

[For the Canadian Illustrated News.]

"PORCIA IS DEAD!"

(Julius Cæsar, Act IV. Scene iii.)

True artist! that one touch reveals a hand,
Whose nerves are quick with genius. Who but thou
Could paint a hero's soul in three short words!
The Roman with his pride of self-control—
The son-in-law of Cato—his whose name
Was his whose eyes saw tender his son's blood—
O'er private griefs—his husband's strong grief,
After hard struggle, conquers country's love—
The friend who feels his friend has but to know
His sorrow to excuse all friendship's wrongs—
The soldier, whose words cut right to the core
Of what they aim at like his good broad sword—
All in that single touch—Porcia is dead!"

JOHN R. ADE.

THE OPENING OF PARLIAMENT.

The interior of the Senate Chamber always presents a gay and animated scene on the occasion of the opening of Parliament by the representative of Her Most Gracious Majesty. The elegance of the spacious Chamber; the gorgeous brilliancy of the Windsor and other uniforms of the Ministers and staff ranged on either side of the vice-regal throne; the Governor-General there seated with the programme of the Ministerial policy in his hand; the inimitable Black Rod; the solemn Masters in Chancery around the Clerk's table; the grave Senators, sitting in single rows on either side, with the privileged few in the centre; the motley group of Commons outside the bar; and beyond all, the assemblage of gay and elegantly-dressed ladies occupying the seats behind the Senators always present to the spectators in the gallery a sight worth looking upon and long to be remembered. And the galleries, too, with their promiscuous crowd of respectable and respectfully-behaved people—ladies and gentlemen, young and old, representing all classes of the community, are they not a study for an artist? But the opening on the 15th gathered additional interest from the presence of His Royal Highness, Prince Arthur. The crowd, which is always great in the galleries, was on this occasion a complete jam; while the scene on the floor was rendered more than usually brilliant by the greater number of ladies present; and perhaps it may be added by the more than ordinary elegance of their toilettes.

In our issue of the 19th of February, we gave an account of the proceedings at the opening; and on the 26th an exterior view of the Parliament buildings, with a description. In this issue will be found a two-page leggetype, from a drawing by our own artist, of the scene in the Senate Chamber during the opening: His Excellency is seated on the vice-regal throne, reading the Speech; on his right sits His Royal Highness Prince Arthur; and on either side stand Privy Counsellors, members of the staff, &c. The Gentleman Usher of the Black Rod will readily be distinguished standing in his accustomed place, and opposite, the Hon. Speaker of the Senate, in his official robe, sitting near the steps to the throne. Beyond the Clerk's table it is the custom to provide a few chairs for distinguished visitors, ecclesiastical, military, and civic dignitaries, &c., and on this occasion it will be seen that these were all filled. The grave Senators, in full dress, will be readily recognized on either side, "hedged" as they are by a "divinity" of female beauty and fashion. The view is taken from the east corner of the south end gallery, and does not of course permit of the "bar" and the honourable gentlemen of the House of Commons, headed by their Speaker, behind it, being seen. The Senate Chamber is ninety by forty-five feet, and the ceiling over sixty feet high. It is in every respect like the House of Commons, except that the furnishing is crimson instead of green, and the Speaker's chair is placed at the north end, instead of, as in the Commons, at the west side. The sky-lights, with the beautifully stained glass windows behind the galleries, throw a fine soft light into the Chamber. The piers against the walls of the Chamber, are composed of Portage du Fort marble of a light greyish colour, up to the galleries, whence rise above them clusters of small pillars of the beautiful dark Annapolis marble supporting the light-coloured marble arches above. The galleries, extending around the whole room, and placed over the corridors surrounding the Chamber, are capable of comfortably accommodating about a thousand persons; but on this particular occasion, attracted by the presence of the Prince, there were nearer two than one thousand people squeezed into them.

BRIDGE ACROSS THE MISSOURI, AT KANSAS CITY, U.S.

