

[For the CANADIAN ILLUSTRATED NEWS.]
MY FRIENDS.

My friends,—Oh, what a volume in the world!
More than a volume, for fond follies they,
Writ in the clearest type, that I may read,
Even when the darkest clouds are overhead,
Or through the blinding mist of bitter tears,
Ever the same. Yes, I am rich indeed
When I can look around me at my will,
And sound from out the fullness of my heart,
In very truth, the simple words—My Friends.

They make me richer than a mighty King
Surrounded by the soft voluptuous smiles
Of courtesan and sycophant, that kneel
About the gilded footstool of a throne,
And wait the slightest bidding of their lord;
For if the single hair that holds the sword
Of Damocles, suspended amid air,
Break with a slight vibration of the breeze,
Caused by hoarse shouts from the tumultuous throats
Of a wild mob, parched for Royal blood,
And on the appointed head the fatal steel
Fall swiftly, cleaving through the jewelled crown—
The smiles and willing hands as swiftly flee—
And no kind fingers lift the pulseless hands
To fold them gently, with a silent prayer;
And no sad eyes are bent above the form
Unmolested upon the cold and glittering throne—
In truth a very pitiless place to die.

I have no smiling sycophants, to hang
About my person, and around my ears
With oily speech and gloomy flattering phrase;
And when above me gibbous shadows hang
To pass into mysterious nothingness,
While I outstretch my weak and helpless hands,
And only touch cold horrible despair.

No! Such was not my lot; I murmured—Friends!
And lifted up my feverish hands on high,
And they were clasped within cool loving hands,
While over me were bent the forms of men—
Strong men,—and yet how gently did those arms
Support me; never woman's trembling hand
More lightly rested on a lover's arm,
Than these strong hands upon my burning brow.

And there were many voices, like a dream,
Low toned, that made sweet music in my ears,
And cheered me with their quiet gentle talk,
When silence would have been a heavy gloom.

And from it all a lesson I have learned,
Deep printed on the tablets of my heart:
For often in the past I've laid me down
To meditate upon some bitterness,
That seemed to make life wearisome to me;
And I have brooded so upon the wrong,
And worked myself to such a morbid state,
That, rising up to find a morbid state,
To seek, and sneer, and play the misanthrope,
And hold myself aloof from intercourse
With those who would have laughed my passion
cool.

But all the selfish barriers that I reared,
To shut my puny soul within myself,
Were beaten down before my very eyes
By the strong hand of friendship, and my heart
Surrendered to the kindly conquerors;
And since the very hour of my defeat
The world has brightened, and humanity
Has been to me a thing to be believed,
So once again I say, I think me rich
To have so many of the true name—Friend;
And I would say to him who has but one,
That he can call by that same sacred name,
To cleave to him, as being more than life.

BARRY DANE.

Montreal, 26th April, 1876.

MR. A. LUDERS LIGHT, M. INS.,
C. E.

The subject of our engraving is a Civil Engineer of experience. He was born in Durham, England, in 1824, being the fifth son of Col. Alexander Whalley Light, late of H. M. 25th Regiment (or King's Own Borderers). This distinguished officer, who by the way had the largest pension for wounds according to rank, in the British army, was descended from an old and highly respectable Somersetshire county family. He served with distinction through most of those arduous campaigns against the great Napoleon, so well described by Napier and others, which beginning with Abercromby in Egypt, finished with Wellington at Waterloo. Peace being soon after restored, Colonel Light left the army and settled in Durham, being mainly attracted by the fine Grammar School and University there, which afforded him an opportunity of educating his numerous sons at a moderate cost. In 1836, Colonel Light emigrated to Canada West, selecting his military grant of land near Woodstock, then a small village, where he built his family place of "Lytes Cary," whose hospitable halls were so well known to all the gentry of that early day. He died in 1859, full of years and honors, to the deep regret of all who knew him, being almost the last of that long and distinguished list of veteran military and naval officers, who had made Canada their adopted home.

A. Luders Light, the subject of our sketch, emigrated with his father. In 1839 he was articled to an Engineer and Architect, and in 1842 obtained a situation as a Superintending Engineer of Construction in the Board of Works of Canada; then under the late H. H. Killaly as Chief Commissioner, and the Messrs. Keefer, Page, Gzowski, Shanly and Shaw, Engineers. He remained in this employ 4 years engaged upon the surveys and construction of the canals, harbours, and other public works of the west.

In 1846 he resigned and accepted service with the Great Western Railway Company, then just commencing their preliminary surveys, under that eminent chief, Colonel Charles B. Stuart, Messrs. Benedict and Spaulding, District Engineers.

