

closely scanned; but when designing the mural panels it was justly thought by the architect, Mr. Calvert Vaux, that birds, leaves, flowers, and a quasi atmosphere would be less tiresome, because more nearly pictorial, than conventional still-life. Seated at the Governor's hospitable board, the guest receives from these naturalistic and picturesque mural carvings a constant invitation; the mystery of their meaning is equalled only by the modesty of their appeal, and not the least of the messages they convey is the impossibility of easily exhausting their significance.

The Governor's new library at No. 14 Gramercy Park connects by sliding doors with the dining-room and with the old library. Its dimensions are unusual, the length being about one hundred and twenty-five feet, and the breadth about twenty feet for two-thirds of the length and forty feet for the remaining third. The space which in an ordinary city house is given to the drawing-room, the library, and the dining-room has been reserved for a library, and when the decorations are finished, the Governor will receive his friends in one of the largest, most beautiful, and best-equipped libraries in the United States. All the wood-work will be of white oak adorned with exquisite carvings, and from the ceiling, also of white oak, will shine an array of sea-green tiles. Each book-case will be high enough to almost touch the ceiling. The extraordinary size of this room is in keeping with the vast number of law-books destined to be brought into it, and its commanding importance in the general interior scheme of the edifice is believed by the Governor's friends to be not out of sympathy with the fact of his sound training and solid acquisitions as a student of law, political economy, and finance.

On the second floor, above the drawing-room, is the Governor's bedroom, a sumptuously beautiful apartment, its doors, trimmings, mantel, and wainscoting of solid satin-wood, carved and paneled, its walls hung in a delicately-hued woollen fabric of chintz-like design, and its ceiling painted to show a network of light hues. The use of different kinds of satin-wood, both plain and grained, adds variety to the general brilliancy of the effect; and the adornment of the bevelled angle of the door-frames with a line of carving extending up from the floor, over the door, and down to the floor again produces an effect not less novel than pleasing. The bay-window of this front room is generously provided with registers for heating; and electric bell knobs are seen in various convenient places, both here and elsewhere. Four or five other bedrooms on the same floor are finished in light hard woods, their walls and ceilings most lavishly and elaborately ornamented with frescoes in warm colors. The Governor's house is at once a palace and a home.

#### THE CHICAGO CABLE-CAR SYSTEM.

The most successful attempt yet made to secure a better means of street locomotion than that afforded by horse cars is the invention of cable cars. San Francisco was the first city in the United States to try the experiment, and it was soon found to work to the entire satisfaction of the public. Chicago, which seldom allows any other city in the country to get ahead of it, soon concluded to follow the example of San Francisco, and about a year ago work was begun on State Street for a new road operated on this plan. Nine miles of track were laid during the next four months, about 1,500 men and 250 teams being employed in the work. The amount of material used in the construction of the road was as follows: 5,000,000 pounds of iron; 500 tons of steel rails; 300,000 feet of lumber for stringers; 50,000 wagon loads of crushed stone, gravel and sand for the concrete; several thousand barrels of cement; 31,345 square yards of paving stones; 600,000 bolts; 225,000 brick; and 350 cords of rubble-stone in the excavations.

As the name implies, the cars are run by means of a cable. The tubes, composed of concrete, about the size of a common barrel, are laid about a foot beneath the surface of the street. Every sixteen feet a strong iron rib, nearly the size of a railroad rail, is embedded in the concrete, coming just high enough, and having flanges at proper places on which to fasten the rails for the cars to run on. There are other seats of flanges upon the ribs, which sustain two V-shaped rails, within three eighths of an inch of each other, in the centre of the track, so that it is a continuous frame of iron with its lower part embedded in concrete. Endless cables pass through these tubes, supported upon rollers, and over pulleys at the ends of the tubes, the upper and lower halves of the cable moving in opposite directions, like the chain of a chain-pump. The power which runs the road is generated in the engine house at the northwest corner of State and Twenty-first Street, which was constructed expressly for this purpose. In it are four 250-horse power engines and four boilers, and the cable now in working order is operated by one of these engines and one boiler. The cable is composed of the best quality of Swede's iron, with 114 strands of wire in the rope—six large strands of nineteen wires each—and is 22,000 feet long. Attached to each engine are two large winders, around which this cable passes, and two large cogwheels. The winders make eighteen revolutions per minute, the cogs thirty-six and the piston seventy-two. The cable passes from one of the winders out to a large set-wheel under the street, and around that to the small pulley

wheels in the cable chamber on which it rests. It runs down the east track to a wheel under the track at Madison Street, and back to the engine-house over the second rudder, and out again the same way. Just back of the engines in the house are two machines operated on narrow-gauge tracks, and these, by means of weights, keep the cable taut, so that there is no slack.

