

THE "SARMATIAN."

This vessel, now building for the Montreal Ocean S. S. Co., a double page illustration of which we give in this issue, will be of great tonnage and power, and one of the finest of the many fine vessels now in the Allan line. She is 382 feet in length; 42 feet in width and 35 feet 9 inches depth of hold. She has a straight stern with no bowsprit, is barque-rigged and has four decks. The upper or awning deck is flush with the bulwarks, thus rendering the ship dry and comfortable in the most severe weather. The gross tonnage of this magnificent vessel is 4,000 tons. She is to be propelled by compound engines of 500 horse-power nominal, but indicating a working power of 2,600 horses. These engines will be supplied by steam from 10 boilers having 20 furnaces fixed athwart ships. She is divided by eight water-tight bulkheads, four of which are carried up to the awning deck, thus adding materially to the strength of the hull. Her state-rooms for the accommodation of the passengers are on the main deck, and are sufficient to accommodate 100 passengers; they are fitted in the most luxurious manner, being large, cheerful and well ventilated. Her general arrangements are after the style of the "Scandinavian," with which the public are already familiar.

"BLESSED ARE THE MERCIFUL."

The picture we reproduce on another page is one of the happiest of Doré's pencil—that pencil that has achieved so many glorious successes and won for its owner such an illustrious place in the ranks of art. Like most of this artist's best paintings, the subject is drawn from Scripture, though treated in a semi-secular manner and brought down to the present day, as if to remind the beholder that the maxim it is intended to illustrate was uttered—not only for the acceptance of those who immediately heard it—but that it was intended for all ages and all nations, to be a standing precept among all who called themselves by the name of Christian.

The group is admirably arranged, though at first glance the meaning may appear somewhat obscure. At the church-door, surrounded by a group of Moorish beggars—women and children, and an old blind man who might sit for Tobias, is a bright-eyed Andalusian girl—evidently of the higher class—distributing her dole to her expectant pensioners, before entering the sacred edifice to pray for that mercy which it has been said all those who are merciful shall obtain. The idea of thus inculcating the moral is most excellent, but it is only one among the numerous happy points of the same kind for which Doré's works are celebrated. The colouring is of the usual stamp and gives the same grand effects of light and shadow that this artist loves to illustrate.

HALIFAX, N. S.

It is but small wonder that Halifax has taken the place it now occupies among the chief cities of Canada. Situated within a comparatively short distance of England, and overlooking a natural, but large and perfect harbour, of sufficient capacity to afford good anchorage for half-a-dozen large navies, it has rapidly increased since the day of the noble lord from whom it takes its name, until it now stands in the proud position of chief city and capital of a Province and central military depot of the Imperial power on this continent.

The city, which offers one of the most beautiful panoramas to be seen in the Dominion, is situated near the head of Chebucto Bay, in the county of Halifax. Previous to 1749 it was called after the bay, but, like many others of the principal cities of Canada, its name was changed, and when it became the seat of government under Lord Cornwallis, it was called after the Earl of Halifax, who had taken a deep interest in the welfare of the young city, and had done much to promote its interests. Halifax has long been the chief military as well as naval station in British North America, and is very extensively fortified. At the back of the city stands the citadel, situate on a hill which overlooks the surrounding country, while the system of fortification is completed by works on McNab's Island, at the mouth of the harbour, St. George's Island, in the centre of the harbour, together with the York Redoubt, Fort Clarence, Fort Ogilvie, Prince of Wales' Tower, and several masked batteries and Martello Towers—the whole forming a formidable line of defences. As for the harbour, it is hardly necessary to speak of it, as it is celebrated far and near as one of the best in the world—not only as being both capacious and safe, but as possessing the further advantages of being accessible at all times of the year and easy of approach for vessels of the largest tonnage. The entrance is some three miles from the city, and is divided by McNab's Island into two channels, known as the Eastern and Western—the latter being the ordinary passage for sea-craft. The North-West Arm is an inlet branching off from the main entrance and penetrating about four miles inland. Here it winds round the rear of the town, narrowing considerably after passing the city, and then suddenly expanding into a beautiful, broad sheet of water, covering an area of nine square miles, and known as Bedford Basin. A peninsula is thus formed, on which is built the city, which extends over two miles north and south, but contracts to three-quarters of a mile from east to west. The buildings are as a rule exceedingly handsome, of granite or freestone—the principal being the Provincial Building, into possession of which the Dominion Government are on the point of coming, the Post Office, the Admiralty, Dalhousie College, Asylum, Barracks, Hospital, Penitentiary, etc.—many or all of which will in time be illustrated in these pages. Besides the public edifices and churches (the latter twenty-three in number) there are numerous private buildings—offices, warehouses and stores—sure evidences of growing prosperity and wealth, to be increased four-fold on the termination of the great Intercolonial Railway, which will make the city the entrance on the Atlantic coast to the whole of the Dominion, and the grand western terminus of the great railway system of British North America. From 1749, when the city assumed its present name, to 1870—a period of 121 years—the population has increased from 1,400 to over 30,000, and within 43 years—from 1827 till 1870—it has more than doubled itself. Further evidences of prosperity than these can hardly be desired.