In the winter of 1848, during a temporary cessation of work on the Great Western, Mr. Light made a rapid reconnaissance of the Woodstock and Lake Erie, and Canada Southern Railways on account of the Directors of the former, who controlled both charters. These railways were soon after put under contract, Mr. Light having been named Chief Engineer—which

position was declined—the more comprehensive services of the Great Western being preferred even with smaller remuneration. The grading and bridging of the former were well advanced when the whole, through unfortunate circumstances, fell into abeyance for many years. Both works, however, have since been completed substantially on the lines then recommended. In the summer of the same year, Mr. Light made the location of the Rochester Extension from Rochester to Niagara Falls, now part of the New York Central, for Col. Charles B. Stuart.

In 1851 Mr. Light was appointed Chief Engineer of the St. Andrews and Quebec Railway in New Brunswick. This work, intended by its original projectors to have been extended to Quebec, was through the change of Boundary, caused by the Ashburton treaty, and a consequent want of funds only completed to Woodstock on the St. John River, a distance of 92 miles—on the cessation of this work, in 1854, Mr. Light transferred his services to the adjoining State of Maine and there constructed the Calais and Lewys Island Railway.

In 1856 the Provinces of New Brunswick and Nova Scotia decided to construct their several Railways as Provincial Works, and the Government of the former selected Mr. Light to fill the important post of Chief Engineer. In this capacity, between 1856 and '60, amongst other works, he completed the European and North American Railway, so generally quoted as one of "the best constructed railways on the continent." So complete was this work generally acknowledged to be, that on its opening in 1860, the Government of Nova Scotia, then under the Hon. Joseph Howe, solicited that Mr. Light be spared to finish up their railway system also, which was granted.

After the completion of these important works, Mr. Light, at the suggestion of both Lieutenant-Governors of the Maritime Provinces, made a personal reconnaissance and report upon the whole country to be traversed by the proposed Intercolonial Railway at an expense of some \$6,000 defrayed from his private purse. In the autumn of 1861, he accompanied the Colonial Delegation to England to afford information on this subject. The reports, maps, and estimates he then published, as well as the further valuable information given by him, went far to smooth the way for the adoption of the enterprise by the Imperial Government. These reports and estimates having been endorsed by Mr. James Brunlees, an English Engineer of great celebrity—now engaged with Sir John Hawkshaw in the project of tunnelling the English Channel—were published, and brought Mr. Light into prominent notice in England. Mr. Brunlees endorsed Mr. Light's report in the following words:—"Having gone carefully through all the points connected with the above railway with Mr. Light, such as summit heights, crossing of rivers, and all other engineering points, I have no hesitation in stating that a line by either route indicated would be quite practicable. Having, also, had considerable experience as the Engineer-in-Chief of an extensive line in South America, and knowing from personal examination the nature of the country, which is in many respects similar to that of North America, climate and the value of labor, however, being much in favor of the latter, I am of opinion that the estimates named by Mr. Light are ample, and his views upon the construction and completion of the line are very sound."

"JAMES BRUNLEES, M. Inst. C. E."

The estimate Mr. Light then gave namely, £8,500 stg., has been found singularly accurate, when allowance is made for extra cost of steel rails and iron bridges not then contemplated.

In the winter of the same year, the affair of the "Trent" occurred, and after careful consideration, Mr. Light was finally selected by the authorities at the Horse Guards, from his thorough knowledge of the country, undoubted energy, and acknowledged practical skill, as a fit man to accompany the troops in the important position of Civil Engineer in charge and for other service in British North America. He, in conjunction with Col. Shadwell, Quartermaster-General, and Major Burnaby, R.E., formed a Commission invested with full power to carry the troops through regardless of expense.

It may be here stated that this appointment was strongly recommended by Sir Allan McNab, Hon. Joseph Howe and Hon. Mr. Tilley, the Canadian Delegates.

War having fortunately been averted, Mr. Light returned to England the following year, and the difficulty of the Trent having shown the urgent need of better communication, the Imperial Government decided immediately to construct the Intercolonial Railway, and he was again selected as the Imperial Engineer to carry out the undertaking.

It is needless to repeat how this work was delayed for years by the complications of Canadian politics. Mr. Light in the meantime accepted the post under Mr. James Brunlees, of Constructing Engineer of the San Paulo Railway of Brazil, an extensive line 150 miles in length, of very peculiar construction; the elevation of three thousand feet of the "Serra do Mar" having been overcome in a distance of five miles, by the heaviest inclined planes in use. The salary in this position was three thousand pounds sterling per annum, and all expenses paid.

