

OUR ILLUSTRATIONS.

The ceremony of laying the foundation stone of the

NEW MASONIC HALL AT OTTAWA

took place on the 12th inst. under circumstances that can hardly be called advantageous. But notwithstanding disappointment and bad weather the affair went off remarkably well. From an early hour the members of the different lodges in the neighbourhood, with music and banners, dropped into the city, and before the morning was well advanced the streets were pretty well crowded. It had been originally intended that all the lodges should meet at Cartier Square, where the procession was to have been formed; but on assembling at the rendez-vous it was found that several of the lodges from the west had not put in an appearance, and that owing to detention on the road, their arrival would be postponed until the afternoon. It was therefore determined to form the procession, but here contretemps No. 2 occurred, in the form of a heavy thunderstorm which drove everybody to seek such shelter as was available. By three o'clock the sun shone out as brightly as ever, and with it appeared the missing lodges. It was after four before the procession was able to form, and then it was neither as long nor as imposing as it might have been, owing to the departure of many lodge-members who had betaken themselves off home or in search of provisions. But notwithstanding this decrease in its numbers it presented a very good appearance. The men were, as a rule, fine stalwart fellows; the banners were numerous and very handsome, and the music, produced by several bands and an innumerable fife and drums, was, on the whole, very fair. Unfortunately an untoward event occurred during the march to mar the pleasantness of the celebration. While the procession was coming through the lower town, some stones were hurled from a house near Champagne Corner; then a pistol shot followed. Some say it was a drunken woman, others that a little boy commenced the fray. The Orangemen stopped, and those ahead retraced their steps, and there was every prospect of a fearful row. Stones were hurled and pistol shots were fired, and some windows were broken; but fortunately the discretion and firmness of the leaders of the Orangemen and leading citizens prevented any serious riot. Some persons were slightly bruised during the first few moments, and then the processionists resumed their way back to Centre Town. It was six o'clock before the procession could reach the corner of the street where the new hall is in course of erection. Many members indeed were obliged to leave without participating in the interesting ceremony. The corner stone was laid in an impressive way, with the ceremonies peculiar to the Orange order, by Herbert S. Macdonald, Grand Master of the Provincial Grand Lodge of Ontario east. On the platform were F. Clement, J. Langford, J. Clarke, J. Halfpenny, W. R. Bell, besides many other prominent members of the organization. It is intended that the hall, which is a plain substantial structure, shall be dedicated at the next annual meeting of the Provincial Grand Lodge of Ontario, which will be held in Ottawa. Immediately on the conclusion of the ceremonies the different lodges started on the way home, some in waggons, but most by rail.

THE HON. JOHN O'CONNOR and GEO. STEWART, JUN.

Biographies to accompany these portraits will be found on the previous page.

Our view of the

WRECK OF THE S.S. "ADALIA"

is from a sketch by one of the officers of the S.S. "Pictou," which was chartered by the agents of the London and Montreal Company for the purpose of rescuing the passengers and crew of the stranded vessel. It will be remembered that the "Adalia" went ashore on the 24th ult. on St. Paul's Island, off Cape Breton, during a heavy fog. It is pleasant to be able to record that the accident was not due to any lack of vigilance on the part of the officers of the steamship, who deserve the utmost praise for their efforts in administering to the comfort of the passengers in their unpleasant position.

VIEW OF PICTOU, N. S.

The town of Pictou, recently the scene of a disastrous fire, is a wealthy and flourishing place in the county of the same name. It occupies a commanding position on the side of a hill facing the harbour, which is one of the best, as regards shelter and spaciousness, on the coast. Its geographical position is an admirable one. Situated on the straits of Northumberland, opposite Prince Edward Island, it stands on the direct water route from Halifax to Montreal. It is the terminus of the Quebec and Gulf Ports Steamship Line, and also of the lines to Newfoundland and Prince Edward Island. Pictou promises in time to be the seat of trade and manufactures of no small importance. In its immediate vicinity are both iron and coal mines and a splendid free-stone quarry. The principal trade of the place is in coal, of which thousands of tons from the mines twelve miles from the town are shipped weekly by the "International," "Acadia," and "Albion" Companies. Before the abrogation of the Reciprocity Treaty, Pictou did an immense business in shipping coal to the United States, but since then the trade has very much decreased, owing to the heavy duties on the article. The town, as well as the greater part of the county, was settled by Highland Scotch about the year 1765, and from that time until 1784 the population of the little colony was largely reinforced from the same quarter. The present population of the town is about 4,000.

