

OUR ILLUSTRATIONS.

GEORGE BROWN,

the champion of Halifax Harbour, is, like most of his brother oarsmen in the Lower Provinces, a fisherman, and hails from Herring Cove. He is 33 years of age, and his boating record, though not very varied, is an excellent one. Most of his aquatic exploits have been performed on the harbour of Halifax. He there made his first appearance some years ago in a four-oared inrigged race. His greatest triumphs, however, have been won with the sculls. In 1864 and four following years he distanced all competitors in the annual single scull race at Halifax, thereby winning the 100 guinea belt offered in 1858 by Mr. D. C. Cogswell, to be bestowed upon the winner in five successive contests. Last year Brown rowed in the single scull race at Halifax, coming in only five seconds after Sadler. In the four oared race at the same place he pulled bow-oar in the Pryor boat, which came in a good second—a length and a half behind the Taylor boat.

THE MOUNT ALLISON WESLEYAN COLLEGE AND ACADEMIES

occupy a pleasant position on an elevated site in the village of Sackville, near the head waters of the Bay of Fundy, and on the line of the Intercolonial Railway. They take their name from the founder of the male academy, the late Mr. Chas. F. Allison, to whose liberality and energy in the cause of education the people of New Brunswick are largely indebted. This portion of the institution has been in successful operation for 28 years, during which time it has won a high position in the public estimation.

The Ladies' Seminary was established in 1864. Like its sister academy it also owes its existence in great measure to Mr. Allison. The College was organised in 1862 in accordance with the terms of a charter obtained from the New Brunswick Legislature, and its past history has fully vindicated the wisdom of its establishment. Up to the present year the Institution has been in the receipt of Government aid, which is now to be withdrawn in consequence of the introduction of Free Schools.

The College and Academies are under the control of a board of trustees and governors appointed by the Eastern Wesleyan Methodist Conference. They are, however, conducted on entirely non-sectarian principles, and are attended yearly by pupils of nearly all denominations. A movement is now in progress in aid of the endowment of the Institution, and great hopes of ultimate success are entertained by its friends. The government of the schools and college is characterized by a liberal and progressive spirit. We know of no other college in the Maritime Provinces where ladies are admitted to attend the classes and enjoy the instructions of regular collegiate professors. It is true they have not been granted any degree, except that of Mistress of the Liberal Arts, but in future the usual college degrees will be open to them upon their passing a satisfactory examination. The Institution is in high repute as a school of training, and has furnished both New Brunswick and Nova Scotia with many of their best and most successful school teachers.

The correspondent of the *News* in Prince Edward Island has furnished us with a view of

WEST RIVER, CHARLOTTETOWN,

which is reproduced in this issue. The West River, or Elliot's River, as it is sometimes called, is one of the three streams that meet at Charlottetown. The scenery in the neighbourhood is very picturesque, more so than could have been expected in such a flat country. From the spot where the sketch was taken the eye takes in a broad expanse of undulating ground, richly cultivated, and dotted here and there with patches of timber that produce an admirable effect. A simple drawing can hardly give an idea of the beauty of the scene. The different hues—the distant blues and purples, the green carpet below, and the bright-red of the rocks and soil—are all lost. The steamer in mid-stream in the sketch is coming in from the entrance to the harbour of Charlottetown.

QUIDI VIDI LAKE

has already been the subject of illustration in these pages. It is situated on the outskirts of St. John's, of which a very pretty view may be obtained from its banks. Our view from the north side of the lake shows most of the important buildings of the capital of Newfoundland. To the right, standing out against the sky, are Bonaventure College and Library, the Roman Catholic Cathedral, and the convent attached thereto. To the left of these buildings is St. Andrew's Church, recognizable by its spire, and still further on stands the Congregational Church. In the middle distance below these buildings are the Colonial Building and the Government House. To the left of the Government flagstaff is the Episcopal Cathedral, a very handsome building in the early English style, designed by Gilbert Scott, but which is still unfinished. On the extreme left is St. Thomas' Church, with the school-house and residence of Miss LeGallais. In the corner a part of the English Cemetery is visible. To the right of these, in the middle ground, are the residences of Judge Robinson, the Hon. R. J. Piusent, Q.C., M.L.C., and of Alexander Murray, Esq., of Sir William Logan's staff. Mr. Murray has been engaged by the Newfoundland Government to make a survey of the island, and is now engaged in prosecuting the work.