This service completed, Mr. Light again returned to England, and amongst other important works—in conjunction with two eminent Engineers, Messrs. A. M. Rendel and George Barclay Bruce—engaged in parliamentary work, and successfully carried several important Rail-

way Bills through the English Parliament. During this period, through the influence of Messrs. Rendel and Berkley—the Chiefs of the Indian Railways—he was twice offered important positions in that country, with salaries of £3,000 sterling per annum, which from pressure of other matters he could not accept.

The monetary panic of 1866, and subsequent stringent regulations of Lord Redesdale, requiring a large part of the capital of any project to be actually paid up, before charters were granted, put a severe check upon all Engineering work in England, and Mr. Light returned to Canada in 1868, and soon after was appointed to the Miramichi district of the Intercolonial Railway by Mr. Sandford Fleming, which he located and constructed, including the Miramichi bridges.

This service completed to the entire satisfaction of his chief, in the autumn of 1874, Mr. Light was appointed Government Engineer of the Province of Quebec, for the North Shore Railway, including all the other lines subsidized by the Province—the whole aggregating upwards of a thousand miles.

This position he still holds. The sweeping changes for the better, that have been made since these works came under the control of the Government—and which we presume have had Mr. Light's approval—all point to a most wise economy in the future working of the lines.

These improvements consist in the adoption of the best steel rails and iron bridges throughout, instead of iron rails and wooden bridges, an enlarged and elevated road-bed, more substantial foundations, larger and safe masonry, reduced gradients in the direction of the heavy traffic, and the abolition of several dangerous drawbridges, the whole raising the standard of the works from an indifferent second to a thoroughly first-class railway.

In the spring of 1875, in addition to the above, he was mutually selected by Mr. Sandford Fleming and the Government of Newfoundland, in the place of the former (whose duties as Chief Engineer of the Pacific and Intercolonial Railways precluded him from attending to the matter)—for the arduous service of making a railway survey through this Island—a distance of about 350 miles, the interior of which is entirely uninhabited, and destitute of any means of land communication. This service also has been satisfactorily performed.

Mr. Light has been fortunate, never having had an accident or failure of even a trivial nature, attributable to faulty construction, on any of the many railways he has made as Chief Engineer in charge. He has handsome certificates from all the numerous corporations and governments he has served, and seems always to have given satisfaction.

The appointment of an Engineer with such a record to the important post of Government Engineer, in conjunction with the highly respectable, intelligent and honorable gentlemen the Government have selected, regardless of party, as their Commissioners, to carry out these great undertakings, will go far to assure the people of the Province of Quebec, and the world in general, that they are thoroughly in earnest in their intention of making the Quebec, Montreal, Ottawa and Western—what it really it should be—a first-class Railway.

THE DEVIL ON MOUNT ROYAL.

Wonders will never cease. If any one imagines that the Old Boy has disappeared from the earth, he is mistaken. Men sell their souls to-day quite as readily as they did a thousand years ago, and the devil is just as ready to strike a bargain. We have still our Walpurgis Nights and our Sabbats. Mephisto prowls as of old; there are Fausts and even Marguerites to be corrupted by his wiles.

We all love and admire our Royal Mountain. Its beautiful drives, its leafy avenues, its escorted cottages, its marble homes of the dead, its fruit plantations, are so many sources of pride, to which we point the attention of strangers and tourists. But its hidden mysteries are known only to a few. It is not that they are impenetrable, but the majority of men are so thoughtless and so blind. There are projects of crime concocted there, and scenes of vice enacted, which would startle my readers were I to unfold them.

To-day, I shall content myself with introducing them to the Devil. Do not be startled. It is altogether useful that you should be acquainted with His Majesty and know everything that concerns his whereabouts. He lives on the Mountain. He has a cavern hewn out of the living rock, and he holds his court there. I have no space to enter into particulars; let it suffice to be told that all is conducted on the most approved principles of legendary etiquette.