The success of Canadians on the public works of the United States, has frequently been remarked, and the great Kansas City bridge may be taken as another instance, though a small one compared with the construction of the Hoosac Tunnel, (Messrs. Shanley) or the architectural direction of the new State Capitol at Albany, (Messrs. Fuller & Laven.) The chief engineer of the Kansas City bridge, was Mr. Chanute, a very talented, and throughout the Western and Southern States, a well-known engineer, he being at present employed as chief engineer on the important railways now building, the Missouri, Fort Scott and Gulf road, and the Lawrence and Galveston. Mr. Joseph Tomlinson, C. E. of New Brunswick, was engaged by Mr. Chanute, as Engineer and Superintendent of superstructure. Mr. Tomlinson also designed and proportioned the fixed spans, the pivot span, three hundred and sixty-three feet long, having been constructed according to the plans of the Keystone Bridge Company of Pittsburgh. The length of the main bridge is 1,394 feet, and the cost of construction about one million of dollars. The difficulties encountered in bridging the Missouri at Kansas City, were mainly in securing a solid foundation for the masonry piers. The bed of the stream, composed of sand or silt, was so easily moved by the rapid current, that sometimes the bottom was found to vary several feet in depth in the course of a few hours. When great freshets occur, as they do at least once a year on the Missouri, the river bed is no doubt "scooped out" to a great depth, and to give solidity to the bridge, it was necessary to go down to the solid rock under the river channel. This involved immense labour of a very difficult kind to perform, the foundation of one of the piers being at a depth of fifty-two feet below low water. The masonry was built on a very strongly framed caisson, open on the under side, and formed into four chambers; the bottom around the outside and the cross partitions were formed with cutting edges; four well-holes communicated with the chambers, and in the well-holes were placed the dredges, with which the material from under the pier was excavated. As fast as the

masonry was built on the upper surface the dredges were made to excavate a sufficient amount to lower the top course to the water. The pier was regulated in its descent by powerful screws resting on strongly framed trusses. The whole operation of sinking the pier was a very critical one, as the water was sometimes twenty feet deeper on the one side than the other. When the pier was within four and a half feet of the rock, the material had to be removed; it was composed of boulders, flat stones, and a stiff compact blue clay, the removal of which was very tedious, the workmen sometimes only gaining a single inch in a day. When the bottom edge of the caisson was fairly down on the rock, the inside was cleared out and the whole interior of the chambers and well-holes filled with concrete. Mr. Tomlinson had charge of the putting down of this pier, and so successfully was it accomplished, so truly was the structure kept in position during its gradual descent, that when completed it was found to be within half an inch of level from side to side, and from end to end, within an inch and a half. Before going to the United States he designed and superintended the construction of two bridges over the river St. John, New Brunswick; and is now preparing plans, &c., for some new light-houses, to be built by the Canadian Government.

BLANCHETOWN, SOUTH AUSTRALIA.

Blanchetown is a port on the river Murray, about 220 miles by water from the sea, 80 miles by land from Adelaide, and 42 miles from the Northern Railway. The site was selected by Sir Richard Macdonnell, as the very best point of junction for the Murray with the port of Adelaide. He named the town Blanche after his wife, and pronounced the future destiny of the place to be the depot by water carriage for central Australia. Unless the scales speedily fall from the eyes of the South Australian Government, there is every likelihood that Victoria, which has built her railway to the Murray years ago, will secure the benefit of the carrying trade on this magnificent water-way, which, with its tributaries, is navigable for 5,000 miles during most part of the year. Why should South Australia permit herself to lose this great trade while squabbling over a few miles of railway? The managers of the English Company now in the colony have fully borne out the judgment of Sir R. Macdonnell, by selecting Blanchetown, after examining several other routes, as the natural and proper spot for connecting the rivers with Port Adelaide. The township at present has a very straggling appearance, but its situation for picturesque beauty has no equal in the colony. It stands on a limestone cliff 90 feet above the water line, and gradually slopes to the river, which is here 240 yards wide. The regularity of the incline is broken by ravines, and when the streets are all filled up, and the houses, like terraces, seem each one peeping over the head of its front neighbour, it will form a picture not to be easily matched anywhere. The banks of the river for about 150 miles are formed by bold perpendicular cliffs, in many places 200 feet high. These cliffs, from the grass on their summits to fathoms below the water line, are very rich in fossils. Here the student of geology may examine a section of the old world, that has escaped the turnings and convulsions to which other portions of its surface have been exposed. The various levels and deposits are perfectly horizontal and continuous, and the corallines and shells of most delicate formation are as perfect in this their fossil state as if formed but yesterday. Dr. Muscke pays periodical visits to these cliffs, and always returns enriched with specimens. Blanchetown is also on the main line of road to the Darling and Murrumbidgee Rivers in New South Wales, and also that portion of Victoria bounded by the Murray. The mail leaving Adelaide on Friday at 7 a. m., reaches Blanchetown at 5 p. m., and Wentworth on the Darling at 8 p. m., on Saturday. Extensive premises are in course of erection at this port for wood-washing, to which it is intended to add in at preserving. Such and many other works should long ago have been erected here, to utilise the grand water-power that now flows uselessly by. *Australian News.*

