

that these elevations generally occur in a fertile section of country, he concludes that the builders were an agricultural people. They are also seen not far from fishing grounds and, as a rule, on strategic points in the district—mostly on prominent headlands. In form they are oval or circular. They vary in height from six to fifty feet, and from sixty to a hundred and thirty in diameter.

In the Rainy river section Dr. Bryce counted twenty-one mounds. These he comprises in the same category with the Red river mounds, as there is easy natural communication between the two localities. He calls the far northern mound-builders Takawgamis. What is known as the Grand Mound is situated about twenty miles from the head of Rainy river, where a dense forest covers the river bank. It is fifty yards from the water's edge, and, on first being perceived, is calculated to strike the spectator with surprise. It is elliptical at the base—the largest diameter being a hundred and seventeen feet, while the shorter is ninety feet and the circumference three hundred and twenty-five feet. Its highest point is forty-five feet from the ground. It thus comes into comparison with the famous mound of Miamisburg, Ohio, which is sixty-eight feet high and eight hundred and fifty-two at the base. When opened this mound revealed contents that showed it to be the sacred place of some family or sept. A skull found in it appeared, on collation with Sir Daniel Wilson's standards, to be (though not so distinctly as a skull from a Red river mound) of brachycephalic type. Near the skull were two pieces of metallic ore—one of arsenical iron pyrites. The implements showed that the race to which the dead belonged had not yet completely emerged from the haziness of the age of stone. The presence of copper, however, in the shape of a knife and a needle or drill, suggested connection with the prehistoric miners of Lake Superior. An unbroken earthenware cup was the most interesting of the utensils discovered in the Grand Mound.

The age of the mounds and the identity of the race that erected them are points on which conjecture has been busy. Just now it may suffice to give Dr. Bryce's conclusions. His theory is that they occupied the region of the Rainy and Red rivers from the eleventh to the fifteenth centuries. This would make the oldest of the mounds to date not farther back than 800 years, while the most recent must have been finished more than 400 years ago. This computation would also furnish a probable date for the extermination of the Hochelagans and Eries, who, with the Takawgamis, were among the last survivors of the great Toltec stock. These investigations, inaugurated by Prof. Bryce and his earnest fellow-inquirers of the Winnipeg Historical Society, give an additional interest to the study of North-West development, combining the romance of science with the romance of adventure and colonization.

"Lake Lyrics," by W. W. Campbell, which was reviewed in this journal some time ago, can be obtained from Mr. E. Picken or from Messrs. W. Foster Brown & Co., of this city.

W. Hamilton Gibson has a paper in the *Century* entitled "Night Witchery," picturing the impressions made in the darkness by nature on other senses than sight. The illustrations are in Mr. Gibson's most effective manner.

Mrs. E. D. E. N. Southworth, who has written seventy-nine stories and novels, and earned over \$100,000 by her pen, thinks she might have aided mankind in general far more by writing some sweet ballad without charge.

Douglas Sladen, the Australian poet, intends to write a poem founded on the Loyalist immigration to New Brunswick. Mr. Sladen's poem will be, in some measure, based on the idea of Evangeline, but will be much shorter.



OWL'S HEAD, FROM ROUND ISLAND, LAKE MEMPHREMAGOG.—Those who have had the pleasure of visiting Lake Memphremagog will remember the feelings of admiration called forth at the first sight of Owl's Head rising so majestically from the side of the lake. One of the finest views of it is to be obtained from the opposite shore, near the pretty village of Georgeville. The climb to the top of Owl's Head is steep and difficult, but one is well repaid for the trouble by the magnificent view obtained from the summit.

HALIFAX DURING CARNIVAL TIME—THE FIREMEN.—We present our readers with some characteristic reminiscences of the late gala season at Nova Scotia's capital. Those which have to do with the fire companies' share in the celebration, will be found of peculiar interest. The King of the Carnival, the Salamander and Perseverance (the last especially) show considerable ingenuity of invention and taste in execution. The symbolic figures and the surrounding groups are fine illustrations of the grace and vigour of our Maritime friends.

