

## THE DIFFERENCE.

A maiden who spent the weary hours  
In going from house to house with flowers,  
Stopp'd at a gorgeous mansion, where  
She spread to view her bouquets rare.  
Wan was her look and dim her eye,  
And, as she marked the passers-by,  
Her youthful bosom seem'd to be  
The dwelling place of misery.

A lady from out the mansion came—  
A richly-costumed, pompous dame—  
Whose look of vain and haughty pride  
The flower vendor terrified.  
She view'd the poor girl's bright-hued store,  
And turned the bouquets o'er and o'er—  
And asked their price, demurred, and then—  
She in the mansion went again.

The maiden, foot-sore, sad, and weak,  
Wiped off the tear that gemm'd her cheek,  
And then again she passed along  
Amid the city's busy throng.  
At length a bright-eyed working girl,  
Approach'd her, and in merry sport,  
A bunch of her sweet flowers bought.

But as the girl the money took,  
The buyer mark'd her wretched look,  
And kindly sought the cause to know  
Why her young heart was touch'd with woe?  
The girl replied, with tearful eyes,  
"At home my aged mother lies;  
She's ill, alone, and must be nurse I,  
And I must sell my flowers first!"

The shop-girl paused and heaved a sigh—  
A tear was in her clear blue eye;  
She'd saved a sum to buy a shawl,  
But—"Here," she said, "I'll take them all!  
My mother's dead, and doubtless she  
Is looking now from heaven at me;  
And she will smile—I know she will—  
To see me love her precepts still!"

## FRANCE'S NEW DEFENCES.

Writing from Berlin under date of Nov. 12, the correspondent of the London *Daily Telegraph* says: "From an official source I learn the following facts in reference to military matters in France. The new system of national defences (*Landesvertheidigung*) recently adopted in Germany, one of the chief objects of which is to do away with a large number of small fortresses of no importance, considering the present method of conducting war, and to strengthen the larger fortresses by means of large detached camps, has made it necessary for France to reorganize her home defences. The necessity of protecting France from German attacks by a strong line of fortresses, as well as of remedying the shortcomings discovered during the last war in the defences of Paris, occupies most earnestly at the present moment French military circles. These questions have entered a new phase. The triple fortress-girdle constructed upon Vauban's plan on the eastern frontier, and which chiefly consisted of small forts much exposed to bombardment, was possessed of but an insignificant offensive force, and speedily fell to pieces under the German blows. Metz and Strasbourg were the only strongholds that held out for any time. Warned by these experiences, the French have resolved to relegate the smaller fortresses to a position of altogether secondary moment, and to constitute the frontier defences in a series of entrenched camps, connected with and supporting one another. The central point of this entirely new system of defence will be Paris, which will also be a reserve and store depot for the fortresses nearer the frontier. As far as the plans for this complex of fortresses are hitherto settled, a strategical barrier of the first class will be set up over against the very strongly fortified western frontier of Germany. To achieve this the central Meuse fortresses—Sedan, Metz, Verdun, and Toul—will be greatly strengthened and surrounded with detached forts so as to form one huge entrenched camp. Southward Langres, Belfort, and probably Dijon will prolong this long line of defence, and

will be formed into another gigantic entrenched camp. The space between Toul and Langres is only about fifty miles broad, and is throughout so much cut up by water and the western heights of the Vosges as to be most unfavourable ground for the operations of a hostile army; it, therefore, requires no special fortress-defences. Behind this first line of defence will be constructed two great entrenched camps at Soissons and Chalons designed to hinder the advance of an enemy upon the Aine and Marne. Paris will serve as depot for all these defensive works, and will itself be protected upon an entirely new system. Two projects are under consideration for the Paris defences, neither of which have been definitely adopted. The first proposes to erect fifty strong forts around Paris, at considerable distances from the capital. Three of the forts comprehended in this scheme are already traced out (N.) at Moulin Saumon another (S) at Montretout, and the third (N. E. at Mont Avron). The second project, derived from an old scheme of Napoleon I. has been worked out by Engineer General Tripiet, and proposes to construct two fortress girdles round Paris, one of which shall take in the already existing fortress, and the other constitute a distant belt of works, of which the links should be Corbeil, Chartres, Lagny, Creil, Daumartin, Beaumont-sur-Oise, Meulan and Rambouillet. The project is not likely to be realized, as it would be enormously expensive. The construction of the line of defences on the Maas is, however, absolutely adopted, and it may be looked upon as a certainty that the entrenched camps at Soissons and Chalons will also be constructed with all possible dispatch.