KABYLE ORANGE SELLERS IN ALGIERS.

Although the French have not yet made much progress in colonizing Algeria, a time must come when the progress of European settlement in that fertile country will be accelerated. The south shore of the Mediterranean Sea has too many natural advantages to be left for many generations in the hands of the indolent populations who inhabit it. The climate is mild and genial throughout the year, its only drawback being an occasional visitation for five or six days during August or September, from the hot winds off the Sahara, and frost is scarcely known. The foliage falls towards the end of December; it returns again in February, and the fruit is ripe in May. About half the population of the country are Kabyles, who call themselves by names signifying noble and free. They are gallant people and when they were led by the fiery Emir Abdel-Kader, they gave a good deal of trouble to the Marshals of France. To such contests there can be but one end. The stubborn aborigines were conquered at last, and their redoubtable chieflain swore fealty to France on the Koran. If the acquisition of Algeria has been of no substantial service to the French empire, it was a good deed to terminate the rule of the Dey. Algiers, it will be known, was a nest of pirates; its cruisers preyed upon European commerce, and slaves were made of the prisoners thus taken. It seems astonishing that this should have been tolerated by the great Powers up to a date so recent, that only fifty-four years ago an English squadron bombarded Algiers, destroyed the pirate fleet, and set at liberty the Christian slaves. Certainly, there are some directions in which the recent growth of civilisation has been very rapid; a pirate in the Mediterranean would now be an absolute anachronism. Yet so inveterate was the Algerine love of piracy that even Lord Exmouth's severe punishment would not probably have caused its complete cessation; hence the French occupation of Algiers, which grew out of the insulting conduct of the last Dey, must be considered an advantage to European civilization. The Kabyles or Berbers, as may be perceived by our illustration, have often countenances of much intelligence. But they show no tendency to rise above their original level. Their language is so limited in power of expression that they have to borrow from the Arabic all words of religious or scientific significance. In the country their dwellings are of the roughest order; cabins made of the branches of trees, plastered with mud. Their dress is coarse and scanty; and as to their religion little is known about it, except that they have a great veneration for their priests, who profess to work miracles. The origin of this

race has never been closely investigated; but there is one tribe among them with blue eyes, fair hair and light complexion, who are supposed to be descendants of the Vandals. The Kabyles form about half the population of Algeria, or somewhat more than a million and a half. Including the French there are eight other races in Algeria. The Moors are the principal inhabitants of the towns, and they lead an indolent life, passing much of their time loitering about the cafés, drinking coffee and smoking their pipes. The Kabyles, who form the majority of the country population, visit the towns for the purposes of trade. Algiers is, of course, the great market of the country. It stands on the side of a steep hill, the summit of which is crowned by a citadel, and overlooks the bay of the same name. Its streets are narrow and filthy, but the French are rapidly improving it, having actually taken down the principal mosque in order to get space for official edifices. Many of the other mosques—octagonal buildings of marble—have been turned into churches. Since the French took possession, shops are becoming much more numerous, though a great part of the business is done in the bazars according to oriental fashion.

THE SEWERS OF PARIS.

