

breadth of the Dominion must be exceedingly large. It is recorded that not less than 120 have seen the light in the city of Quebec alone. Some of them were very short-lived, others lasted for various periods of from twelve months to fifteen or twenty years.

Our magazine literature also dates from the last century. The Hon. John Neilson established the *Quebec Magazine*, printed, we believe in both languages, in 1792. During the long interval between that year and the publication of Mr. Lovell's *Literary Garland*, no doubt many monthlies and quarterlies made their appearance, but none of them, at least the English ones, made any lasting reputation. Indeed, our periodical literature of this class is still in its infancy, or, at least, is but beginning to shew the strength and self-confidence of early maturity.

THE REV. R. W. RAINSFORD.

Mr. Rainsford was born in Dublin, Ireland, on the 30th of October, 1850, and is consequently in his twenty-seventh year at the present time. His father, the Rev. Marcus Rainsford is at present incumbent of St. John's Chapel, Belgrave-square, London, England; but at the time of his son's birth resided in Dublin, where the family continued to reside until shortly after the latter had completed his thirteenth year, when they removed to England. The son was sent to a school at Wellington, in Shropshire, where he remained about a year. Being in delicate health, he then left school, and spent two years in travelling on the Continent for the purpose of invigorating his constitution. After returning from his continental tour he spent some time in London. Becoming interested in the emigration movement, he identified himself with it, and in the year 1868, in conjunction with his friend Mr. Herbert Watney, he came over to Quebec in advance of about seven hundred emigrants who were about to settle in Canada. The two young gentlemen interested themselves on behalf of the colonists, and accompanied them up the country to various points of settlement. The next six or seven months were spent by the pair in a shooting expedition through the valley of the Saskatchewan, and thence across the continent. The greater part of the journey beyond St. Paul was made on horseback, and an account of the adventures they met with on their route would make a volume not less interesting than that of Lord Milton and Dr. Chuzzlewit. After returning to London Mr. Rainsford laboured there for some time as an evangelist, and feeling himself specially called to the ministry, he soon abandoned a notion which he had entertained of a military life. In 1870, in order to prepare himself for his sacred calling, he went up to St. John's College, Cambridge, where in due time he graduated. His ordination took place in 1874. During his stay at college he engaged in a regular course of athletics, whereby he built up his constitution to a state of robustness. The exercises then began have never since been wholly laid aside, and to this cause is to be in a great measure attributed his ability to get through an amount of work under which a less judiciously-managed constitution would break down.

Immediately after his ordination he began his clerical labours as curate of the Church of St. Giles', Norwich. The spiritual destination in that ancient city was great, and he at once began a series of evangelistic services in a large building known as St. Andrew's Hall. These services soon began to attract attention, and after the close of the services for the day it was no unusual thing to find gathered together a congregation numbering upwards of three thousand. The "mission" movement, which has since assumed such large proportions in England, was then in progress, and received a decided impulse from the work accomplished in Norwich. Mr. Rainsford, seeing the very great success which attended his efforts, felt more and more firmly persuaded that God desired to use him in that special sphere. He remained in Norwich until June, 1876, when in consequence of a pressing request from the Rev. Stephen Tyng, Jr., of Holy Trinity Church, New York, he once more crossed the Atlantic, and took charge of Mr. Tyng's Church and Gospel Tent during that gentleman's absence for the remaining summer months. Many of the regular members of the congregation absented themselves from service during this time, but both church and tent were always filled by anxious worshippers desirous of listening to the simple Gospel story so lovingly and persuasively recounted to their edification. Early in September, without any preparation on the part of those among whom he was to labour, and without much apparent prospect of success, he went to Baltimore, where his ministrations proved as effective as they had done in New York and in Norwich. Eager crowds pressed to listen to the heart-stirring appeals of the young evangelist, whose soul was on his lips, and who spoke after a fashion so different from what they were accustomed to hear. Requests for services began to pour in upon him from all parts of the United States. The next scene of his labours was Philadelphia, where he made the acquaintance of the Rev. W. H. Tilley, of the Memorial Church, London, Ontario. Mr. Tilley, who was attending the annual mission meetings, saw and heard Mr. Rainsford, and prevailed upon him to visit this country. Before coming to Canada, however, Mr. Rainsford attended the Church Congress held in Boston, in November last, and after spending a short time in that city, he successively visited Louisville,

Kentucky, and Sandusky, Ohio, in both of which cities his labours were crowned with the most marked success. He then paid another brief visit to Philadelphia, where he ministered in the Church of Epiphany, of which the well-known Dr. Newton is rector. His long-expected visit to London took place a few weeks ago, and the result of his labours there was equally as gratifying as any of his previous experiences. From London he went to Toronto, and took charge of St. James' Cathedral, where his ministrations have attracted a class of persons not commonly identified in the public mind with evangelistic movements. He is to remain in that city until the return of Dean Grasset in June next, when he intends to return to England himself for a short time. His heart is in the work, however, and he hopes to spend next winter in Canada, taking the different cathedrals in succession. For all these particulars we are indebted to the *Globe*.

