

The CANADIAN ILLUSTRATED NEWS is published by THE BURLAND-DESBARATS LITHOGRAPHIC AND PUBLISHING COMPANY on the following conditions: \$4.00 per annum in advance, \$4.50 if not paid strictly in advance, \$3.00 for clergymen, school-teachers and postmasters, in advance.

All remittances and business communications to be addressed to G. B. BURLAND, General Manager.

All literary correspondence, contributions, &c., to be addressed to the Editor.

When an answer is required, stamp for return postage must be enclosed.

City subscribers are requested to report at once to this office, either personally or by postal card, any irregularity in the delivery of their papers.

NOTICE.

PRESCOTT (ONT.) ILLUSTRATED.

The next number of the NEWS will contain the last series of the Prescott views. We were unable to give it this week as promised.

CANADIAN ILLUSTRATED NEWS

Montreal, Saturday, June 15, 1878.

CANADA AT THE EXHIBITION.

A correspondent of the *Mail* says:—Canadians will have been proud to see, in the *Times* and other papers, how highly applauded and admired they have been for their section. Besides the attraction offered by the industries of this section, there is a novel inducement to the Frenchman in the rocking chairs, which are unknown here, and all day they are occupied by people, delighted with the new sensation. There is not one left unsold, but of course nothing can be removed until the close of the exhibition. The labels put on the goods also attract a good deal of attention. For above the description of the article, exhibitor's name, etc., there is a coloured map of the Western Hemisphere, which is so turned that North America in its full length appears with a little of South and the Northern parts of Europe and Asia. This shows the astonished foreigner, and oftentimes Englishmen, the vast extent of Canada, which is coloured red, and they will hardly believe their eyes when they see that in size it competes most favourably with the United States. On it also are dotted lines to show how much shorter the route *via* Canada to Japan, etc., will be than that *via* San Francisco. Above the globe is printed, "Canadian Commission," and below, "Paris Exhibition, 1878." The label was done by Waud A. R. Johnston, of London and Edinburgh, a decided success, except that it is a little too large for the small things. The number of exhibitors from the most important towns are as follows: Montreal, 86; Toronto, 71; Halifax, 44; Hamilton, 36; Ottawa, 23; London, 13; Guelph, 12; Quebec, 9; Kingston, 9; St. Catharines, 5. It will be seen that the cities of Ontario show out well, and, in fact, with regard to the exhibits sent by the various Provinces, Ontario comes far ahead, having 339 in number, of which are grains and agricultural implements, besides all other branches of industry; Quebec has 111, Nova Scotia 27, mostly tins of lobsters and salmon. Prince Edward Island 24, chiefly grains. New Brunswick 6, also canned lobsters for the most part; while Manitoba has sent over three exhibits of grains, and British Columbia one of canned salmon.

THE CONFERENCE.

The German Government having issued notes of invitation to the Powers that signed the Treaty of Paris in 1857, to attend a Congress to meet in Berlin on Thursday of this week, for the purpose of discussing the stipulations of the preliminary treaty of San Stefano, concluded between Russia and Turkey, that signal event has already taken place. Acceptance of invitation is held to involve an admission that the whole of the contents of the San Stefano Treaty is open to discussion, though, of course, no Power is expected to hold itself absolutely bound by

the decision of the Congress. Only, if any Power chose to go to war to enforce pretensions which the Congress has refused to admit, it is obvious that it would hereby place itself under the ban of Europe. It is hardly conceivable that, the main difficulty of getting together a congress having been overcome, its deliberations should not have the result of patching up some temporary settlement of the Eastern question. While, however, we entertain this opinion, we are not sanguine that the Congress will succeed in securing peace, or, having secured it, that that peace will be more stable on that account than other treaties that preceded it. Bismarck is said to wish to push the Congress through in a fortnight, and that, with this view, he has prepared a scheme of accommodation or a solution of the Eastern question *en bloc*. We do not believe that Bismarck will carry his point. The points in dispute between Russia and England are essentially different from those which threaten to embroil Russia and Austria. There will thus always be a decided majority of the diplomatic representatives of the Congress prepared to discuss the most dangerous issues in a judicially-minded fashion, and the chances of any armed protest against the stipulations which the Congress may resolve to impose upon Turkey and those who are squabbling over the "sick man's inheritance" are therefore proportionally lessened.