Among the first sights which a stranger in Paris wants to visit are the gigantic collecting-sewers beneath the city, constructed on the recommendation and under the superintendence of M. Haussmann, late Prefect of the Seine. The main artery of these extensive subways on the northern bank of the river is between three and four miles in length, and extends from the Place de la Concorde to Asnières, near to which well-known suburb the principal southern artery, after crossing the Seine in a monster tube close to the Pont d'Alma, will eventually form a junction with it. Besides these principal arteries, which have a height of close upon fifteen feet, and a width of about eighteen feet, including a pathway on each side nearly three feet wide, there are thirty miles of secondary galleries of somewhat smaller dimensions, in addition to an intricate network comprising nearly six hundred miles of sewers proper. The principal purpose served by these extensive subways is the drainage of the streets, and the carrying off the refuse water and the rainfall from the houses; cesspools which require to be periodically emptied being still the rule in the French capital.

It is only on certain days of the year that these magnificent sewers are thrown open to sight-seers. On such occasions they are splendidly lighted up with thousands of lamps, each provided with a silver reflector. Tickets, previously obtained from the proper authority, indicate the time and place of rendezvous, and precisely at the hour specified the large iron trap-door in the centre of the pavement is raised, and the assembled party proceed to descend some dozen steep steps conducing to the sewers. Overhead is a vaulted roof, intersected in all directions with countless telegraph wires inclosed in gutta-percha tubes, and running along the sides is a large black pipe about a foot and a half in diameter, which supplies the city of Paris with water. Rows of lamps that grow fainter and fainter in the distance, light up the vaulted gallery and cast their reflections in the black, turbid waters at our feet, wherein a large boat, capable of holding some fourteen or sixteen people is floating. The ladies of the party are handed in, and the boat, which is provided with a movable crescent-shaped fan, pierced with holes to admit of the water flowing through, and which, on being let down, fits exactly to the rounded bottom of the sewer and pushes before it all the solid refuse matter that may chance to have accumulated, moves along on its course until a particular point is reached. Here the voyagers disembark, and, with their male companions, who have followed on foot, take their seats in a number of small carriages, likewise provided with fans, and the wheels of which run along rails placed at the edges of the pathways which bound the sewers on each side. Each of these vehicles carries a lighted lamp in front of it, and is provided with a conductor. Signal is given by sound of trumpet of the rails being clear, and off the carriages start, propelled forward by four men running at the sides of the fan, at the rate of something like six miles an hour. Blue tablets, with white letters, indicate, from time to time, the particular points of the city the party are traversing, and every now and then the cars shoot past some rushing cascade of dirty water tumbling into the sewer with a roaring sound. Occasionally, at a signal from their conductor, passengers must duck their heads as they pass beneath the great transverse iron stanchions which cross and re-cross the roofs of the galleries. Suddenly a sharp turn is made, and a silver-gray flood of light in front of them is discerned. The cars soon come to a halt, and the passengers alight, and in a few minutes find themselves, at the end of their journey, on the quay facing the towers of the Conciergerie.

"The Picture-Book."—This illustration will be recognized by every one as a veritable scene from "real life." It speaks too eloquently of the childish admiration for pictorial art; of the wonderfully engaging power of the "picture-book," of the important services of the eye in developing the expanding intellect—to need any particular description. The artist has faithfully portrayed the unalloyed admiration with which universal infancy regards pictorial illustrations; if all the mothers in the land were but to "compare notes" and publish to the world the sum of peaceful hours they have enjoyed, and the measure of infantile happiness which they have seen conferred by the "picture-book," we are convinced that their testimony would prove it to be one of the greatest of domestic institutions in modern times. As they say in the patent medicine advertisements, "no family should be without it." It is wise, too, to encourage little children in their admiration for art. Rude and badly-executed as children's "picture-books" too often are, they exert a good influence; they arrest and engage attention, thus training the mind to steady thought, and they assist most materially in imparting knowledge even while they are only coined over for the sake of amusement. Let not the little ones be without good "picture-books."

The Duke of Richmond, Charles Henry Gordon Lennox, the new Conservative leader in the House of Lords, represented Sussex in the House of Commons from 1841 to 1860, and has held office as President of the Poor Law Board. He has served in the army, from which he retired on half pay, and while in the service acted as Aide de Camp to the Duke of Wellington and to Viscount Hardinge. He was born in 1818 and ranks as a fair debater. The Dukedom was created in 1875 by Charles II. The present is the 6th Duke and succeeded to the title on the death of his father in October 1860.