time, having no building of their own, the members leased a suite of rooms from the proprietors of the Rossin House Hotel, which they occupied until 1862, when they rented a building on York Street, a few doors below the main entrance of the hotel. As their affairs prospered, they were soon enabled to purchase the building, which they further improved by adding a billiard-room. At this time the greater part of the members were officers attached to the garrison, and on the removal of the military from Toronto fears were expressed that the further maintenance of the Club would be found impossible. To the surprise of many, however, it was found that not only did the Club continue to prosper, but the number of members had increased so rapidly that it became absolutely necessary to provide further accommodation. Then arose a question—would it be advisable to enlarge, or to build a new Club-House? The former course was, not unwisely, adopted, and the result was the erection of the handsome and commodious building which figures on another page, and which was completed and occupied last winter.

The "house-warming" of the new Club House—in the form of a grand opening ball—took place on the evening of the 18th ult. A more brilliant entertainment has rarely taken place in Toronto. The ball was held in the large Racket Court in rear of the Club buildings, the approach being covered in and elegantly draped, carpeted, and lined with choice flowers; the walls of the ball-room were tastefully covered with a light mauve-coloured paper, picked out with large panels formed of green and gold mouldings—the whole surmounted with a rich Grecian dental moulding. Across the

room and under the music gallery were draped and festooned flags of all nations, conspicuous among which was a very handsome blue Dominion Ensign, sent to the Royal Canadian Yacht Club by the Hon. Mr. Mitchell; and when the youth, beauty and fashion of Toronto were collected (to the number of about five hundred) in the faultless room the effect was charming. The light used was coal oil, which is far more becoming than gas. The great height and excellent ventilation of the court, added to a good floor, rendered the atmosphere all that could be desired. Not a particle of dust could be seen during the dancing, and the ladies, one and all, declared they never spent a more delightful evening. The band of the Queen's Own Rifles played at intervals in one of the Club dining-rooms a choice collection of operatic music. The music in the ball-room was extremely well performed, and the programme was carried out in a most careful manner under Mr. Toulmin's direction, reflecting great credit upon himself and his band, the 10th Royals. Lieut.-Governor and Mrs. Howland, accompanied by Captain Curtis, were present. The supper room was artistically decorated with evergreens and flowers, and praises of the choiceness of the viands and tasteful elegance of the room, were no less plentiful than well deserved. The Club steward, Mr. Backer, has undeniably established his reputation as being able, with the assistance of the Club cook, to produce a supper in far better style than those usually given. The officers and members of the Royal Canadian Yacht Club attended in their handsome uniform. Dancing was kept up with unflagging briskness until a late or rather early hour. The president of the Club, the Hon. J. H. Cameron, as well as the stewards, were indefatigable in their hospitable exertions to render the entertainment one of surpassing brilliancy, and emphatic praise is due to the committees who carried out this, long to be remembered, house-warming with such distinguished success.

We may state, before closing this brief account, that the Club Committee have bestowed upon Mr. Todd, the Secretary, a life-membership of the Club, as a recognition of his invaluable services and untiring devotion to the interests of the institution, and in commemoration thereof have caused Mr. Todd's portrait, by Fraser, to be hung in a conspicuous place in the reading-room.

"SPRINGTIME."

We once more give a reproduction of one of the paintings of Ludwig Knaus—an artist who has already won for himself a high rank in German art, and whose works only want to be better known on this continent to be fully appreciated. Knaus' peculiarly simple style is one which at once takes on fancy. He loves Nature and Mankind—a bright, sunny bit of landscape, as in this picture, with a sunny-faced little maiden as a centre-piece. Or else, Tomers-like, he will haunt the quaint old *Kneipen* that abound in the cities along the Rhine, and transfer to his canvas the groups that surround the tables in these ancient host-tries. This latter *genre* has, we believe, obtained the greatest favour among the artist's own countrymen. But for ourselves we prefer the bright sunshine and the flowery meadows that greet his "Springtime," and the bright little maid that is making such havoc among the primroses is far more to our taste than the awkward, beak-jawed peasants of the Rheinish tavern. The detail of the picture before us is wonderfully true, while the exquisite colouring of the original must be seen to be in any way appreciated. The reproduction, true as it is, is but the shadow of the original, and the painter's fancy can but poorly supply the careful work, the delicate touch, the brilliancy and the general harmony that characterize this admirable painting.

FROM DULUTH TO THE OCEAN.

(From the *Separate Issues*.)

Many inquiries having been made respecting the communication by water, from the head of navigation of the great lakes to the sea, we publish this week an epitome of the route, showing all the figures which bear upon the subject.

Starting at Duluth, the western extremity of Lake Superior, let us journey to the sea. From Duluth to the St. Mary River, the outlet of the lake, is 120 miles. Elevation of Lake Superior above the sea, 600 feet; average depth, 900 feet; coast line, 1,020 miles; area, 32,000 square miles. At St. Mary there is a canal a mile long, with two locks, each 350x90x12 feet, capable of passing vessels of 2,000 tons. The fall of this canal is 19 feet. From the foot of the St. Mary canal to Lake Huron, down the St. Mary River, is 54 miles, with a fall of 8 feet. From this point to the entrance to St. Clair River, down Lake Huron, the distance is 27½ miles. Elevation of the lake, 574 feet above the sea; average depth, 450 feet; coast line, 705 miles; area, 23,000 square miles. From the entrance to St. Clair River to Lake St. Clair, is 33 miles, involving a fall of 6 feet. Lake St. Clair is 25 miles long to the entrance to the Detroit River; elevation above the sea, 268 feet; average depth, 15 feet; coast line, 60 miles; area, 300 square miles. Thence down the Detroit River 18 miles, falling 4 feet, into Lake Erie, at an elevation above the sea of 564 feet, to Port Colborne, at the head of the Welland canal, 220 miles; average depth of Lake Erie, 90 feet; coast line, 576 miles; area, 10,000 square miles. From Port Colborne to Port Dalhousie on Lake Ontario, is comprised the Welland Canal, 27 miles long, with a fall of 336 feet; number of locks, 27; size of locks, two of 200x45x12, and twenty-five of 150x25x10½; the large locks being of a capacity of 900 tons, the smaller of 500 tons. From Port Dalhousie to Kingston, at the foot of Lake Ontario, is 160 miles; elevation of lake being 234 feet above tide water; average depth, 412 feet; coast line, 410 miles; area, 6,700 square miles. From Kingston to the head of Galops canal is 66½ miles, the St. Lawrence River falling 6 feet. The Galops canal is 7½ miles long, falling 15½ feet; three locks 200x45x9; canal 59 feet on bottom, 90 feet on top; capacity, 700 tons. Thence down the river 4½ miles, falling 3¼ feet, to the head of Rapid Plat canal, 4 miles in length, with two locks falling 11½ feet; locks 200x45x9; canal 50 feet on the bottom, 90 feet on top; capacity, 700 tons; then the river again, for 19½ miles, falling 2½ feet to the head of Farran's Point canal, three-quarters of a mile long; one lock, falling 1 foot, 200x45x9; canal 50 feet, and 90 feet wide; capacity, 700 tons; then down the river five miles, falling 1 foot, to the head of the Cornwall canal, 11½ miles long, falling 4 feet; 7 locks, 200x55x9; canal 100 feet on the bottom, 150 feet on top; capacity, 700 tons; then through Lake St. Francis, 8½ miles, falling 14-10 feet to the head of the Beauharnois canal, 11½ miles long, falling 82½ feet; 9 locks, 200x45x9; canal 85 feet