In personal appearance Mr. Rainsford is considerably above the average height, of fair complexion, and of robust and vigorous frame. That he has done, and is doing, a good work in our midst is a matter as to which there can be no difference of opinion; and should he carry out his present intention of holding evangelistic services in the various cities and towns of Canada next winter, it is safe to predict that the country at large will have reason to congratulate itself upon his presence.

OUR ILLUSTRATIONS.

THE BARBER'S LOGIC.—This cartoon is founded upon one of the many *bons mots* of Sir John A. Macdonald, for which he is so famous, and many of which will long survive in our political literature. It was during the debate on the tariff. The President of the Council asserted that it was quite clear from the writings of Leone Levi that over-Protection was bad, and if that was so a less degree of Protection must be bad in proportion. This exposition of the state of affairs was interrupted by Sir John A. Macdonald, who incidentally remarked, "Then if it is bad to shave your head, it must be bad to cut your hair."

"LE PAS" PORT.—We are indebted to Mr. Horace Belanger, one of the Factors in the Hudson's Bay Company and who is in charge of the Cumberland District, for the sketch of "Le Pas," the locality at which treaty No. 5 was signed with the Indians last summer. Mr. Belanger has spent most of his leave of absence with his brother the Lieutenant-Governor of the Province of Quebec, and is on his way back to Fort Cumberland, the headquarters of his District. Mr. Belanger left Cumberland House on the 4th of Dec. last and travelled by dog sledge to Oak Point, visiting on his way the lower parts of his District. The treaty signed with the Indians included money grants and presents in kind. The spot represented in the sketch shows the houses and stores of the Hudson Bay Company and the church of England Chapel of which Rev. Henry Cochrane is pastor.

MÉTIS BRIDGE.—This bridge is the principal one on section 13. It is what is called a "deck" bridge, because the cars go on the top of it. The lattice work—which is wholly of iron—is 9 ft. 8 in. high. Above this are 3 rows of sleepers, making about 2 ft. more. Each span is 107 ft. long, having at each end a "bridge-seat"—that is the part resting on the masonry—of 3½ ft. The weight of iron in each span is 22 tons. The abutment to the right is 61 ft. high. It is built on a good gravelly foundation 5 ft. below the surface of the ground. The building of the first pier to the left of it was a very difficult task. Owing to the porous nature of the soil, the water came with such force into the coffer-dam, that, though it was a good one, 2 steam pumps could not keep it in a suitable state for the building of the foundation. It was not till piles had been driven all round the inside, that the masonry could be commenced. The earth was taken out to a depth of 12 ft. Piles 20 ft. long were then driven down their whole length. Above these were laid a coat of concrete 1 ft. thick, then as much sound squared timber, and lastly, as much concrete. On this foundation the masonry rests. As may well be supposed from what has been said regarding the pier already described, the centre one—which is in the river—was built with great difficulty. Here an excavation of 18 ft. from the bottom of the river was made. Two coffer-dams were built—one within the other. As the usual depth of the river at the bridge is, in summer, about 8 ft. their total height was about 28 ft. The space between was packed with clay. The bottom of the excavation was then paved with piles 25 ft. long. On these were laid two courses of concrete with one of timber between, as in the former case. The whole height of this pier is 72 ft. The cut-water is 15 ft. high, from the bottom of the river. The other side—as will be seen in our picture—tapers off to an edge. From edge to edge the length is 40 ft. The pier to the left has a foundation of 10 ft. below the surface of the ground. There was a little difficulty met with in building it, on account of the water, but it was as nothing compared with what was met with in building the others. The abutment to the left was as easily built as the other was. The piles had all iron points, and hoops of the same material round their heads, and were driven down by a hammer weighing 19 cwt., wrought by steam. The masonry contains about 2800 cubic yards. The material is granite from a quarry near the river side, about two miles above, brought down in two large scows made

for the purpose. While the piers and abutments were being built, two of the workmen were drowned. During the laying of the ironwork, a young lad fell from the top, striking his head on a scow below, and was instantly killed. The cost of building—apart from that of the ironwork—was fully \$100,000. Like the rest of the masonry on the International Railway, the Métis bridge is built in a very substantial manner, and bids fair to stand for many generations. Messrs. W. E. Macdonald & Co.—part of whom are engaged on Sections 1 and 2 of the Lachine Canal—were the contractors for Section 13. We are indebted for information regarding the masonry and building, to Messrs. J. McCracken, of Montreal, and D. McGugan, of Métis—regarding the iron-work to Mr. A. Grant, of Amqui.

