

A number of new cardinals have been created—Mgr di Rende, Papal Nuncio at Paris; Mgr Pampolla del Tindaro, Nuncio at Madrid; Mgr Vanutelli, Nuncio at Vienna; Mgr Mas-sela, ex-Nuncio at Lisbon and Mgr Giordani, Bishop of Ferrara.

HISTORICAL NOTES.

We are being asked a number of questions respecting men and localities along the Gulf of the St. Lawrence, and in several of the oldest parts of the Lower provinces. Many of these are certainly interesting, but it is less agreeable to treat of them in a desultory way. There is no harm, however, in noticing a few of them in this issue.

In regard to the Duke of Kent, father of Her Majesty, his connection with Canada extended over a number of years. His first period of service was at Quebec, in 1792, when he commanded the Royal Fusiliers. He was very popular with all classes of the Ancient Capital, and a frequent guest of the then governor, Lord Dorchester, better known as Sir Guy Carleton.

His fine residence, outside out of Quebec, on the Beauport road, is still pointed out. He was a great friend of the Salaberry family, befriending two of the sons in the army. There is another large building, on Lewis street, which bears his name.

From 1795 and a few years subsequent, His Royal Highness was commander of the forces at Halifax, and Prince Edward Lodge on the bay is still shown to visitors. The neighboring island was called after him. His companion during all these years was a beautiful French lady, Alphonsine-Thérèse-Bernardine-Julie de Mongonnet de St. Laurent, widow of Baron Fertisson. Her marriage to the Prince seems unquestionable.

Prince Edward Island was originally called Isle St. Jean by the French, and discovered by Sebastian Cabot in 1497. Its present name was ratified, in 1798, by an Act of the Colonial Parliament. It is the emerald isle of our Confederation.

Anticosti was discovered by Jacques-Cartier in 1534, and called Assomption. The Indians named it Nasicotee, whence Anticosti. It has been the scene of many adventures and of much wild romance. Speculation has also been rife with it, but the best information about it is that it is barren and uninhabitable.

Crane Island, 36 miles below Quebec, was first settled in 1646 by Charles Huault de Montmagny, Governor of Quebec, but the seigniorship passed from his family later. The French name is Isle aux Grues, on account of the number of cranes, on its beaches, but these birds have disappeared.

The precise spot chosen for a statue of Jacques-Cartier, which the Quebec people intend to raise, is on the river St-Charles, a little before it falls into the St-Lawrence. At the very same spot the Jesuits built their first residence in Canada, and that interesting fact will be simultaneously commemorated.

The Island of Orleans divides the St-Lawrence just below Quebec into two channels, the one to the South being that which is used for ocean navigation. About 25 miles below Quebec the waters of the river begin to be brackish, and become perfectly salt at Kamouraska, 75 miles lower down.

The Eastern Townships, properly so called, comprise that extent of country contained between the Chambly and Chaudière rivers, in one direction, and between the frontier lines of New Hampshire and Vermont, and the Seigniorships of the Districts of Montreal, St Francis and Three Rivers and part of Quebec, in the other.

The exact dimensions of the Island

of Montreal are a length of 32 miles by a breadth of 10½. It is triangular in shape. It is well watered throughout the interior and presents several favorable elevations, such as the Mountain, the Coteau St Pierre and one or two others. Old Bouchette said truly that "the soil of the island can scarcely be excelled in any country."

The difference in color between the waters of the Ottawa and those of the St Lawrence has long been a matter of observation. The black hue of the Ottawa, at Ste Anne's, contrasts strongly with the blueish green of the St-Lawrence. The same phenomenon holds good with the Mississippi and Missouri, as far down below their junction as St-Louis. The latter is yellow and turbid, while the former is limpid, with a glint like steel.

OUR ENGRAVINGS.

RANCHES IN THE NORTHWEST.

An illustration of the change that is coming over the Northwest is the fact that some 100,000 head of cattle which have wintered on the ranges of Western Nebraska, Wyoming and Montana are now being driven north to the fresher fields of Alberta and Assiniboia within the Canadian line. This indicates that the feeding-grounds of the Territories, vast as they are, have already become overcrowded and that Canada is to be the new feeding-ground.

THE BLACK HILLS STAGE.

A fine specimen of this vanishing historic vehicle is shown in our picture, which represents the last coach leaving Cheyenne for the Black Hills. Hundreds of people gathered in front the Inter Ocean Hotel at Cheyenne, on the 19th ult., to "see off" the last coach, on the box of which sat George Lathrop, one of the oldest stage-drivers in the West. He held the ribbons of the six horses, than which no finer were ever headed toward the gold-fields of the Black Hills. The coach moved off, with ten or dozen passengers, amidst salvos of cheers. In the palmy days of 1876, its predecessors used to carry twenty-two each, with baggage.

THE PRAIRIE YACHT.

The prairie yacht differs but slightly from the ice yacht, excepting that her runners are toboggans instead of tires. These toboggans differ slightly forward and aft. The forward runners are one foot wide, nine feet long, made largely of ash. The curve measures 18 inches. There are four 3-inch strips of ash and a central shoe two feet long which projects a little to prevent drifting. Each runner is hung to a runner plank with hinge joints stayed by malleable iron braces. The rear runners are but half the width and have but two ash strips. The dimensions of Dr. Wheeler's strange craft are, 32 feet long and 14 feet beam. The mast is 20 feet high, and to prevent collision with telegraph wires there are iron fenders on top, shaped like an old fashioned figure 4, and which act like the cowcatcher of an engine, passing under the wire and elevating it. The main boom is 22 feet long; gaff, 12 feet; jibboom, 11½ feet; frame, 2 by 8 feet, set vertically. The runner planks are 6 inches apart, 12 feet long by 2 feet in width. The masts stand between them.