HALIFAX IN CARNIVAL TIME—THE RAMBLER'S BICYCLE CLUB.—The Knights of the Winged Wheel seem to be as vigorous and enthusiastic in the city by the sea as they are in the far central regions of *terra firma*. The "Ramblers" have evidently invited their visiting friends to "sit" with them, by the way of variety after the delights of revolution. We discern in the goodly company wheelers not only from various parts of Nova Scotia, but also from beyond its confines, and even from "the other side." Still more welcome is the modest, graceful figure that seems to fit in so naturally in the midst of the stalwart wheelmen.

Sunt quos pulverem
Collegisse juvat; metaque fervidis
Evitata rotis.

Yes, it is pleasant to raise a dust without coming to grief—but still more pleasant to leave the dust and din behind and to sweep in joyous company through scenes of beauty—a chase of health and strength and good humour, with other prizes still in the ever nearing distance.

SAUTEAUX INDIANS.—The Sautaux Indians of Manitoba are some of the remains of the Great Algonquin nation, which at one time spread over British America and a great portion of the United States. The language spoken by them varies somewhat according to the several communities in different localities, but is generally understood by them all, being derived from one parent stock, so that a person understanding the Sautaux or Cree language could travel over the greater portions of British America and the North-western States of the Union without serious inconvenience, so far as making himself understood was concerned. Those living along the great inland lakes pursue the peaceful avocations of hunting, fishing and trapping, while those living on the borders of the vast prairies indulged in the more risky pastime of hair-lifting and horse-stealing from their fellow-nomads of these limitless regions, a diversion frequently attended with fatal results to themselves. Since the advent of the Mounted Police and the disappearance of the buffalo, they have, perforce, been obliged to adopt the more profitable but, to them, less congenial, occupation of tilling the soil. Settled on their respective reserves, they have, in many instances, developed into practical and successful farmers, and their nomadic propensities are fast yielding to the more elevating and profitable habits of settled life. The transition has not, indeed, been unaccompanied with hard struggles, as any one who is acquainted with Indian character knows the disdain and contempt with which the proud brave regards labour, looking upon it as being only fit for squaws. With the example of the enterprising white man before him, surrounding himself with comfort as the result of his labour, the Indian is not slow to profit thereby and now watches, with as much care and anxiety as does his white brother, the changes of the atmosphere that will either crown his labour with success or doom it to failure. The bounty which he receives annually from the Government is not now frittered away in baubles, but is devoted to increasing the comfort of his family and stocking his farm. Strange as it may appear, the Indian of the Lakes has not applied himself with the same zeal to the adoption of civilized habits as has his brother of the prairies. But the explanation lies in the fact that to the former is as accessible as ever the source of supply in the lakes and forests. In his birch bark canoe, he has the means of locomotion and the change so delightful to him, and in summer he generally works from one place to another, staying longest where fish (which is his staple article of food) is most abundant. Supplied by the birch tree with both house and boat, supplemented with his annuity from the Government, which procures him the requisites for fishing and hunting, the necessity for the adoption of civilized labour as a means of existence has not forced itself on him so forcibly as it has done in the case of the prairie Indian. Hence the difference in their adaptability to settled habits of living.—J. N.

THE HON. JUDGE W. W. LYNCH, D.C.L.—We have the pleasure of presenting our readers with a portrait of this popular public man, whose appointment to the position of Judge of the Superior Court of the Province of Quebec has been hailed with satisfaction by the entire community without regard to race, creed or politics. William Warren

Lynch, who has been for over twenty years engaged in political life, was born in Bedford in 1845, and is thus in the prime of vigour and usefulness. He first entered the Legislature in 1871, and though only twenty-seven years old, was soon recognized as one of the leaders of the Conservative party. His judgment, candour, freedom from prejudice and genial manners won him the respect of both friends and foes, and by the former he was implicitly trusted as a safe guide in seasons of difficulty. His former constituency (Brome) twice elected him by acclamation, and in five contests gave him large majorities. On the formation of the Chapeau Government in October, 1879, Mr. Lynch was accepted as a fit person to represent the interests of the Protestant minority, and he was admitted to the Cabinet as Solicitor-General, a post which he held till its abolition in July, 1882. He then assumed charge of the Department of Crown Lands, which he administered with his wonted ability and circumspection until the defeat of the Ross Government in January, 1887. Mr. Lynch has been a member of the Bar for more than twenty-one years. He is a graduate of McGill, having taken his B.C.L. and won the Elizabeth Torrance gold medal in 1868. He is also a D.C.L., *honoris causa*, of Lennoxville University, in which, as well as in his *alma mater*, he has always taken a deep interest. He has also concerned himself in common school education and has served on the Protestant Committee of the Council of Public Instruction. He has been a Queen's Counsel since 1880. As Judge Lynch's patriotic spirit, firmness and integrity have won him universal esteem in public life, so in social intercourse he is a favourite with all classes. He is sure to do credit to the Judicial Bench.