SPEARING FISH IN ASHERIDGE BAY.—This is a view of Canadian practice in the obtaining of fish, much in vogue in various parts of the country. The present scene is in the environs of Toronto.

THE SERBIA SKEPTICISM.—This is a sketch of the Serbian Parliament sitting at Belgrade and discussing the preliminary articles of a peace with Turkey, on the 25th February last. We have since learned that the treaty has been concluded, which is at least one point gained in the imbroglio of the Eastern question.

WRECKING OF THE "RUSLAND" OFF LONG BRANCH.—The steamer *Rusland*, of the Red Star Line, plying between Antwerp and New York, went ashore at Long Branch, about six hundred yards south of the West End Hotel, during the snow-storm of the evening of March 17th, striking upon the remains of the *Abomis*, which was wrecked about twenty years ago. The *Rusland* struck bow on. Nearly an hour after the disaster the vessel was discovered by one of the crew of Life-saving Station No. 4. This was at 11.20. He immediately went to Station No. 4, and the men from that station arrived at the wreck with a car and apparatus at 4.40. Soon afterwards they were joined by the crew from Life-saving Station No. 6, with their boat, and from the two crews the life-boat was manned and started for the steamer, the sea being very high. The rescuers got on board the steamer about six o'clock, and immediately returned with three or four passengers—all who dared to come. At 6.15 the life-saving men got a rope over the ship by means of a mortar, but the rope parted. The second shot sent the rope safely over the steamer, and in about half an hour the men had the life-car on the vessel, and immediately began landing passengers with it, five or six at a time. At the same time the surf-boat was going back and forth as rapidly as possible, until 11 o'clock, when all the passengers and their baggage had been landed safely without accident of any kind, except from an occasional wetting received from high waves after the boat reached the shore. The crew of the *Rusland* were afterwards safely landed—with the exception of the captain and a few of the men, who refused to leave the ship—and furnished accommodations in the hotels of the locality.

HON. J. L. BEAUDRY.—This gentleman, who is in the neighborhood of sixty years of age, but still robust in mind and body, is one of the wealthiest citizens and principal financiers of Montreal. He contested Montreal unsuccessfully for the Canada Assembly in 1854 and 1858, but has several times been elected Mayor, and last month was returned to that office by an overwhelming majority over his adversary. He has entered upon his duties in a spirit of curtailment and reform, and considering the present depressed condition of the city finances and the abnormal increase of taxation, much is expected of Mr. Beaudry in the work of alleviation. The new mayor is President of the Banque Jacques Cartier, which institution is much indebted to him for his labors in its behalf when on the brink of collapse. He is also connected with several other prominent monetary institutions. In 1867, Hon. Mr. Beaudry was called to the Legislative Council of the Province of Quebec, where he still sits as representative of the Division of Alma.

REV. W. L. RAINSFORD.—A memoir of this zealous clergyman will be found in a separate article of the present issue.

OFFICE-SEEKERS AT WASHINGTON.—This little picture tells its own tale. President Hayes has a hard road to travel, and one of his main difficulties is, that he is unwilling to remove present incumbents from office to make room for thousands of hungry place-seekers who crowd his private office every day. He is making many enemies from that source.

THE AMERICAN CABINET.—The Cabinet of the United States consists of only seven members, and under the Hayes' administration, Mr. Evarts, of New York, is Secretary of State; Mr. Sherman, of Ohio, Secretary of the Treasury; Mr. Devins, of Massachusetts, Secretary of War; Mr. Thompson, of Indiana, Secretary of the Navy; Mr. Schurz, of Missouri, Secretary of the Interior; Mr. Key, of Tennessee, Postmaster-General, and Mr. McCrary, of Iowa, Attorney-General. Our sketch represents these gentlemen in Council at the White House.