THE HAMILTON (ONT.) CEMETERY.

In this issue we give a couple of views taken in the beautiful Cemetery at the city of Hamilton, situated on Burlington Heights towards the west end of York street, and not very far from Dundurn Castle, formerly the residence of the late Sir

Allan N. Macnab. Many visitors have compared the "Burlington" Cemetery to the famous "Greenwood" of New York city, of which, from picturesque appearance and variety of rural scenery, it may fairly be considered a very respectable miniature. It is owned by the Corporation, and admirably cared for by a salaried inspector, who with the workmen (not all grave diggers or desecrators) employed under him, keeps the walks, the drives, the floral decorations, the trees and shrubberies in most exquisite order. The "acre" for the dead, a most extensive one, is open to all denominations, or rather to all human beings, though the Roman Catholics do not avail themselves of it, for the reason that they have a large and well tended cemetery of their own; and by special arrangement the Anglicans have a place set apart to themselves, to which doubtless belongs the beautiful mortuary chapel illustrated in our pages this week. Certainly the "ambitious city" cannot be reproached with want of respect for the remains of the dead; and this is something that we are sorry to remark we cannot say for Montreal, which latter city treats their bones very much as it did the stones from the famous quarry in which the pious Mederic Lanctot was once supposed to have had an interest—before he "took religion."

ST. PETER'S R. C. PRO-CATHEDRAL, LONDON, ONT.

There is no record in the pages of Canadian history more remarkable than that which recites the progress of the Irish Roman Catholics in Upper Canada. They are living yet, probably, who remember when the whole vast region comprised under that designation was administered, as to Catholic affairs, by a single individual, the sturdy old Scottish loyalist, the Right Rev. Dr. Macdonnell. Some fifteen years ago the then large diocese of Toronto was divided into three—Toronto, Hamilton and London. For local reasons the seat of the London diocese was for a time transferred to Sandwich, but on the resignation of the first Bishop, or rather shortly after the appointment of his successor, the seat of the See was again transferred to its appropriate and central habitation in the flourishing Forest City of what, until we got Rupert's Land, was the Canadian West. The Right Rev. John Walsh, D. D., a man of great erudition and ability, familiarly known, not only in the Toronto Diocese, but throughout Ontario, was chosen to succeed the first Bishop of the new diocese, and is now the R. C. Bishop of London, Ont. The progress, so manifest before his accession, has been redoubled since, throughout the diocese, though as yet, in London, there is but a temporary Cathedral in St. Peter's Church, Richmond Square, which we illustrate in this number. It is now entirely too small for the requirements of the Congregation, but it is intended soon to enlarge it, by an addition in the shape of a Latin Cross and to so improve its external and internal appearance as to make of it a Cathedral Church worthy of the diocese. Many other architectural improvements in the diocese are either in progress or under contemplation, which we shall take occasion to illustrate and describe as opportunity occurs.

CHABOILLET SQUARE CHURCH, INSPECTOR STREET, REV. SAMUEL MASSEY'S.

This church, recently erected for what is now well known as the Chaboillet Square Mission, is situated in a thickly populated neighbourhood and near the Grand Trunk Railway Station in this city.