H. M. S. MERSEY.

This ship is the first of a new class of "protected corvettes," strongly armed, to act as swift cruisers. In the Mersey all the vital parts of the vessel—engines, boilers, magazines, and steering apparatus—are inclosed within a steel hexagonal hull, the plates varying from two to three inches in thickness.

The guns are disposed so as to give the power of firing with the greatest possible effect while manœuvring. The two large guns are pivoted, one on the fore-castle and one on the poop. On either side, fore and aft midships, are two projections or sponsons, and in each of these one of the 6-in. guns is placed, the others, three on a side, between the sponsons, increasing the effectiveness of her broadside fire. Long ports in the forward sponsons permit the guns to be trained 4 deg across the bow and to an angle of 60 deg. abaft, giving a lateral range of 154 deg., while they may also be fired with a depression of 7 deg. or at an elevation of 20 deg. The after-sponsons admit of an equal range of fire. These guns carry their own shields for the protection of the gunners. She also carries one 9-pounder and one 7-pounder boat and field gun, a 1-in. Nordenfeldt, and two 45-in. Gardner guns. Whitehead torpedoes will be carried, and provision is made for discharging them either above or below water on each broadside. The authorised complement of coal is 500 tons. Her engines, of the horizontal compound pattern, are of 6000 indicated horse power. She is provided with twin-screw propellers, and her speed will be 18 to 19 knots an hour. The principal dimensions of the ship are—Length between perpendiculars, 300 ft.; extreme breadth, 46 ft.; mean draught of water, 17 ft. 9 in.; load draught amidships, 19 ft.; load displacement, 3600 tons. Her crew will number 300 officers and men.

SUCH A SPLENDID SERMON.

THEY meet in the vestibule, at the close of the sermon, in a fashionable church. They walk home together and their increased spiritual strength, and the incalculable benefit of a learned discourse, manifest themselves in the following conversation:

"Oh, how do you do, Mab? Such a lovely day for coming to church, isn't it?"

"Delightful! But I always come, rain or shine."

"Oh, so do I. I think it is one's duty to. And then it is a pleasure to hear a minister like ours."

"Isn't he perfectly grand?"

"Just splendid!"

"I cry nearly every Sunday."

"So do I—I can't help it."

"Neither can I. Did you notice how many heliotrope bonnets there were in church to-day? I counted over forty that were all heliotrope, and nearly a hundred and fifty that were about half heliotrope."

"Why, how funny that we should both have counted them. I made it fifty-nine all heliotrope."

"Did you? Well, I couldn't see everybody from our pew. Oh, do you know that Miss De Lamo's new cloak is real sealskin?"

"No?"

"Indeed it is! She sat only a few pews ahead of ours this morning, and after service I waited at the head of our pew for her to pass out, and I felt of the cloak."

"And it's real sealskin?"

"Yes, but I don't think it's of the best quality."

"I should hope not. But I don't see how she can sport any kind of a sealskin. I wouldn't believe that the cloak was anything but plush."

"Oh, do you know who that new usher is in our aisle?"

"No; but he looked at me so to-day."

"Why, so he did at me."

"He did? I think it's just wicked to have such ushers."

"But he is handsome."

"Yes, he is. I never could bear that young Shallow who used to be in our aisle. He was so homely, and such a perfect blonde."

"Yes, and you're a blonde too."

"Yes; and don't you see, it utterly

ruined the effect of the most stunning costume I could wear to have to walk down the aisle with a blonde, when I am a blonde myself."

"So it did. Did you notice the new silks of the Spriggins' girls?"

"Yes; and Helen's suggested a lovely way for me to have mine made. I planned it all out during the prayer. How feelingly our minister prays! He makes me cry every time."

"I know. I just feel what a perfectly awful sinner I am every time he prays. Don't you think the tenor is handsome?"

"Yes, indeed; but he's a desperate flirt. I saw him flirting with the soprano to-day."

"Oh, the horrid being!"

"And that splendid-looking basso no more feels what he sings! They say he's dreadfully immoral."

"So is the tenor; and the contralto sings in opera, you know. I think it dreadful."

"So do I. That horrid Miss H—had on diamonds to-day. Did you notice them?"

"Notice them? She flashed them right into my face half a dozen times. Could anything be more vulgar than diamonds in church?"

"No indeed. I wish our minister would preach a sermon on the subject."

"I wish so, too. He is so grand, isn't he?"

"Yes; and his sermon to-day was just a perfect inspiration."

"It fairly glorified me."

"Oh, I think all of his sermons kind of lift one up—Oh, here is your car. Good-by dear, I'll see you at the Montague's party?"

"Yes; wouldn't miss it for—good-by."

"Nor I—good-by."

"Come soon to—good-by."

"Yes, I—good-by."

"Good-by."

"Horrid thing she is! She'd better come to church. She needs to, bad enough, goodness knows."



CARDINAL JACOBINI.

This fine manly head is that of Cardinal Jacobini, late secretary of state of His Holiness Leo XIII. Although scarcely past the meridian of life, the Cardinal had filled many important functions—diplomatic and other—to the satisfaction of all concerned, when he was called upon to assume the Papal Foreign Office. Here his greatest achievement was the reconciliation of Germany with the Vatican and he was cut off before witnessing the full fruits of his high diplomacy.

The very heavy canes which the young men are now carrying accounts for so many of them being round-shouldered in the brain.

An improvement on the chestnut bell has been patented. Any improvement on the chestnuts, of course, was not possible.