CLEOPATRA'S NEEDLE.—The famous Egyptian monolith known as Cleopatra's Needle, which was presented to the British government by Mehemet Ali in 1819, and has since been allowed to lie neglected and unclaimed on the sands of Alexandria, is at last to be transported to England. Professor Erasmus, a private citizen, has generously undertaken to defray the cost of its transmission, and the management of the

enterprise has been placed in the hands of Mr. John Dixon. The latter gentleman, assisted by his brother, Mr. Wayman Dixon, proposes the following means of transporting this shaft of granite: The sand is to be cleared away and the obelisk set square, parallel with the existing seawall. An iron cylinder, finished to a chisel edge, with sufficient diaphragm to give it strength, is to be constructed round the obelisk, which is to lie in the long axis of the cylinder, into water-tight compartments. The cylinder is to be ninety-five feet long by fifteen feet diameter, and will have a draught of nine feet of water when afloat. All being riveted water-tight, it will be rolled into the sea and across the sandy bed of the water till it floats. It will then be turned over, and the man-holes at the top opened, and about thirty tons of ballast put in to keep the ends vertical, so as to act like stem and stern. After this it will have two bilge keels, a rudder, light spar-deck, mast, and lugsails attached, and be provided with an anchor and good cables, and, if necessary, a pump in case of leakage. The cylinder ship, accompanied by the steamer which has it in tow, will then be fit to go to any port of the world with its freight, and in any weather.

On another page the reader will find a group of illustrations that will give a clearer idea of the preparations under way, for the protection and safety of this sea-going obelisk, than any words can do. In the upper corner, to the left, we see the great mass of granite lying prostrate on the soil of Egypt, while diagonally opposite it appears in all its ancient glory, looking down upon a new civilization and a new people. Before, however, the latter results can be reached, there must be a hazardous journey performed. Whether the peculiar craft depicted in the engraving will accomplish its task with success, and convey this grim monument of the siren of the Nile safely, is a matter of speculation; but it is sincerely to be hoped that the venturesome monolith will not fall a victim to the treachery of the waves.

This monument is one of two giant obelisks that were originally hewn out of the rose-colored granite of the quarries of Syene, and transported from Elephantine to Heliopolis, where the pair stood before the temple of the God Tamm. Thence they were taken in the days of Cleopatra, to Alexandria, receiving the name of Cleopatra's Needles in memory of their transfer. The entire height of this monolith, from the base to the apex, is about 68 feet 5 inches: it is 6 feet 11 inches at the base, and 4 feet 9 inches under the pyramidion. Four notches are in the corners of the base, to hold tenons or cramps by which it was supported on its pedestal, or on some objects which stood on the pedestal, but what they were is quite uncertain. Two of the faces have suffered by exposure to the sea, but the hieroglyphic inscriptions are distinctly visible, and will, no doubt, be more so when the monolith is set upright, and there is more shadow to throw them out. The cost of launching the obelisk will amount to about £3900; but there will be no attempt made to set soil until the summer months entitle those who have the enterprise in charge to hope for fair weather. Once arrived in England, the obelisk in its case will be towed down the Thames, and laid alongside the Embankment on a platform properly prepared for the purpose. It will be lifted high enough to clear the parapet, and the bilge keels and other additions being stripped off, the cylinder will be rolled to the proposed site and then stripped of the obelisk. The latter will then be ready to be elevated to its pedestal—an operation which will be simply effected by means of a few blocks of timber and two small hydraulic rams. The whole cost of removal is not to exceed £10,000.

FINGER TEST.—This picture is introduced not only for the humor of the situation, but principally for the excellence of the drawing which is deserving of attention by all young artists.

ARTISTIC.

MEISSONIER accepted a commission a year or two since from a well-known dealer, for a small picture of two figures at £3,000, and when the work was finished asked twice that sum, on the ground that the value of his performances had doubled in the interval. A thousand pounds has become quite a common price for works by celebrities as recent as a new opera singer. For £100 you can get a small oil sketch of one figure by such a recent celebrity as M. de Neuville. The elder artists of reputation are building fine houses, like wealthy merchants, and the younger ones are either saving fortunes or spending them. Meantime there is just as much struggling as there ever was for those artists, young or old, who have not yet attracted the notice of the public, and are not on the dealers' private list of available men.

The full length bronze statue of Fitz-Greene Halleck, for which a site has been selected in Central Park, near the statues of Shakespeare and Sir Walter Scott, will be erected and unveiled in May. On this occasion the venerable poet Bryant will preside; William Allen Butler will deliver an address, and John G. Whittier will contribute a poem. The statue of Halleck will be the first ever erected to an American poet, and it is expected that all of the prominent poets will be present at the ceremony of unveiling.

"No need of having a gray hair in your head," as those who use *Luby's Parisian Hair Renewer* say, for it is without doubt the most appropriate hair dressing that can be used, and an indispensable article for the toilet table. When using this preparation you require neither oil nor pomatum, and from the balsamic properties it contains, it strengthens the growth of the hair, removes all dandruff and leaves the scalp clean and healthy. It can be had at the Medical Hall and from all chemists in large bottles 50 cents each. DEVINS & BOLTON, Druggists, Montreal, have been appointed sole agents for Canada.