THE ACCIDENT AT MARTIN'S WHARF, HAMILTON.

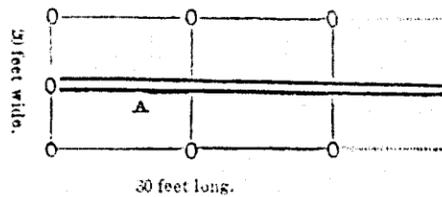
Dominion Day, 1872, will long be remembered in Hamilton in connection with an accident which caused the death of three little children, and which might have proved fatal for as many score of lives. The scene of the accident was a wharf, owned by a Mrs. Martin, which had recently been lengthened some 32 feet—the addition having been constructed, as the sequel shows, with the utmost carelessness as to its security, and the safety of those who might use it.

At this wharf the steamer "Ontario," plying between the city and the beach, arrived at about half-past three o'clock on the afternoon of the day mentioned, with a large number of passengers on board. After some delay in securing the vessel to the wharf, the gangway was pushed out and the passengers crowded out, as people invariably do at all excursions, each one in a hurry to get before his neighbour. What followed we leave to the pen of an eye-witness who has graphically described the scene in the *Hamilton Spectator*:

"In the twinkling of an eye a crash was heard, and the next instant the people on the solid part of the wharf, the beach and the boat were terrified at the sight of sixty or

seventy men, women and children struggling for life in the water, the new part of the wharf having literally caved in. The shock was so sudden and unexpected that one hardly realized the terrible danger the people were in. The shrieks of the women, the cries of the men and the gurgling, splashing noise that was made by the poor wretches in the water was frightful to hear. But strong, ready-handed men were about, and in an instant two row boats had put to the rescue, a yacht lying alongside the wharf was towed up to the scene, and the work of rescue commenced. Those who were swimmers and had no one to look after grabbed the floating planks and swam to shore. The men in the yacht pulled a number of people out in a half-drowned condition. The row boats were doing good service, and some brave young fellows—noticeably Mr. D. Sheriff of Toronto—stripped off coat and vest and plunged in to assist in the good work of keeping heads above water and of assisting to land the now almost drowned people. A minute or two and the most of those who had been in the water were pulled out, but great fear was expressed for the little children who had fallen in, as it was thought that they would be trampled or kicked to death in the water, and the fear, I regret very much to say, was not an unfounded one. A little girl a year old was taken out lifeless and landed in the boat—another and another followed, until the number was swelled to four—all apparently dead. But, at this moment, a man is seen pushing his way through the throng on the beach, thrusting them aside, almost climbing over their heads—he is at once recognised as Dr. Barclay, of Hamilton, and the benefit of his medical knowledge and his muscles, which he did not spare, are recognized in the return to life of two of the little ones after half an hour's attendance. Two are dead beyond recovery, and the crowd breathe almost freely at the wonderful escape from drowning of such a large number. A child is yet missing, and shortly it is handed out of the water, dead, too. It was a sad termination to an expected day of enjoyment, and the crowd took their way with saddened faces to the hotel, where everything was done that was possible to provide fresh clothes and to dry those that were wet. I have tried to convey an idea of the scene to your readers, but I feel how utterly inadequate my description is to the reality. Some of the escapes were truly marvellous. A gentleman living on York Street was among the throng on the wharf that gave in, with his wife and two little children—the latter seated in a baby carriage. They were leaving the wharf, the lady ahead and the gentleman drawing the carriage. He had just reached the sound portion of the wharf when the crash came, and his first knowledge of something wrong was conveyed to him by the tipping backward of the carriage, the hind wheels of which had rested on one of the planks that gave way. Turning, like lightning, he caught hold of one of his children, and still keeping it in the carriage, with a jerk he pulled carriage and its occupants safe on the sound part of the wharf. Had the cover not been up there can be no doubt but that his children would have met their fate with the rest. One woman had with her her six children, the youngest a baby at the breast, and also the child of a neighbour, a little girl of seven. Mother and children were amongst those precipitated into the water. In the wriggling struggle in the water the baby was forced from her arms, and when she herself was drawn out she was not aware whether her children were saved or drowned. Soon after she got on board the boat she found one child, then another and another, until the whole seven under her charge had been gathered together. All of them were more or less insensible, but one by one they were brought to, with the exception of the little girl who accompanied them: she is among the dead."