On Thursday week a most disastrous fire occurred near the east end of the town. The day was being observed as a fast by the Presbyterian bodies, who had just assembled in their churches at 11 o'clock in the morning, when the alarm of fire was given, which originated in a carpenter's workshop in rear of the Central Hotel. There was quite a strong wind from the east at the time. The two fire engines were promptly on the spot, but in spite of every exertion the fire continued to spread, and great fears were entertained that the whole town would be burned. The roofs of the houses took fire in several directions from the sparks, but were soon put out. Assistance was telegraphed for from New Glasgow, Truro and Halifax, which was very promptly sent. The New Glasgow men and engine arrived at 12.30, and were of great assistance, and helped to subdue the fire, which was got under control about two o'clock, and did not spread after that. The Truro engine and men left there at 1.40 by special train, and one of the steam engines and men left Halifax about the same time.

There were about fifteen buildings burned, the most important of which were the Central hotel, the store and house of James Stalker and Sons, Began's hotel, Malcolm Cameron's store and house, Royal Oak hotel, and Godfrey's store and house at the east end. The old Queen's warehouse, now empty, on Purves wharf at the west end, took fire from the sparks, and it and several warehouses and Doull's lumber yard were burned.

THE DIGBY BOAT-RACES.

Within the past few weeks Nova Scotians and New Brunswickers have been in one continuous ferment of anxiety as to the result of the boat-races at Digby. These races were essentially inter-provincial, and their object was to settle the much-contested question of the respective merits of the Nova Scotian and New Brunswick oarsmen. It will be remembered that last year the St. John four-oared crew, after defeating the Tyne crew on the Kennebecassis, declined to compete with the English and Canadian crews at Halifax. Their decision caused great disappointment, especially to the Haligonians, who believed that their own champions were perfectly able to compete with and defeat the victorious Paris crews. Of the races which followed that at Halifax it is entirely unnecessary to say anything, as the St. John men were not present.

In December last Robert Fulton, stroke of the St. John crew, issued a challenge to Brown, who pulled bow oar in the Pryor crew, to row a single scull race at Digby or Annapolis during the present year. For some time there was much hesitation among Halifax men—who had not forgotten the withdrawal of the St. John men the year before—as to the advisability of accepting a challenge coming from such a source. Finally a reasonable view was taken of the matter and negotiations were opened. For a long time it seemed as if the race would never be arranged. One party would not consent to row at a given place; another thought the expenses allowed him insufficient. Indeed, so great was the disagreement that at one time all hope of concluding the matter satisfactorily was given up.

By the instrumentality of a party of gentlemen interested in the race, one more effort was made to bring the negotiations to successful termination, and the result was an agreement between the champions to row at Digby a distance of four miles straight-away for \$1,000. The articles were duly drawn up and signed, and the time for the great race was fast approaching when Brown's committee received a telegram from St. John, stating that Fulton's new boat had been broken on its way from New York, and asking a postponement to enable him to obtain another one. After an interchange of telegrams a supplemental article was attached to the agreement, postponing the race for a week—until Wednesday, the 10th of July.

Of the crowds assembled on that day at the place fixed we say nothing. Digby—a pleasant flourishing town at the entrance of the Bay of Fundy, about 110 miles west of Halifax—was crowded, as such places always are on such occasions. In addition to the scull race, the great cause of the gathering, a further inducement had been held out in the shape of a four-oared race between three amateur crews, one from each rival city, and one local crew.