The following tribute to Lord Beaconsfield and his Government is well deserved, and, coming from the *Times*, it is very significant:—Seldom has a more honourable triumph been won by diplomacy, or rather statesmanship, by any country than that which, as recorded in the invitations to Congress, has been definitely achieved by England. The Great Powers are summoned to Berlin by the German Government not to consider a few details of the Treaty of San Stefano, but to discuss the whole Treaty in its relations to subsisting engagements, and thus practically to review the whole position of the Eastern question. The hasty generalizations and reckless outlines of General Ignatieff will be keenly criticized, and it will prove a very different thing to draw a map of Bulgaria at San Stefano, with no critics but Pashas in hourly dread of the occupation of Constantinople, and to justify such a map before the impartial criticism of the most experienced statesmen in Europe.

The Prince Imperial and Cardinal Manning were, next to Lord Salisbury, at the London Newspaper Press dinner, the most honoured guests. The young Prince, says the London correspondent of the *Birmingham Gazette*, made a speech which may very well have inspired his friends with confidence, and have cast some amount of dismay into the hearts of those who are not friendly with the dynasty he represents. He has been represented as a strapping, weak in both mind and body, and one who if fortune should be ever so kind, would never have his father's courage, and who could never become the central figure of any political movement. No one who heard him on Saturday night or a fortnight ago at the Royal Academy can any longer hold this opinion. The Prince has a powerful and manly presence, a deep voice, and his training and culture have evidently been very carefully looked after by some one.

OUR ILLUSTRATIONS.

THE WHITEHEAD TORPEDO.—The general arrangement of the Whitehead "fish" torpedo may be described in a few words. It is a cigar-shaped case of thin steel built in sections well screwed together. Those recently on view at Woolwich Arsenal were about 17 ft. long from end to end, and each section was 15 inches wide in its widest part, and the steel about a sixteenth in thickness. The first compartment, at the head, contains the charge of gun-cotton, to be fired by the forcing of a roughened pin into a cap of fulminate, on the torpedo coming into contact with anything after it has been set in motion. The second compartment contains Mr. Whitehead's great secret contrivance, which

