



LILY LAKE, ST. JOHN, N. B.—This charming sheet of water is about a mile from St. John, and is naturally one of the chief attractions of the neighbourhood. What lovelier scene could heart desire than that calm mirror with its frame of foliage? Artists have haunted it, anglers have searched its depths, oarsmen and oarswomen have impelled themselves across its glassy surface, and bathers have revealed like naiads in its refreshing waters, but no community of enjoyment can render it commonplace. It is a blessed sight after the dust and din of the city, the contemplation of which inspires tranquillity and contentment—just such a scene as poet, painter, lover, find rapture in. We do not wonder that St. John people are proud of it.

ON HOWE'S ROAD, ST. JOHN, N. B.—There is no fairer district in Canada than that of which the city of St. John is the centre. Both the harbour and coast and the scenes through which one passes on the roads to the interior are full of charming surprises. The variety of surface gives repeated chances of points of vantage from which the landscape may be surveyed. Cultivation has done much to soften any harshness in the natural features, so that the charms of an English country side are combined with the striking boldness that is so picturesque. The Fort Howe Hill commands a view of scenery that fully accounts for the attachment of St. John people to their native city. The glimpse of a well-known exit and peopled upland afforded by our engraving faithfully (though partially) illustrates one phase of this diversified scenery.

BINSCARTH STOCK FARM.—This fine establishment, so characteristic of the North-West, is not far from the line of the Manitoba and North-Western Railway. The visit of the vice-regal party to it and the reception and address to the Governor-General, with His Excellency's reply, were given in our last issue.

THE LETHBRIDGE COLLIERY.—This important colliery—the property of the North-Western Coal and Navigation Company, limited—which produces that coal known throughout Manitoba and the North-West Territories as "Galt Coal," has been in operation since 1882. Its active development, however, properly dates from the autumn of 1885, when a narrow-gauge railway—owned and operated by the same company—from the C.P.R. at Dunmore, near Medicine Hat, to Lethbridge, a distance of 109½ miles, was completed. This company owes its existence to the exertions of Sir Alexander T. Galt, G.C.M.G., who with other gentlemen in 1881 secured coal leases in Alberta, on both the Bow and Belly rivers. In the year following, after a thorough examination of these leases, it was decided to open a mine on the east bank of Belly River, where the town of Lethbridge now stands. Early in 1883 the North-Western Coal and Navigation Co., limited, with a capital of £50,000 sterling, was formed for this purpose, and during that and the following year about 3,000 tons were shipped by way of the Belly and South Saskatchewan rivers to Medicine Hat, and there tested on the locomotives of the C.P.R. These tests proved the value of the coal as a steam producer; but, owing to the season of river navigation being so short and uncertain, it became necessary to abandon this mode of transfer and to build the narrow-gauge railway. To do this, the company increased their capital to £150,000 sterling, and bonded the road to the extent of £160,000 sterling. It was formally opened by the Marquis of Lansdowne, then Governor-General of Canada, on the 24th September, 1885. Prior to the mining operations above mentioned, coal was extracted on the west bank of Belly river opposite the present Lethbridge Colliery, by the late Nicholas Sheran, who probably was the first coal operator in Western Canada. Mr. Sheran, early in the seventies, settled at the St. Mary's river, about six miles south of Lethbridge. This point being near the St. Mary's crossing of the Benton-Macleod trail, the freighters on their return trip to Benton used to load their "string teams" with coal and sell it on their arrival in Benton. In 1879 Mr. Sheran moved down the Belly river and established himself on the west side of the river, where the lower trail crossed, leading from Macleod to Benton. Here he conducted a ferry during high water, at the same time mining coal, which he sold at \$5 a ton to the freighters, who afterwards retailed it in Benton at \$20. The output of the colliery of the North-Western Coal and Navigation Co., since 1885, has yearly increased, even far beyond the expectations of the promoters of the scheme. Their monthly pay-sheet is now in the neighbourhood of \$20,000. This, it need hardly be remarked, is a considerable sum of money to be put in circulation in the town of Lethbridge, where but a few years ago, before the construction of the C.P.R., desolation reigned supreme. Owing to the very large and increasing demand for coal in the Smelting and Reducing Works in Montana, the N.W.C. & N. Co. have now good opportunities of placing their coal on that market. In the summer of 1888 several car-loads were shipped for the purpose of testing, by way of the C.P.R., St. P. M. & M. and N.P.R.—a distance of nearly 2,000 miles—to various smelters in Montana, which by a direct road could be reached in less than 300 miles. The results of these tests being favourable, negotiations are now in progress for the construction of a railway from Lethbridge to Helena, Mont.

