

ing around the body. The legend is "*Vinculis suis Vincetus.*"

"My mother, a daughter of Col. Howard, died in 1821. Mrs. Read (my mother's sister) remembers distinctly the dinner given to Lafayette; she took her two nephews to the dinner, and whilst she remained in a private room, we were called into the dining room, and Col. Howard presented to each of us (my cousin and myself) one of his revolutionary medals, whilst the Society by acclamation admitted us to the privilege of honorary membership. I was but four years old in 1824, and therefore I have no personal recollection of the circumstances, but this establishes very clearly how the medal came into my possession.

"No member of the family has ever known more concerning it than is contained in the above statement. I have been unable to ascertain the name of the action in commemoration of which the medal was given, as there is no personal inscription on it; it is an *entaglio*, and there probably exists no model, die or duplicate of it. All the histories or biographies that I have had access to mention but one award by Congress of a medal to my grandfather, viz.: for the battle of Cowpens, and this is very different from the one I am now seeking information about."

We are glad of the opportunity of presenting to our readers such a *curiositas*, which is a very creditable specimen of the engraver's art, in addition to the interesting facts connected with it.

OUR ILLUSTRATIONS.

THE WOODRUFF SCIENTIFIC EXPEDITION STEAMER "ONTARIO." We present herewith an engraving of the steamer *Ontario* in which, we are informed, the Woodruff Scientific Expedition is to embark during October next, on a voyage around the world. The *Ontario* is 300 feet long, 16 feet wide, and 40 feet deep; and is to be provided with all the accessories necessary to secure the comfort of her passengers, and to adapt her for the special objects in view. Saloons, it is stated, are to be arranged for staterooms, &c., a library is to be furnished, improved ventilating apparatus will maintain a constant supply of fresh air between decks, and scientific instruments will be supplied for the investigation of all natural products and phenomena that may be deemed desirable. The promoters of the expedition, Messrs Woodruff & McAuley, also state that the ship will be navigated by Commandant J. W. Philip, U.S.N., aided by naval officers and a crew of picked men.

As we have already had occasion to state, the object of this expedition is to visit points of general and special interest on a route around the globe, to study the arts, archaeology, and present condition of the better known countries, and the geology, geography, fauna and flora, as well as the history and character of the people of those less known, and to make collections in the various departments of the science. The scientific work is, we are further informed, to be under the supervision of Professor Burt G. Wilder, Cornell University, aided by other scientific gentlemen now belonging to various colleges. From the itinerary in the prospectus, we learn that the route is to be along the Atlantic coast of North and South America, stopping at the West Indies and other important points, and reaching Magellan's Straits in December. Thence the journey will extend to Valparaiso, and from thence the course will lie to the islands of the Pacific—Japan, Shanghai, and Nankin. During this portion of the voyage, and while the ship is visiting China and Japan, a portion of the passengers are to explore the islands of Formosa, Hong Kong, Canton, Manila, Borneo, Java, and Celebes will be visited, and thence the expedition will proceed in succession to Ceylon, Bombay, Babylon and Nineveh, Egypt, the Holy Land, Greece, Italy, and Spain. At all comparatively unknown stopping places, it is proposed to organize exploration parties, and facilities are to be afforded for visiting inland cities in civilized countries. The vessel is to leave Plymouth, England, in 1879, and to return thence to New York via the Azores Islands. The total cost of the trip is to be \$2,500.

CREEDEMOR. Creedmoor is in Queen's County, Long Island, upon the Long Island Central Railroad. These grounds are admirably adapted to the purpose for which they were selected. As level as a billiard table, they afford twenty separate ranges, each of which can be used at distances varying from a hundred to a thousand yards, without the use of elevated firing stands, found necessary upon most English and Canadian rifle ranges. The grounds forming a perfect plain, the Association, in order to insure safety, was compelled to construct a heavy embankment in the rear of the targets. This was originally twenty-five feet high and five hundred and seventy feet long. The height has been materially increased by a close fence of thick planking on the top of the embankment, running its whole length. The building in the middle of the foreground is the railway station. To the right is a structure which forms a general rendezvous for visitors, where a great deal of sport may be enjoyed in firing with shot-guns at glass balls thrown into the air. From the station a broad avenue, lined with trees, runs to the main entrance to the grounds. On the right are flag-poles indicating the several ranges at which the matches are shot. In the centre is seen a tall tripod surmounted by a vane, which is connected by rods with a large clock face, the hands

of which indicate the direction of the wind, and thus explain the frequent announcement upon published scores that the wind was from half-past six to seven. The pennant upon this tripod, as well as those upon the various flag-staffs down the range, serve to acquaint the riflemen with the varying force or value of the wind.