gives the operator control over the machine, so that he can make it run at any required depth under water. The next section of the torpedo is the reservoir for compressed air, the motive power by which it runs along under water; then comes the machinery; and last of all the screw and rudders. The screw is four-bladed, in appearance exactly like that of a steamer; but of the rudders there are two, one placed horizontally and the other vertically. It is the horizontal rudder which submerges the torpedo and keeps it at the required depth until, its force being spent, it rises to the surface or sinks to the bottom, as may have been arranged in the manufacture. Outside the case nothing is to be seen but a smooth, polished surface, with a small trigger on the upper part of the air-chamber, and a few screws recessed for the reception of keys. One of these, at the side of the second section, has an index attached, marked in feet, and this has merely to be turned to the required number for setting the torpedo to submerge itself and proceed along at the depth indicated. The trigger above mentioned is merely a lever for opening the air-valve; and this is either done by hand when the torpedo is merely launched from a boat, or it is drawn back by a catch at the muzzle when it is shot out of a tube. In order to prevent accidents there are two safety-pins, which will not allow the fuse to act. The one is drawn at starting, but the other can be so arranged as to remain in its place until a certain number of revolutions of the screw have been made, by which the torpedo is carried to a safe distance. The preparation and use of the Whitehead "fish" torpedo on board ship may now be described. The sections of the torpedo are put together below, outside the torpedo-room, and it is run along the flats on a small truck until it is beneath a hatchway in nearly the centre of the battery deck, or citadel; through this it is hoisted by means of two Western's tackles and one rope tackle, and placed in a light framework carriage, in which it is run from the hatchway to the torpedo-tube; here the carriage is placed so that the nose of the torpedo is pointing into the tube, and the tail is close to the torpedo-charging column. The torpedo crew consists of six men, No. 6 being stationed at the torpedo magazine below, the remaining five men with the torpedo. Now, the torpedo being in its place, it is charged with compressed air by means of a small copper pipe, one end being screwed to the charging column, the other to a hole in the left side of the torpedo. No. 1 of the torpedo crew opening the valves in the charging-column to admit 750 lb. of compressed air; this is the amount usually used for practice, 1000 lb. to 1200 lb. being the amount that the torpedo would be charged with for actual warfare. On the gauge showing 750 lb. No. 1 shuts off his valves and unscrews the charging-pipe, and then proceeds to set the wheel for the number of fathoms ordered by the officer, the little wheel in the stern regulating the distance the "fish" is required to go, as it runs forty yards for every fathom. This wheel also pulls out a safety wedge when the torpedo has gone eighty yards from the ship. The depth having been set, and the amount of pressure in atmosphere for the required speed which works up to twelve knots and a half an hour, the pistol or firing apparatus is screwed in, the safety-pin is withdrawn, and the torpedo is run into the tube. The impulse tube is then put on, and the torpedo is reported, through a tube to the pilot tower, ready for firing. The impulse tube is an affair very much resembling a telescope in form, which is forced out by compressed air, and, pushing the tail of the fish, gives it a good start on its journey clear of the ship, the compressed air afterwards forcing the telescope in again. As the torpedo is forced out, a small projection on the top of the inside of the tube catches a small lever on the top of the torpedo, and throws it back. This action opens the air valve, and admits the air from the air-chamber to the engines, and so sets the screws going. For practice, a boat is sent out about 200 or 300 yards from the ship, either to pull past her or remain stationary, and a shot is taken at the boat, the torpedo being set to sufficient depth to pass under her. The effectiveness of the shot requires at present very good judgment on the part of the officer firing the torpedo; but when Commander Wilson's torpedo-director is supplied to ships generally, the correctness of the shot will be almost a certainty. When the torpedo has finished its run, it rises to and floats on the surface of the water, and the boat then attaches a line to its nose and tows it back to the ship. Brought alongside, a pair of tongs is lowered over the side and placed over the center of the fish, and when fairly placed the catch that keeps the tongs open is pulled up, and the tongs close firmly round the body of the fish, the safety-pin having previously been put in over the air-lever, so that by any accident the engines should not be again started and the fish run away with its tongs. When the tongs are firmly secured, the torpedo is pulled inboard, and is either taken to pieces, or stowed away, or put together again and treated with another run.

BURIAL OF MRS. JOHN BRIGHT.—The burial of the late Mrs. John Bright took place in the graveyard attached to the Friends' Meeting-house, in George street, Rochdale. Shortly before noon the funeral procession set forth, a simple hearse and nine plain carriages, without any of the customary undertaker's pomp, attended by 150 of Mr. Bright's factory work-people, from his house at One Ash. Crowds of spectators along the route witnessed, in reverential silence, but with looks and gestures expressive of their concern, the passage of the un-

adorned funeral to the Quaker place of worship. In the adjacent ground there presently assembled the sorrowing members of the Bright and Leatham families, with some of their private friends, and leading persons of their religious Society. The scene differed only from an ordinary largely-attended funeral by the utter absence of ceremonial parade, and of any sort of ecclesiastical attire, which distinguishes this sober, steadfast, God-fearing community of old-fashioned English Puritans. Two of the Friends, Mr. W. Braithwaite, of Manchester, a barrister, and Mr. W. G. Turner, of Liverpool, spoke as they felt themselves moved to speak the words of divine consolation and of devout Christian resignation. There was no clergyman in gown and bands, with book in hand, to recite a prescribed form of lessons, prayers and exhortations, beautiful and touching as is that portion of the Church of England's liturgy. But the deep solemnity of the occasion was, nevertheless, fully realized. Mr. Bright, whose emotion was of course manifest to all near him, was accompanied by his sister, Mrs. McLaren, his youngest son, his brother, Mr. Jacob Bright, M.P. for Manchester, and Mr. Leatham, M.P., his brother-in-law. Among those present also were Mr. Arthur Pease, of Darlington, and Mr. Henry Richard, M.P., with several ladies.