Divine Service is held on the Sabbath, morning and evening, and the pews are all free. There are also flourishing Sunday and week-day schools, and lectures and meetings held several evenings of the week in the spacious Lecture Hall. Special attention is given to the relief and instruction of the poor and the stranger, and although connected with the American Church it is practically undenominational. Mr. Massey and his friends labour to do good to all without reference to nationality or creed. The new church is 60 by 64 feet wide, the front being of rick face courses with cut-stone dressings round the windows, buttresses, &c. The architect was Mr. A. C. Hutchison, of this city.

Its internal arrangements are well adapted for the work for which they were designed. The church proper is comfortably seated, and with the gallery will seat about five hundred persons. The organ was the gift of Mr. Warren, of this city. The Lecture Hall, school and class-rooms are 16 feet high and spacious, and the ventilation of the church and all the other rooms is almost perfect. The floors of the Lecture Hall and school-rooms are several feet above the level of the street, and all are well lighted with gas. The building was commenced last summer and the church was formally opened on the first day of the present year. The Rev. Mr. Massey's devoted attention to the service and ministrations of the church is highly appreciated not only by the congregation, but by a large number of citizens who have taken an interest in the work in which he is engaged.

It may not be generally known that in his youth Gen. von Moltke served in Turkey under Sultan Mahmoud. An article in the *Allgemeine Zeitung* by Dr. Ludwig Herrmann, who was in Turkey at the time, gives some interesting particulars of this curious episode in the great Prussian strategist's career. In 1833, after the war with Mehmet Ali, in which Mahmoud had lost a considerable part of his dominions, the Sultan determined to reorganize his army after the French model. He endeavoured with this object to obtain some French officers as instructors, but the Russian Government objected to this, and he then applied to the Prussian Ambassador, Count Königsmark, for some instructors from the Prussian army. The Count, however, expressed his regret at being unable to comply with this request, and the plan was temporarily abandoned. Two years afterwards Staff Captain von Moltke arrived at Constantinople, having been sent by his Government on a scientific expedition to the East. He was introduced to Chosrev Pasha, the Minister for War, who, struck by his abilities, presented him to the Sultan. The latter was so favourably impressed by Moltke at his first audience that he wrote an autograph letter to the King of Prussia, requesting his permission to retain the young captain for some time at his Court, as he wished to have his advice on the changes he proposed to introduce in the Turkish army. The King at first gave Moltke three months' leave, and after the expiration of that time consented, at Sultan Mahmoud's urgent request, to his entering for a short time into the service of the Porte, on the understanding that his place in the Prussian army should be kept vacant for him. In 1836 the Sultan made Moltke a

colonel in his army, and entrusted him with various important duties. At his suggestion three other eminent officers of the Prussian staff and some officers of the artillery of the Prussian Guard were also attached to the army as military advisers and instructors. Moltke himself was attached to the army of Kurdistan under Hafiz Pasha, and greatly contributed to his victories over the rebellious Kurds in 1837, and to the success of his march across the Taurus against Ibrahim Pasha in 1839. On coming up with the enemy, however, Hafiz refused to adopt the plan of battle proposed by Moltke, and Ibrahim then gained a decisive victory over the Turks in the battle of Nisib, upon which Moltke and the other Prussian staff officers resigned their appointments and returned home. The organization of the Turkish army as it existed during the Crimean war was entirely the result of Moltke's reforms.