On the day fixed, Wednesday, the 10th, the weather was unfavourable and the races had to be postponed. Thursday morning broke with fog which was succeeded by a breeze, to the unutterable disgust of the sight-seers. But by ten o'clock the wind lulled so far that the water was deemed smooth enough for the four-oared lap-streak boat-race. The boats and crews entered were: St. John—Clifford (bow); Ellis, No. 2; Kay, No. 3; Mollison (stroke.) Digby—Gilpin (bow); F. Dakin, No. 2; J. Brooks, No. 3; H. Dakin (stroke.) Halifax—Marvin (bow); Foley, No. 2; Hutton, No. 3; Ross (stroke.) The course, three miles in length, extended directly in front of the town. The St. John four were the first to appear with their boat, the "Coyle," the property of the St. John Boating Club. Next came the Digby in the "P. W. Smith," better known as the old "James A. Harding," in which the St. John men rowed on the Seine; and lastly the Halifax men in a boat built for them by Mr. Peters, of Halifax. The positions were as follows: Halifax inshore, St. John in the centre, and the Digby boat outside. It was nearly half-past twelve when the word to go was given. St. John took the lead, but was quickly caught up by Digby, and then by Halifax. At the stake-boat Digby was leading, St. John second, and Halifax third, and this order was kept up on the return, the distance between Digby and St. John being considerably increased. Halifax came in far behind, the boat full of water. The time was 2.40.

The great race between Brown and Fulton came off the following day shortly after seven in the morning. Already at five o'clock the banks were lined with an expectant crowd. The course selected was one of four miles straight-away running almost parallel to the Digby shore, nearly due north and south. The point at which the race finished is at the inner part of the Gut, half a mile above Indian Beech, and the starting point some three-quarters of a mile above Digby wharf, off what is known as the Joggins.

Brown and Fulton made their appearance at the wharf shortly before half-past six, and proceeded at once to the starting place, where they took up their positions, Brown on the outside. At about ten minutes past seven Mr. Pryor, the referee, moved to a point behind the starting-boats, and after the usual inquiry "Are you ready?" gave the word to go. The race we leave to the St. John Telegraph to describe.

"Both men took the water about the same time, but Brown seemed to have been best prepared for the signal, for while his boat went off straight as an arrow and steadily, that of Fulton lurched, causing him to lose about half a stroke with his right hand oar. Fulton soon righted and rowed steadily, increasing the strength of his stroke to overtake Brown, but his boat settled so much at every stroke that he was obliged to ease up somewhat. It was easy to perceive even in the first few hundred yards that Fulton could not win in the boat under him, for she was much too small for his powerful stroke. Brown gained on him steadily, with a regular swinging stroke, slower than Fulton's, but all the life and buoyancy was in his boat and he seemed to propel her with wonderful ease, considering the pace at which she went. The boats gradually neared each other and between six and seven hundred yards from the start Brown was a length of clear water ahead with Fulton in his wake. Fulton did not remain long in this position, but veered his boat outside the course of Brown's and the two soon steered parallel to each other, both being outside the regular course. At Digby wharf, nearly a mile from the starting point, Brown was about three lengths ahead. Many on the wharf remarked on the contrast between

the action of the two boats under the stroke of the respective oarsmen. Brown's shell was well out of water forward and showed up sufficiently aft, and as his oar blades struck the water and the force of the stroke came on the outriggers she seemed to rise and spring forward with an elasticity which was looked for in vain in Fulton's boat, which dipped forward at every stroke and moved along with an apparent absence of buoyancy which showed that she was intended for a man much lighter and less powerful than the one in her. The remainder of the match was no contest at all, for though Brown gained little on Fulton he appeared to be making no great exertion to do so, and the boats crossed the line, Fulton coming in outside the stake boat, about four lengths behind, Brown leading. It is difficult to ascertain time made, although that is a matter of little consequence because the course was laid off by guesswork and was nearer three and a half miles than four. The time of starting was about ten minutes after six (?) and the winning boat crossed the line in about thirty-two minutes. The judges did not observe time.

"As near a summary of the race as can be given under the circumstances is:

"Single-scutt match between Robert Fulton, St. John, and George Brown, Halifax, rowed 12th July, 1872, over a four mile course, straight-away, at Digby.

"Brown rowed Spanish cedar shell *John Coney*, built by Jewett, of Dunstan-on-Tyne. Fulton the Spanish cedar shell *A. C. Smith*. Brown won—time 32 min., 12 sec."