The old fellow is not bad looking. The impression to the contrary is a popular prejudice. He has a piercing black eye full of insinuation, which accounts for his being such a favorite with the ladies. His nose is not so long as one would imagine, considering that he is in the habit of poking it everywhere. His hands are a marvel. They are rapid, dexterous, sparkling, instinct with life and tingling with magnetic touches. He has, indeed, the traditional hoof and club foot, but that is hardly a deformity in this age of high-heeled, tight boots. His distinctive feature is his tail. That must be seen to be appreciated. It is soft, velvety, insinuating, iridescent, fascinating in its undulations, terrible in its rigidity. At one time, it can whisk all the stars from their orbits with a sweep; at another, its touch would not frighten a fly on

the cheek of a sleeping beauty. There is no suggestion of fire or brimstone about him. He is cool, serene, fragrant. There never was such a fellow to "draw." Once within the circle of his influence, you cannot resist him. He is a great linguist. This, it must be confessed, is a splendid advantage, and the cunning rascal knows how to use it.

I have said that few people are acquainted with the Devil's private residence on the Mountain. Of course, my reference was to goody people only. Men of sense, men who have the proper "go" about them, make it their business to cultivate his acquaintance and pay him frequent visits. How else could we account for some men who have acquired sudden wealth in this city?

Using my privilege as a journalist, I had a long interview with the Devil, the other day, and, in a confidential mood, he informed me that his three best classes of customers are contractors, politicians and lovers. All the great contracts of the country have been made through him; all important political changes, such as the incoming of the present administration, are wrought by his instrumentality; and there is no case of elegant, refined seduction which is not his. Ordinary brutal loves he will have nothing to do with as beneath his dignity of artist, and only fit for the beastly instincts of man.

The Devil must have thought a great deal of me, for during my brief visit he taught me many a trick which will be of use to me in the composition of my master work on Arcana Vitæ. Indeed, His Majesty was so gracious as to say that he admired me, had known me for a long time, and would not mind giving me a hand now and again. I, of course, was deferentially grateful. He remarked that he was on intimate terms with all our celebrated men. He spoke feelingly of —, as an old friend, whom he was to bring out of his troubles all right. He was inclined to think well of the Ministry, some of whose members were very "apt" indeed. Of a certain urban corporation, I was surprised to learn that Satan had a very sorry opinion. He said they were a difficult lot. They were always coming to him for some job or other, and to make bargains with him. They would sell their souls to him, sign the agreement with their own blood, drawn from a puncture in their arm made by his tail, receive from him the means of extracting money from the people; but when the day of settlement came, would beg off, make excuses, or else drive him away by blessed water, the sign of the cross, or some other ritualistic practice. The Devil has a most profound contempt for any man who is not willing to go to hell with a smile on his lips.

I have refrained from giving the precise locality of the Devil's cavern. I act thus because I do not wish to lead the innocent or unwary into temptation. But it may be stated generally that it lies in the immediate vicinity of the new Park, in the imitation of which Satan had a principal share, and from which he expects a rich harvest of souls, after it is opened.

A. STELLÉ PENN.

GENEVIEVE DE BRABANT.

Genevieve, daughter of a Duke of Brabant, married, about the year 710, Siffroy, Chatelan of Hohen-Simmeren in the territory of Treves, and was accused of adultery by the intendant Golo, who had in vain attempted to seduce her. Siffroy, then absent from home, ordered that she should perish, as well as the child to which she had just given birth. The men charged with the execution of this barbarous order, had not the resolution to carry it out, and, instead, abandoned the mother and infant in a wood, where, according to the legend, a hind furnished them its milk for six years. At the end of that time (717), Siffroy accidentally discovered his wife during a hunt in which he was pursuing the nursing hind. He recognized the innocence of Genevieve, restored her to all her state and privileges, and had the perfidious Golo put to death. On the very spot where she was discovered, Genevieve raised the shrine called Frankenkirch to the Virgin, and its ruins still exist, attracting many pilgrims. This adventure has been the subject of a great number of legends, romances, elegies and dramas, the most remarkable among which are the tragedies of Tieck and Muller. It has also furnished inspiration to many artists. The painting of Steubrick, an engraving of which we reproduce in the present issue, is very generally esteemed. As we gaze upon the sweet and sorrowful face, we have small wonder that the soldiers of Siffroy refused to execute the unjust sentence of their lord.

A MAMMOTH DISPENSARY.

"Among the notable physicians of this country, Dr. R. V. PIERCE, of Buffalo, N.Y., stands deservedly high. He has obtained professional eminence through strictly legitimate means, and fully deserves the enviable reputation which he enjoys. A thorough and careful preparation for his calling, and extensive reading, a long and unusually large practice, have made him extraordinarily successful in his private practice, and gained the commendation even of his professional brethren. By devoting his attention mainly to certain specialties, he has been rewarded in a very great degree, and in those lines is recognized as a leader. Not a few of his preparations, compounded for these special cases, have been adopted and are used in their private