THE EASTERN WAR.—In our pictures of the war this week we give another view of the famous Shipka Pass, where such desperate fighting has been taking place for weeks past. There is a sketch also of a Russian ambulance at Tirnova.

THE DEATH OF ROBESPIERRE.—The horrible suicide of Robespierre on a table is depicted in the picture which we publish to-day. The original was one of those which attracted the most attention at the Paris *salon* of this year.

C. J. BRYDGES, ESQ.

Although the portrait of Mr. Brydges has already appeared in the CANADIAN ILLUSTRATED NEWS, accompanied by a full biography, and although we have had occasion to illustrate several scenes in the official career of that gentleman, yet we take pleasure to-day in publishing a late portrait of his taken by Notman, as an acknowledgment, in the name of the press of Canada, for the favors extended to them during the present season, whereby the representatives of nearly all the papers have been enabled to go over the entire line of the Intercolonial Railway, and have been put in a position to convey to their readers full information not only of this important national work, but also of the promising country which it traverses. Charles John Brydges was born near London, England, in 1827. His family was descended from Sir Simon de Brugge, who accompanied William the Conqueror and fought at the battle of Hastings. At fifteen years of age young Brydges began life as clerk in a mercantile office, and one year later secured an appointment to a junior clerkship in the office of the London and South-Western Railway Company. During the ten years, or thereabouts, in which he was in the employment of this Company, he was promoted through several stages until he reached the office of Assistant Secretary. So fully were his talents appreciated that, in 1852, he was appointed Managing Director of the Great Western Railway of Canada, and on leaving for his new post, received the most flattering testimonial from the Directors of the Company which he had served so well, together with a handsome testimonial as a "perpetual memento of the heartfelt regard with which they took him adieu." He received also many other tokens of friendship, among others, a silver inkstand from the London and South-Western Literary and Scientific Institution of which he had been Hon. Secretary, and one of the first promoters. Mr. Brydges arrived in Canada in 1853, and took up his residence at Hamilton, the headquarters of the Great Western Company. He immediately set about the work of organization, and for ten years devoted all his abilities and energies to its development. It is needless, however, to recount in detail his labors on the Great Western, or on the Grand Trunk, to the management of which he succeeded in 1863, as these may be said to belong to the history of the country and are thoroughly well known. As Managing Director of the Grand Trunk, especially amid difficulties of every kind, Mr. Brydges acquired the reputation of being one of the railway kings of this continent, a title to which his qualities of organization, administration and force of character gave him a right. In 1874, upon his retirement from the Grand Trunk, Mr. Brydges was the recipient of a most substantial testimonial from the citizens of Montreal, in the shape of a costly casket containing ten thousand dollars. This noteworthy presentation was illustrated in the CANADIAN ILLUSTRATED NEWS of September 26th, 1874. At the same epoch, Mr. Brydges was also presented with \$1,000 by some friends in Quebec, and subsequently with \$7,554 by the G. T. R. employees. When the construction of the Intercolonial Railway was decided upon, Mr. Brydges was appointed one of the four Commissioners to superintend the work, and the present Administration named him Superintendent not only of that line but of the other Government Railways. What he has accomplished in this new sphere is patent to the country, and it is to be hoped that he may be spared long to preside over the prosperous development of these important lines.

THE BAY OF QUINTE.

We propose giving our readers some sketches of the Bay of Quinte, Ontario. As every one acquainted with Canadian history knows, the Bay was first settled by those hardy United Empire Loyalists who fled to Canada to find that protection which was denied them in the then new Republic.

It is interesting for the traveller in these days, to visit the localities where our fathers of Ontario first subdued the forces of Nature, and opened the way for the enterprise and agricultural success which now characterises this section of the Dominion. The route from Kingston to Belleville is noted, not only for its public interest, but also for the beauty of its scenery, and many thousands of tourists annually avail themselves of the opportunities which Mr. Gildersleeves' magnificent steamer "Hastings" affords of visiting the localities where the U. E. Loyalists first went axe in hand to establish homes in the dense primeval forest.