A GERMAN CRITICISM OF THE ENGLISH VOLUNTEERS.—The *Pall Mall Gazette* says:—A correspondent sends us the following summary of a conversation he had with a German staff-officer in regard to the Brighton review:—"To begin with, he said, you attempt too much. If it is absolutely necessary to hold the review at so great a distance from London, whence most of your corps come, you must either make it a review parade *pur et simple*, with marching past and a few simple evolutions, or discarding the glitter, make it a *bona fide* field-day. By combining the two, you have not the time to carry out either properly, and instead of doing good you are doing a positive harm to both officers and men. I will endeavour to show you why. Nothing is so subversive to good discipline and steadiness in the ranks as *hurry* and what always accompanies it, *delay*. Every soldier who saw the march past on the smooth turf of Brighton downs must admit that as a whole, making every allowance for volunteer troops, it was a failure. The crowding of companies and battalions, the loss of distance, and the ten minutes of expectancy for the last division, all point to but one conclusion—the men were hurried; they were started before they were ready. Remember, too, that trained soldiers are apt to get unsteady when sufficient time is not given them—then why expect more of volunteers? The march past failed as a spectacle, and certainly did not teach your volunteers that steadiness which should be the first principle of a soldier. The army, having then been divided into an attacking and defending force, was posted along the crests of two hills about three and a half miles apart, and separated by some very hilly ground. Time about 2.15 p. m. By 4.45 p. m. the attacking force had not only advanced to within 800 yards of where the enemy was posted, but had been actually driven back to its original position—that is to say, in about two hours and a half nearly six miles of difficult country had been manoeuvred over. Now mark what happened: when skirmishers were thrown out, those passing over down land, where the marching was easy, were never checked to keep their alignment with those passing over plough and heavy ground. Columns were deployed into line over the crests of the hills instead of behind them; firing was permitted at impossible ranges, and often when the crest of a hill obscured the enemy; columns were allowed to halt exposed to both direct and enfilading fire. In one instance skirmishers advanced directly through the enemy's charging line, while a battery of artillery quietly limbered up and walked off, the accommodating enemy halting within fifty yards of them and ceasing fire. In fact, the troops were allowed to commit glaring military faults without there being time to correct them; and remember this—a bad lesson once inculcated is very difficult to eradicate from young troops. And this is why I maintain that the Brighton review does your volunteers actual harm. Of course half the errors committed lay with the staff; out of a dozen advanced positions of importance there was not one seized by either army. And as for the brigadiers! But whose fault is that? Why choose them from the volunteers?" The German officer was much struck, however, by the physique and fine appearance of many of the corps on the march. A little incident which is related by another of our correspondents may be mentioned. He happened to hear the noble colonel of a well-known London Volunteer Corps exclaim in the hearing of his brigadier and many civilians, "that he hoped to God that no Prussian or Frenchman, not even a New Zealander, would witness the mistakes committed by the incapable generals of the British army." How, asks our correspondent, can discipline be maintained among the rank and file of the volunteer army when those in authority publicly use such language as this?

The correspondent of the *Pall Mall Gazette* at St. Petersburg says, writing on the 12th instant:—"The news of the day is the impending retirement of Prince Gortchakoff, who has just received from the Emperor the highest honour awarded by a Russian Sovereign to a subject—the title of highness, granted at the climax of their fame to Mentchikoff, Souvaroff, and Paskievitch. The Prince's health will no longer permit him to discharge the duties of Minister of Foreign Affairs, which promise to be especially arduous now that Russia has entered on a new phase of her Eastern policy; but he will continue, as Chancellor of the Empire, to exercise a sort of general supervision over the Ministry. There is, of course, much speculation as to his successor; but the choice seems practically to lie between Baron Brunow, the Ambassador in London, and General Ignatieff, the Ambassador at Constantinople. The former is supposed to represent a policy of peace, and the latter of war. It is pretty certain, however, that the new Foreign Minister, whoever he may be, will not precipitate matters just yet, as neither the Emperor nor Prince Gortchakoff is disposed to inaugurate a warlike policy. The cue in official circles at present is to profess extreme friendliness for Prussia, and to discourage all Pan Slavist tendencies. The chief Russian papers, including even such ultra-national ones as the *Moscow Gazette*, now declare that Pan Slavism is a dream, and that if the Slavonic races of Austria and Turkey were to attempt to free themselves from the yoke of the foreigner it would not be the duty of Russia to help them. What the Government thinks of Pan Slavism was pretty plainly expressed by two high officials the other day in a conversation with the President of the Slavonic Committee. The latter having described some of the measures taken by the Committee for spreading Pan Slavist ideas among the Czechs and other Slavonic peoples, one of the officials said: 'Jeune homme, laissez cela: les Slaves ne sont ni de bon gout, ni en bonne odeur.' The other added that the Czechs are now all Germanized, and that it would be both useless and dangerous to bring them under Russian influence."