As for the coal supply at Lethbridge, it is practically unlimited. In the report of progress of the Geological Survey of 1882-84, Dr. Dawson estimates the quantity of coal underlying one square mile at the "Coal Banks," the present site of Lethbridge, at 5,500,000 tons.

LETHBRIDGE, ALBERTA.—The upper part of our engraving shows a part of Ford street, Lethbridge. This, the youngest town in Alberta, is not by any means the least important. The population is now about 1,200 souls. The town is and has been from the first in a most healthy condition. The monthly pay roll of the North-Western Coal and Navigation Co. aggregating some \$20,000, is altogether circulated in the town. Lethbridge is, moreover, the distributing point for the thriving settlements around Pincher Creek, Macleod and the Upper St. Mary river. It is noteworthy that an important Indian battle was fought on the site of Lethbridge in 1871, between the Crees and Piegiens. It appears that a party of Crees were down from the north hunting buffalo and had strayed westward, after game, into the hunting grounds claimed by the Piegiens. At a point on the river, about 12 miles west of Lethbridge, these Crees came suddenly upon a small party of Piegiens, and, not being aware of the presence of a larger band a short distance up the river, they attacked the Piegiens. In a very short time those up the river were communicated with and a war party sent out to fight the Crees. The latter, upon finding the forces of the Piegiens considerably augmented, retreated across the country and gained a deep ravine which enters the valley of the river opposite where Lethbridge now is. The Piegiens, on the other hand, after much trouble, succeeded in securing a shorter and adjoining ravine, separated by a ridge from 75 to 150 feet, from the one occupied by the Crees. The horses were kept in the bottom of the ravines, while the braves crowded to the brow of the ridge and exchanged shots whenever the men of either party were venturesome enough to show their heads. Others, meanwhile, kept throwing rocks into the air so as to fall on their respective enemies. After four hours of this system of warfare, in which probably one dozen were killed, the Piegiens decided to force a fight. A charge was accordingly made across the ridge upon the Crees, who fled down the ravine towards the river. A number of the Piegiens returning, mounted their horses, and moving rapidly across the ridge, drove the Crees out of the ravine, down which they were running, and over a point of a hill, the descent of which is from twenty to thirty feet, and almost perpendicular. Over this the Crees, on foot and on horses, rushed headlong into the river. While endeavouring to ford, the Piegiens slew their foes most mercilessly. Those who succeeded in gaining the opposite bank took refuge among some poplars and thick willows. Here they were virtually surrounded by the Piegiens, who withdrew as the evening approached, being satisfied that a sufficient number of scalps had been secured. Evidences of that bloody fray may still be seen, as small cairns of stones were placed where the different braves fell. These are visible, especially along the brow of the ravines occupied in the earlier part of the engagement by the respective parties, and in the ravine down which the Crees were driven. The lower part of this engraving shows one of the many entrances to the Lethbridge colliery. These entrances are situated at stated distances along the foot of the bluff forming the east side of the river valley. Out of these the coal is hauled by mules and horses to a common point, whence it is conveyed out of the valley by means of an inclined railway, and is afterwards dumped over screens into the railway cars.

KATHCHEN.—Perhaps Kate or Kitty, or Catherine, sweet in sound and pure in meaning, would better suit English ears. But what's in a name? Certainly this rose of youth and beauty will not be robbed of her sweetness and colour by any re-christenings. Who is she? And what is she thinking of? Some of our ingenious readers will doubtless have no difficulty in answering these questions.

OLD ST. GABRIEL STREET CHURCH, MONTREAL.—This venerable church, the eventful history of which forms the theme of a bulky volume written by the Rev. Robert Campbell, D. D., who ministered in it for many years and is still the pastor of the congregation that worships in its successor and namesake, is a familiar object to Montrealers. Its early annals are not lacking in features akin to romance, several of its founders and early adherents having been North-Westerns, and some of them, like the Mackenzies, Frobishers and others, famous men in their day, who have earned an honourable place in the story of Montreal's development. The church was erected in 1792 by Messrs. Telfer and McIntosh, the congregation having, however, existed for several years previous. The land on which it stands was purchased from Mr. Hypolite Hertel, with the exception of a strip of twelve feet in breadth which formed part of the Champ de Mars, and was granted by the Government of the day. Its dimensions are 60 feet by 48 feet, and it has a capacity of seating 750 persons. The old bell is said to have been the first whose tones called a Protestant congregation in this province and Ontario to Divine worship. The first minister was the Rev. John Young, of Schenectady, who remained till 1802, when he was succeeded by the Rev. J. Somerville, who founded the well known course of lectures in connection with the Natural History Society. In 1817 he received the Rev. Henry Esson as assistant. The Rev. Edward Black in turn became coadjutor to Mr. Esson, and held that position till 1833, when he ministered to the congregation of old St. Paul's. The Rev. W. Leishman was the next minister—the Disruption having meanwhile caused a secession. He

was followed by the Rev. William Rintoul, the Rev. David Inglis, the Rev. Dr. Kemp, and the Rev. Dr. Campbell, the present esteemed pastor and historiographer of the church and the many Presbyterian churches of which it is the honoured mother.