From the deck of the steamer "Hastings," as it steers out into the lake, a magnificent view of Kingston harbor is obtained. The Penitentiary and Lunatic Asylum can then be seen to best advantage, as also the splendid fortifications and Military College. As you approach Amherst Island, celebrated for its pic-nic grounds, you come in sight of the "Three Brothers," which are small islands.

The village of Bath is the next place of interest. It is situated in the second township, called Ernesttown, after Prince Ernest Augustus, eighth child of King George the Third. It was first settled in the early spring of 1784, by the soldier settlers; the 1st Battalion, called "Jessup's Corps." The township contains 68,644 acres, nearly all of which is excellent land.

It was not long after the settlers had been upon their lands, before the township became the best cultivated, and most wealthy—not alone around the Bay of Quinte, but in the whole of Western Canada.

The richness of the soil lying more immediately at the mouth of the Bay contributed to its prosperity, and a village, in course of time, sprang up, which rivalled even Kingston itself, in respect to rapid increase of inhabitants, the establishment of trade, building of ships, and for the presence of gentlemen of refinement and education, and in the foundation of a Library and a Seminary of higher education.

This village was for a long time known as "Ernesttown," but in time, after the war of 1812, it acquired the name of Bath, probably after the English town of that name.

The distance from Bath to Kingston is eighteen miles, the road thereto being one of the first constructed in Upper Canada, and the country thereabouts was then considered the very centre of civilization in the Province. Bath was regarded as a city in embryo, its progress being onward until the war of 1812. Gourley says of it in 1811: "It promises to be a place of very considerable business."

The Kingston *Gazette* of 1816, remarks to the effect that the village is emerging from its depression, and that it ought to be made a post town and port of entry. In the summer of this year, Samuel Parly started a public conveyance between Kingston and Bath. The following year, the steamers "Frontenac" and "Charlotte" were commenced at Finkle's Point, which can be seen in the engraving, being the centre of the three projecting points.

The situation of Bath is delightful and salubrious, and well adapted for a watering place for invalids. The drives around are very beautiful; the fishing and sailing cannot be beaten in any part of the Dominion. The village has a very quaint look, the buildings being for the most part ancient. The Episcopal Church is one of the oldest in Ontario, having been built in 1793. Surrounding this old edifice is a graveyard, rich with historic names. Some of the monuments and tombs are very handsome and costly. About four miles from the village is the ruin of an old wind-mill—a relic of the U. E. Loyalists—and it is hoped it will be permitted to stand as a memento of the past. During the war of 1812, cannon frowned from the windows of this old mill.

It was the citizens of Bath who first saw the American fleet in 1813, approaching the shore. The early morning sun saw the inhabitants very shortly aroused to action. The veterans who, for so many years, had used the plough and axe anxiously inquired for their old weapons of warfare. Mrs. Perry distinctly remembered that the word came to her father's house while they were at breakfast, that the enemy was entering Bath. Her father, then fifty-eight, forsook his meal and sought his gun. But before he and his sons reached the village, the fleet had passed on towards Kingston. In like manner, all along the front, arose the men of '76 with their sons; and their arms flashed in the morning sunlight. The enemy had won at Bath a great victory. They had stolen in at the early dawn, when no foe was there, and actually had succeeded in taking and burning the schooner "Benjamin Davy." In 1809, a large brick building was erected to accommodate what was then the largest Free Mason lodge in the Province.

A stranger visiting Bath to-day, having read of its early history, will not unlikely feel a pang of disappointment. There is a tumble down look about the place significant of decaying enterprise. The quietness of the place reminds one of Goldsmith's "deserted village." Where ship-building was once carried on—where, indeed, the first steamboats in Upper Canada were built—there remains nothing but the unbroken beach.

There will, however, always be more or less business done at Bath. Something may turn up in the future that may start it into a city yet. In the mean time it is the very place for a retired officer or merchant desirous of ending his days in quiet retirement.

ECHOES FROM LONDON.

LADY Cardigan has presented a magnificent donation towards the expenses of the banquet to the survivors of the Balaklava Charge, to be held in London on the 25th of October. It has been ascertained that out of the gallant 600 there are 100 survivors, the majority of whom will be present at the banquet.

* The writer has drawn most of his information from Dr. Campell's work on "The Settlement of Upper Canada."