THE HON. ARTHUR TROSCOTT was born on the 19th January, 1845; he was educated at St. Mary's College, Montreal, and at Stonyhurst College, England. He was admitted to the Lower Canada Bar in 1867, and after representing his native town in several municipal capacities, was elected to represent it in the Provincial Legislature in 1876. He was re-elected by acclamation in 1875, and although still adhering to the Conservative party, consented to be chosen Speaker of the present Legislature on the motion of Mr. Joly.

THE LATE JUDGE DODSON. In presenting the portrait of this distinguished Judge on the occasion of his decease, we may refer for his biography to the CANADIAN ILLUSTRATED NEWS of December 4th, 1875, which we published at the time of his elevation to the Bench.

MR. MACKENZIE IN TORONTO. This is a sketch of the magnificent reception which the Hon. Mr. Mackenzie received at the hands of the workmen of Toronto, and of the scene during the delivery of his oration.

ST. OCTAVE STATION, METIS, QUE.—Sketched by Rev. T. Fenwick. This station is the lowest on the Inter-colonial Railway, near the St. Lawrence. For engineering reasons, it was put in a very inconvenient situation for the public. The inhabitants of the village of St. Octave—4 miles west—and neighbourhood, have, however, by dint of perseverance, obtained the grant of a station there. It is now being built, and, when opened, will be a great benefit to the place. To the right of our picture is the end of a snowshed, the longest, we believe, on the line. It covers what is called the "Summit Cut," which is 4,200 feet long, and 35 feet at the deepest, and from which 113,000 cubic yards of rock and earth—chiefly the former—were removed. Owing to the siding, the cutting is for a long way of double width—all in the rock. Here the road makes a very great bend. Not far from the station, to the south, is "The Big George," which is crossed by an embankment 80 feet high and a quarter of a mile long, containing 202,000 cubic yards of stuff. Two steam-drills were used in making this section, the only part of the Inter-colonial on which such things were used. Metis is fast becoming of considerable importance as a watering place. For this it is greatly indebted to the Inter-colonial Railway, as the Quebec and Gulf Ports Co.'s steamers call only once a week. At Little Metis, a few miles from the station, there are two hotels, one kept by Mr. W. Astle, the other by Mr. R. Turrell. Not fewer than three of the professors of McGill College—Dawson, Murray, and Dury—have houses at Little Metis, where they "unbend the bow." Besides these, Mrs. Redpath, Miss Miller, Messrs. Savage and Bottrell, Drs. Nichol and Tremblay, and Rev. Mr. Bond, all of Montreal, have summer dwellings there. Miss Jenking and Mr. M. Laing, of Montreal, and Mr. A. Ferguson, of Edwinstown, have houses at Metis Point. The Rev. Mr. Stevenson, of Montreal, and Mr. Woods, of Quebec, have bought ground there for building purposes. Mr. J. C. Grant, late of Rimouski, is building a hotel at the Point, not far from the landing place of the steamers. He expects to have it ready for the coming season. Good private board can be had, and houses rented. "Let Metis flourish."

THE SAILOR PRINCES.—Prince Albert Victor Christian Edward, aged fourteen, and Prince George Frederick Ernest Albert, who is nearly thirteen years of age, were placed naval cadets on board H. M. S. *Britannia*, the training-ship in Dartmouth Harbour, in October last; a step in their education which proved that their father, the Prince of Wales, and doubtless their mother also, the amiable Princess of Wales, appreciate the manly virtues of a sailor's life. Their uncle, the Duke of Edinburgh, has set them an excellent pattern and personal example in that profession; and we believe the two royal sailor boys are likely to do much credit to her Majesty's sea-service, as well as to their illustrious family, and to the instructors who are set over them, from the boatswain teaching them how to splice a rope up to their preceptors in scientific navigation, and Fairfax in command of the ship. They are accommodated with separate apartments and a servant of their own.