BOATSWAIN HAWKINS, OF THE U. S. REVENUE CUTTER RUSH.—It will be recalled that when Lieut. Tuttle, of the revenue cutter Rush, boarded Capt. Thomas's schooner, the Black Diamond, on the 11th of July, after taking away the seal skins and sealing implements, he left a seaman aboard with instructions to take the vessel to Sitka and deliver it up to the Customs officer at that place. Captain Thomas chose to disregard these instructions, and as the single representative of alien authority was powerless to resist, he had no choice but to accompany the captain on whatever course he chose to take. After a vain attempt to find the British men-of-war, under whose protection he would find himself and his crew, Captain Thomas, having spent some time in searching for sea-otter, made for Victoria, B.C., at which port he arrived on the 15th of August. His boarder and passenger, Boatswain Hawkins, after ineffectual remonstrance, submitted to his fate with good grace, and his portrait, taken after his arrival at Victoria, does not bear much evidence of harsh treatment. He is a fine manly looking, handsome fellow, whose appearance does credit to the service to which he belongs, and we can only regret that he was not engaged in a better cause.

THE BLACK DIAMOND.—Our readers will be glad to see in the present number an engraving of this now famous schooner, whose experiences have been the theme of so much discussion. The sealing industry in British Columbia is of comparatively recent date. Until 1866 it was confined to the West Coast Indians, and during the ensuing twelve years only a few vessels ventured northward. In 1878-9 the Victoria sealing fleet consisted of only four schooners. Among those that were added to it in 1882-3 was the Black Diamond. In 1886 the Carolina, Onward and Thornton were seized by a United States revenue cutter and taken to Ounalaska, and the officers were sentenced to heavy fines and imprisoned for various terms, and their vessels were not restored till the British minister at Washington had to interfere. The treatment meted out to them was, indeed, a violation of all the principles of justice and international law. In the spring of the present year the fleet had increased to twenty-four schooners, and, as the United States revenue authorities threatened to seize any vessels sealing in Behring's Sea, repeated appeals were made for protection or for such a settlement of the question as would enable the persons engaged in the industry to pursue their calling without apprehension. But nothing was done, and the result was a repetition of the outrages of previous years. The adventurous career of the Black Diamond, which drew the world's attention to the anomalous state of things consequent on our neighbours persisting in their unfounded claims, has already been described in our columns. She is a craft of 82 tons, and for the last seven years has been one of the most successful of the Pacific sealing fleet. Besides the twenty-four British vessels, there are said to have been from thirty to forty ships of other nations engaged in the hunt of the seal and sea-otter during the season.

WIDENING OF ST. LAWRENCE MAIN STREET—TEARING DOWN THE BUILDINGS ON THE WEST SIDE.—This picture marks a new stage in the growth and improvement of Montreal. Persons are still living who can recall the time when two-thirds of the present area of the city were made up of fields, orchards, villas and farms. The view of the General Hospital in *Hochelaga Depicta* shows a distinctly rural scene between Dorchester and Craig streets. The St. Lawrence Main street is, however, one of the oldest exits from the city, and has for many generations back been identified with its history. It is essentially a business street, and when the widening and improvements are completed, will be one of the handsomest thoroughfares in Montreal.

SKETCHES OF THE NATIONAL GAME—MONTREAL VS. OTTAWA.—Although, if we credit certain old writers, such as Père Lafitau, lacrosse is one of the most ancient of all games, its record as now played and as the recognized national game of the Canadian people, can be traced back