REMOUR has it that nothing is finally settled as to the position his Royal Highness the Duke of Connaught will occupy during the approaching winter, but it is thought he may go to India for the cold season, obtaining command of the 6th Dragoon Guards (Carbineers), who go out to India in December, if Lieutenant-Colonel Fryer would make no objection to a transfer to the command of another heavy cavalry regiment.

ONE of the curiosities of the hour is *Al-Nablah*, a newspaper printed in Arabic and English, and published every fortnight by Mr. Trubner. The title page, which, according to Eastern custom, stands at the end according to our mode of reckoning, is very Oriental indeed. The name of the paper means the Queen Bee, and that Royal insect is depicted as presenting the honeymoon to a male figure. All around are plants representing the different departments of human knowledge, from which the honey has been gathered by industrious bees, who fill every available corner. The paper is profusely illustrated, containing portraits of the Czar, the Sultan, and various magnates of the two nations. The autograph of the Sultan is a grand piece of penmanship.

In a speech at an agricultural dinner at Carlisle lately, Sir Willfrid Lawson said that in the House of Commons each party had a whip who called his hounds together when he wanted them. A little circular was sent in the morning for the political hounds to assemble. The circular was worded, "You are earnestly requested to attend in the House of Commons this evening, when business of such and such a nature comes on." If the circular came without a dash or stroke under the word "earnestly," it meant there was some business that might come on; if there were one dash or stroke under "earnestly"—it meant that the member ought to come; if two dashes—it meant that he should come; if three—that he must come; if four—it meant "stay away at your peril."

THE London papers have recently published a letter from Bishop Colenso, in which he expressed his belief that the time has come when the results of advanced criticism will be received "like those of modern astronomy and geology." The Bishop will be confirmed in that opinion when he gets a certain volume lately written by a clergyman of considerable standing. The writer is Dr. Edwin Abbott, head-master of the City of London School, of whom the Archbishop of Canterbury thinks so highly that he has conferred upon him the "Lauderh" degree of D.D. Dr. Abbott had a distinguished career at Cambridge, having come out senior classic, and seventh senior optime. He was elected a Fellow of St. John's College, and was Hulsean Lecturer in 1876. He has now published his Hulsean Lectures in a volume entitled "Through Nature to Christ; or, The Ascent of Worship through Illusion to the Truth."

SOME of the more important new buildings in London are making great progress. The enormous Natural History Patents Museum at South Kensington have now their roofs on, and the former will be a very handsome structure. One large section of the new Law Courts is all but finished externally, and towers aloft in very imposing fashion. King's College Hospital is being enlarged by an extension of the north wing. The City Liberal Club is just finished. The intended new hospital in Northumberland avenue will be erected from the designs of the architect who built the Imperial Hotel on the Holborn Viaduct. One edifice, known for two or three generations to journalists as the office of the *Star* newspaper, and subsequently of the Central Press, is now in course of demolition, though it is but about five years since a large portion of them were rebuilt. The conversion of our pavements goes on slowly. The change from deafening roar to comparative quiet is so complete that the principal thoroughfares of London will, perhaps, be soon treated in the same way. The only question is that of slipperiness in a severe winter, or when the surface becomes "greasy" from dirt, &c.

THE BURLAND-DESBARATS LITHO. CO. AT THE QUEBEC PROVINCIAL EXHIBITION.

We are happy to state that at the Provincial Exhibition, just closed at Quebec, the Burland-Desbarats Lithographic Company, publishers of the CANADIAN ILLUSTRATED NEWS, received five first-class prizes, as follows:—

- 1st. Best specimens of monograms, crests, emblems, plain and illuminated.
 - 2nd. Best specimens of engraving on copper.
 - 3rd. Best specimens of engraving on stone.
 - 4th. Best specimens of lithographic printing in one colour.
 - 5th. Best specimens of chromo-lithography.
- They are likewise entitled to a diploma and medal for fine specimens of photo-lithographing, photo-electrotyping, etching on glass, &c., &c. Indeed, there is no other establishment in the country which does that kind of work, and hence all persons requiring it should call upon them. The Burland-Desbarats Company have the most extensive facilities for all kinds of engraving, lithographing, type printing, electrotyping, &c., and they have the sole right for Canada of the photo-electrotyping process. Their terms are moderate, and they use the utmost despatch consistent with artistic finish.