The cause of the accident will be easily understood by reference to the accompanying diagram, in which the wharf appears



in almost the same position to the reader as that in which it is shown in the illustration. The thin line shows the extent of the addition; the longitudinal stringer is represented by the thick lines. This stringer, which was of pine, measured, according to the journal already quoted, 4 in. x 6 in. at one end, and 6 in. x 10 in. at the other, its total length being 32 feet. "At the end of the wharf it rested on a pile, and at the other end it was spliced to another stringer by what carpenters call a half check. So bunglingly had the work been done that this splice was not made to rest upon a cross-beam, though there is one within three or four inches of it: so that a weight sufficient to split off the upper tongue of the half check was the measure of its strength at this point. In addition to this longitudinal stringer there was a cross-beam resting upon piles 20 feet apart, and supporting the stringer at the point of crossing. Here they were made to fit each other by chopping the stringer down to the requisite size, thus weakening its already insufficient strength by perhaps one-half. The cross-beam was pine, and had at one time been the sill of a house or a barn; it was literally honeycombed with mortice holes, not as a sill would be in these days of balloon framing, but as they used to be some twenty years ago. These two pieces of timber were the sole provision made for bearing the weight that might be placed on an area of over 600 square feet. The top planks added no strength to the frail fabric, because they ran crossways in two lengths, the abutting ends being nailed to the longitudinal stringer. It was the cross-beam that first gave way and the stringer was then left without any support save at its two ends 32 feet apart. An upright post at the centre where the two timbers crossed (A) would probably have saved the accident, but in the whole space of 32 feet by 20 there was no such post, except along the outer edge. In the whole ramshackle fabric there was neither a brace nor a stay. The piles and the beams which rest upon them are not fastened together by mortice and tenon as they ought to be, but a huge iron spike is driven down through them, which in some cases has split the timber wherever it went. In short, the job seems to have been done by the worst possible of botches, working with the worst possible of tools, and using the worst possible kind of materials."

Such is the verdict of the *Spectator*, and we shall see that it was fully endorsed by the jury at the inquest. When some

sixty or seventy people landed on this crazy structure, it gave way, precipitating the mass of humanity into the water below much in the same way as corn goes down a hopper. A strong gale was blowing at the time, and the waves were running pretty high. Fortunately the water was not much more than five feet in depth, or the consequence would have been awful. The names of the three victims are Edith Maude Johnston, aged eleven months; Charles Bancroft Lester, aged three years; and Fanny Elizabeth Capes, aged eleven.

On the day after the accident a jury was empanelled, and after a session extending over several days, after careful enquiry and investigation, and personal inspection of the scene of the disaster, the jurors returned a verdict condemning the gross negligence displayed by the builders and owners of the wharf, and finding the charterers of the "Ontario," and its captain, Oliver Beatty, who, together with Mrs. Martin, were aware of the unsafe condition of the boat, guilty of gross and culpable negligence. After consultation with the County Attorney, the coroner decided that the parties named in the verdict should be bound over in their own recognizances to appear at the Assizes on a charge of homicide. The jury deserve great credit for the intelligence they displayed, and we trust that Mrs. Martin and Captain Oliver Beatty will get the full of their deserts. In cases of negligence like this—which are becoming by far too frequent—it is high time to make an example. It is no small thing to be responsible for the death of three human beings, and the parties concerned in the Hamilton accident may thank their good fortune that it did not occur in Germany, where they would infallibly have paid for their negligence with their necks.