PARLIAMENT BUILDINGS, FREDERICTON, N. B.—The handsome city of Fredericton, formerly St. Ann's, was selected as the seat of government for the newly made province in the year 1785. It is favourably situated for both rail and water communication, and apart from its political importance, is the centre of some thriving industries. The structure, presented in our engraving, is solidly built of grey free-stone. Its fine Corinthian façade has won it the admiration of experts in architecture. The building which it replaced (a view of which may be seen in Dr. Gesner's "New Brunswick") was of wood. Though clumsy and inconvenient compared with its successor, it had many associations with the early years of the province, which it had served as a Senate-house for more than half a century. The present edifice is thoroughly provided with all the essentials of a building of its class, and it also affords accommodation for some of the courts. The house adjoining, which is fire-proof, is used for a legislative library. Besides some valuable works, it comprises a number of interesting portraits. The departments of the Government have a building to themselves on Parliament Square. Fredericton is noted for the abundance, variety and beauty of its trees, and not the least attractive feature of the grounds of the Parliament and associated buildings is the tasteful arrangement of a variety of luxuriant and charming growths. The elms of Fredericton are not surpassed in grace by the fairest examples of that species which this continent affords. Those who are concerned in antiquarian lore will find in the New Brunswick capital and its vicinity occasional reminiscences of old Acadian times, though, as elsewhere in Canada, landmarks of the past are gradually disappearing.

LONDON, ONT.—On another page our readers will find engravings of some of the finest public buildings and most picturesque localities in London, Ont. There is none of our leading centres of population and business, the history of which is more interesting than that of the Forest City. It can also claim to be one of the oldest of the settlements that have grown up under British domination. It is now nearly a century since Governor Simcoe, arriving at a spot where two rivers united their waters, was struck with the scenic beauty and natural advantages of the situation. "Here," said he, "is just the site for the metropolis of my province. It is in a central position, in the midst of a region of rare fertility, having ample means of water communication with east and west and south, with grounds well adapted for public edifices, private residences and commercial buildings." But those first thoughts were succeeded by a multiplicity of considerations, which eventually deferred the execution of the plan thus outlined to another generation. It was not till Col. Talbot's enterprise was in progress that the survey was carried out. Some writers place the date at 1818; others at 1827. It is generally conceded that the survey was made by Col. Burwell, and whatever year be fixed for the starting point of its career, London, once it had become a local habitation and had received a name, did not lag on the path of progress. In 1828 the Westminster Bridge was completed, and by 1832 a thriving community had taken root in the neighbourhood. Persons still living can remember when the early post office was kept in a small log shanty by Major Schofield. We can imagine what it would look like, if set alongside the present splendid structure (see engraving) which was completed in 1884 at a total cost (including alterations and repairs) of nearly \$70,000. The Custom House is still more impressive from the architect's standpoint. The total expenditure on this building (which has undergone important modifications, comprising a considerable extension, during the last few years) since 1867 has been over \$100,000. It is now one of the finest buildings of its kind in Ontario. The Court House is, however, the most striking architectural feature in this group of public buildings. Its castellated character at once attracts attention, and we understand that it was really designed on the model of one of the strongholds of the Talbot family. The other scenes in these illustrations of London call for no special description. They have all their historic—some of them their romantic, and one of them, at least, its melancholy—associations. *Ida's Nook* (see engraving) suggests a trysting-place of lovers, and, doubtless, many a vow has been breathed in its woodland stillness. Mr. George Taylor, the present mayor, is a gentleman of taste as well as wealth, if the view from his garden (see engraving) be taken as an example of his choice of outlook. Mount Pleasant Cemetery (see engraving) has that hopeful sound which the word "cemetery," in its original form, had to the Greeks who first used it, for ΚΟΙΜΗΤΗΡΙΟΝ (Koimēterion) means nothing more than dormitory or sleeping-place. And the glimpse of it afforded by our illustration tends to justify the name of Mount Pleasant.

Whether the memory shall be a beautiful chamber of peace or a torture chamber of despair will depend upon the soul's obedience or disobedience to the admonition, "Remember thy Creator."—*Christian Leader*.

Faith in human nature is not merely faith in what it is, but still more faith in what it is to be. Compare Christianity with Christ, and you will see the difference between the Christianity of the present and that of the future.—*C. Everett*.