## SLAVERY IN ASHANTEE.

It can scarcely be known in England that in the English settlements on the Gold Coast slavery exists in a most hideous and revolting form and is not only tolerated, but formally recognized and sanctioned by law. It is generally believed that where English rule prevails slavery cannot exist. Yet all the force and authority of English law is exerted to assist the slave-owner in his claim to his human chattles. The slavery which exists here is termed "domestic slavery." The real meaning of this term simply is that the slave owner cannot export his slave. This is the one practical limitation placed upon his power. A slave can be bought and sold within the limits of this settlement almost as freely as a sheep or an ox. Even the deck of an English vessel does not afford protection or safety to the fugitive slave. Elsewhere an English vessel is regarded as an inviolable asylum for the oppressed. Slaves are constantly dragged from English vessels under warrant of an English judge, to be consigned to hopeless slavery. On the 1st of this month a wretched female slave was carried through the streets of Cape Coast bound hand and foot. Her piteous shrieks and cries attracted the attention of a high military official, who interfered to ascertain what offence the woman had committed and why she received such treatment. He found that there was no charge against her save that she endeavoured to escape from slavery, and that she was then being, under due legal process, carried back to her master. He had to stand back out of respect to the law, and a group of English officers who were near had to look on in silent shame while the unhappy woman was carried off, vainly entreating their assistance. It is difficult to

understand why such a state of things should be tolerated here. Slavery has been abolished in Sierra Leone, Lagos, and Gambia, and no good reason can be assigned for different rule prevailing in other places. The Fantees are about the most debased and cowardly on the coast. Why for such a people should the very fundamental principles and doctrines of English law be set at naught? It should not be tolerated that such a people should dictate to us. If we are to retain our possessions on the Gold Coast we ought at least to insist that English law shall prevail there, and none other. It is to be hoped that Sir Garnet Wolseley during his administration will add to his laurels by putting an end to slavery in the last spot where it has found refuge under English rule. It will be well worthy of his high reputation that he should give practical effect to that sentiment which is proclaimed in the memorable words, "Liberty is commensurate with and inseparable from English rule."

A NOVEL RAILROAD.—The Philadelphia *Ledger* says there has just been completed at the machine shop of Lafferty & Brothers, Gloucester City, N. J., a four ton locomotive, designed to run on one rail. It is built for a street railroad company in Georgia. This engine can with propriety be called a steam velocipede, as it rests upon two wheels, one following the other. The rail or track upon which it is to run, a sample of which is laid in the yard of the builders, is styled a "Prismoid, or one track railway," and is composed of several thicknesses of plank, built up in the style of an inverted keel of a vessel, with a flat rail on the apex. Upon trial a speed of about twelve miles an hour was attained, and the inventor and patentee claims that the speed can be almost doubled on a lengthened track. Mr. Crew of Opelika, Ga., is the inventor and patentee of both tracks and engines, and he claims that his inventions demonstrate a tractive power superior to anything in the locomotive line of equal weight. The capacity for running curves is much greater than the two rail system. The track upon which the trial was made contained 33 feet of lumber, and 18 pounds of iron to the lineal foot, proving itself equal to a span of 20 feet remaining firm and unyielding under the pressure of the engine as it traversed the road. The revolving flanges attached to the engine, and which run on the outsides of each wheel, Mr. Crew claims, absolutely lock the rolling stock to the prim, and obviate the necessity of so much heavy rolling stock in light traffic at a high rate of speed. It is also claimed that a prismoidal railway built with a base of fourteen inches, angles forty-five degrees, can be built at a cost of \$3,000 per mile. The inventor is of opinion that his engine and track is particularly adapted to the propelling of canal-boats, and will compete successfully with horse power on canals without necessarily interfering with the use of the latter, but he does not state in what way. The engine will shortly be shipped to its destination (Athens, Ga.) where it goes into operation on a street railroad built at an elevation of twelve feet above the side walk.

The renowned Dappier, Schanzon (re-doubts) have received the name of Wrangler Schanzon, which fact was communicated to the old General Wrangle, in a very gracious letter by the German Emperor.