Brown's boat was 30 ft. 4 in. long, and 11 ft. wide. He used a sliding seat, and had his feet strapped on two blocks in the shape of thick boot soles. Fulton's boat was 29 ft. 6 in. long. As portraits and biographies of both Fulton and Brown appeared last year in the *News*, we confine ourselves to stating that at the time of the race Brown weighed about 150 lbs., and Fulton about 168 lbs.

Our artist in Prince Edward Island has forwarded us a sketch, which we now produce, of the

QUEBEC MERCHANT SHIP "EMIGRANT,"

700 tons register, being towed by a small schooner into Charlottetown harbour on the 6th June last. The ship was abandoned, waterlogged, in the spring in the Gulf of St. Lawrence. She was first seen S. E. of the Magdalen Islands and was boarded by several parties with the intention of claiming her, but owing to the intense cold, and the quantity of ice in the Gulf, she had to be abandoned. Finally, in April, Captain Foley, of Charlottetown, with a party of men, crossed the ice with supplies of clothes, provisions and other necessaries, and took possession. Leaving four men on board he returned to Charlottetown, and as soon as the ice was sufficiently broken up he started in a small schooner of 60 tons and reached the "Emigrant" on the 2nd of May. After a month of severe work he succeeded in bringing her into port, where he arrived on the 6th of June. During the return trip he broke up a ton of rope in towing his prize, and on one occasion was obliged, owing to a heavy gale, to let her go and allow her to drift the whole night. On arriving at Charlottetown he found himself well paid for his trouble, for we understand that the value of the ship and its cargo of timber is estimated at £10,000 sterling.

Special articles, descriptive of the

PORTABLE BORING MACHINE, CAMPBELL'S RAILROAD CAR BREAK, and SANBORN'S RAILROAD RAIL,

will be found on pages 58 and 61.

THE INUNDATIONS IN BOHEMIA.

During the latter end of the month of May Central Bohemia was the scene of the most disastrous floods that have occurred for a century. The more immediate scene of the disaster was the country lying along the course of the Moldau, from Prague southwards, together with the valley of the Beraun, and of the other tributaries of the Moldau. The floods were caused by excessive rains which swelled the rivers to such an extent that they burst through every barrier, and overflowed their natural banks, carrying destruction and dismay throughout the whole country. These floods first began on the night of the 25th. About noon that day the sky became suddenly overcast with heavy clouds of such intense blackness as to obscure considerably the natural light of day. The darkness was accompanied by an unnatural calmness, betokening the violence of the storm that was about to break. The birds, deceived by the dim light, betook themselves to their roosts with the idea that night was coming on. The peasants, who at that hour were at work in the fields, hurriedly made for home, and with closed doors and shutters anxiously awaited the outbreak of the storm. Nor had they to wait long. Occasional puffs of wind disturbed the general quiet, and gradually the wind rose, its whistling deepening into a roar, until it developed into a perfect hurricane. Then the heavens were opened and torrents of rain mingled with hail deluged the country, utterly destroying the crops, and swelling the very brooks into noisy, turbulent streams of yellow water. Hailstones of the size of fowl's eggs fell, breaking glass, snapping twigs off the trees, and prostrating nearly every green thing. But this was not the worst. For days after the rain had ceased the people still suffered from the inundations. At Prague the rising of the waters took place at night, and the inhabitants occupying the lower portion of the town were only saved from drowning by the presence of mind and energy of the police and city watchmen. The great bridge over the Moldau was the scene of one of the most unique "shoves" ever witnessed. On the south side were piled up in wild confusion lumber, trunks of trees, boats, remains of bathing houses, household furniture and the carcasses of animals, all swept down by the irresistible force of the impetuous current. Fortunately comparatively little damage was done in the city. But in the country the distress and sufferings of the poor people were terrible. In one village of 80 houses, with a population of about 800, twenty-seven human beings were drowned in the flood, and their fate was shared by over 400 horses, sheep, and oxen. Hardly one of the four-score buildings was left standing. Most of the smaller villages suffered in the same way. Such was the force of the water that it swept away, not only walls, dykes, and bridges, but even the heaviest pieces of machinery. At Komorau, where there are large iron works, the water carried off a waggon containing 70 centers of iron, which was standing in front of the Marienhutte. As soon as the catastrophe became known throughout the country subscriptions were set on foot for the relief of the sufferers, which were, much to the honour of the nation, speedily filled.