We are indebted to Mr. W. Armstrong, of Toronto, for our illustration of the

SAULT STE. MARIE RAPIDS

as seen from the head of the canal, in the vicinity of the spot where the Pacific Junction will cross the river. A full description of the canal and rapids appeared in Vol. II, No. 2. A biography of

HORACE GREELEY

is given on page 65.

Special articles descriptive of

THE SAND BLAST,

BAND SAW MILL,

CENTRAL RAIL LOCOMOTIVE FOR THE CANTAGALLO RAILWAY, BRAZIL.

will be found on pages 74 and 77.

ART AND LITERATURE.

Charles Reade's new novel is entitled "A Simpleton."

A grand Art Congress is to be held at Milan on the 4th September.

Tennyson has given the library edition of his works to the Strasburg Municipal Library.

William Cullen Bryant has been chosen honorary member of the Bavarian Academy of Sciences.

Carlyle has, it is said, lost the use of his right hand, and his writing is now done by a Dumfriesshire lady, his niece.

A curious relic has been sold by auction for £2 10s. at Paris—a painting executed and signed by the Duchesse de Berry, the mother of the Comte de Chambord.

Mr. A. T. Stewart has purchased the "Combat of the Alabama," one of the paintings in the Paris Salon this year, which possesses much grace and vigour.

The Pilgrim's Progress, which has been translated into almost every language, has lately been rendered into the Chinese by a native publisher, on the mere ground of its great merit as a religious allegory.

Dr. J. W. Dawson's "Report on the Fossil Land Plants of the Devonian and Upper Silurian Formations of Canada" catalogues and describes more than one hundred and twenty species of Canadian land plants found in formations older than the carboniferous.

Mr. Tinsley, the London publisher, has made a practical use of the crusade started by the *Times*, the *Saturday Review* and other journals against the three-volume style of novels, by issuing all new works of fiction published by his house in one small and handy duodecimo. The public are gainers at first, but it is thought the publishers will also gain in the end, by at least quadrupling the sale of books.

Madame Patti is to have \$7,000 a month for singing at St. Petersburg next season; Miss Nilsson \$7,000 and Madame Volpini \$4,500. Miss Nilsson has just been paid \$1,000 a night for twelve nights at Drury Lane, and Madame Patti has \$600 a night at Covent Garden. Madame Paulina Lucca is to have \$7,000 a month in gold and a benefit for singing in the United States during the coming season, and Mlle. Floretti, the danseuse, is to have \$5,000 a month at the Scala Theatre, Milan.

Mr. George Cruikshank has issued "The Artist and the Author, a Statement of Facts," a pamphlet designed to prove that the distinguished author, Mr. W. Harrison Ainsworth, is laboring under a singular delusion with respect to the origin of "The Miser's Daughter," "The Tower of London," &c. The pamphlet contains the correspondence which has appeared as to Mr. Cruikshank's claim to be the "originator" of certain works illustrated by him and written by Mr. Ainsworth. It also contains further statements and explanations.

The *Tichborne Gazette* is the title of a newspaper of four pages, printed in London, and sold for a penny in aid of the cause. No fewer than 5 broad columns are filled with a list of subscriptions to the fund by which the soi-disant Sir Roger purposes defending himself on the charge of perjury and renewing his suit for the Tichborne estates. There are subscriptions in sums from £13 to 5 shillings, while contributions in smaller amounts down to 3d. are lumped in one general acknowledgment. The list is led by an Earl, and includes stokers, labourers, bandsmen of the Royal Marines, "six servants at Capt. Halls, Bandon" (a shilling a piece), and hands in "the Machine Department of *The Daily Telegraph*." Then there is the advertisement of a dramatic entertainment at St. George's Hall for the benefit of the Tichborne Defence Fund, and the rest of the paper is chiefly filled with affidavits and arguments in the claimant's favour.