The cars used are called grip-cars. They are about the size of the old bobtail cars, and are open all around. In the centre is a compartment for the engineer, and in the centre of this the grip is set. The grip is connected with the cable by a shank, which runs down through the slot between the tracks. By means of a long lever the engineer throws the grip on, the cable is clasped with a vise-like grip, and the car is pulled along. In starting the car, the grip upon the cable is but slight, permitting it to slip. But after motion has been attained, by a peculiar twist of the attachment it takes a firm hold and the car proceeds to move with the same speed as does the cable; so that no shock is produced in the starting. As the grip attached to the car passes along with the cable it simply lifts the cable from the pulleys, allowing it to drop and rest upon the pulleys again after the car has passed. On either end of the cars are small headlights, for use at night, which throw a light on the track about thirty feet ahead of the car. Just above the engineer's compartment is a gong-bell for his use, and in centre of the car is a large shade-lamp. The cars are stopped by means of a brake, which is worked in the same way as the grip, and starts and stops are both made with much less of a shock than is always felt on a horse-car.

The road was inaugurated on the 22nd of January, and has been working successfully ever since.

#### THE LATE ARCHBISHOP OF CANTERBURY.

In the long roll of Primates of all England who have made Lambeth their home, few names will be remembered with more reverence and affection than that of the late Archbishop, Dr. Tait. He knew much of personal sorrow, and the readers of that tender and touching book, the memorial of *Catherine and Crawford Tait*, compiled partly by the husband and father himself, will remember Mrs. Tait's own account of the affliction which befell them in 1856, when her husband was Dean of Carlisle, in the deaths of five lovely little daughters by scarlet fever within a few weeks. And though he lived in a comparatively happy period of English history, the Church knew troublous times, in which its head needed to be the strong, true, broad man that he was. The words of one writer, that "his kindness, wisdom, and moderation entitle him to the last gratitude of the English Church," may be truly cited as expressing the general opinion of his labors. In his summer home at Cropton and at Lambeth Palace he appeared, among the daughters left to him, a loving father and a most gentle host. I heard him speak of Garfield's death from the pulpit of St. Martin's-in-the-Fields, and I thought it the justest and fittest utterance made on that theme in England. On his death-bed he remained still mindful of the work that was given him to do, and his last efforts were directed with successful tact to the removal of one of the difficulties in the way of the reconciliation of the parties in the Church. To the new primate, Dr. Benson, who comes from vigorous and able work in his see of Truro, he has left that best of legacies—the fruits of the life of a man who was both good and wise.—Mrs. Z. B. GUSTAFSON, in *Harper's*.

#### A RICH RAILROAD CORPORATION.

The Canadian Pacific Railway Company is one of the richest corporations in the world. It started out with a grant of 750 miles of road built and in operation; another grant of 25,000,000 acres of land, said to be worth on the average of \$5 per acre, and a Government guarantee of the clear gift of \$25,000,000, to be paid by installments, so much upon the completion of each section of twenty miles. Its charter exempts the road equipment and capital stock from taxes for ever, and it has free right of way, with all the materials for construction and equipment free from duty. The whole mileage to be built by the company is less than 2,400 miles. The eastern half of it will not cost more than \$15,000 a mile, or \$18,000,000. The western half, including passage through two ranges of mountains, may cost an average of \$35,000 a mile, or \$42,000,000; a total probable cost of \$60,000,000, of which the Government pays \$25,000,000, leaving for the company but \$35,000,000, which 7,000,000 acres of their land grant from Winnipeg westward will pay. They will then have left their entire capital stock and 18,000,000 acres of land for the construction of connections and branches and equipment, and for the creation of connecting lines of steamships from Montreal to Europe at the East, and Port Moody with Australia, China and San Francisco at the West. A company so rich in funds and exempt from all taxes for ever, and so large a surplus, ought to become a regulator of all the other transcontinental railways, and force them into reasonable and fair treatment of the public.

SENATOR PALMER, of Michigan, has given to the city of Detroit his salary as Senator for two years, for a public art museum.

#### THE AUTHOR OF "SWEET HOME."

Payne was a boy prodigy upon the stage, but not a remarkable actor in his maturity. Then he was a manager, writer and adapter of plays, a "general utility" man in translating and arranging. He lost money as a manager, and was imprisoned in London. He opened his prison door with a successful translation, played *Richard the Third* for a few nights, and then left the stage. Then he sent some plays in manuscript to Charles Kemble, and among them was *Clari*, and if Kemble would give him £50 he would have Bishop arrange the play with music for the stage. Kemble sent the money; Bishop arranged the music; Ellen Tree's sister sang it. One song in it melted the heart of London and of the world, and the plaintive melody is everywhere familiar, and everywhere its tender pathos invests with affectionate regard the name of John Howard Payne.

It was in Italy that he heard the melody sung by a peasant girl carrying flowers and vegetables. The wandering Goldsmith might have heard it, and trilled it at twilight from his flute; for it is the very pensive motive of the "Deserted Village." To the loitering playwright the melody suggested the words which he has associated with it, and jotting down the notes of the air, he sent both words and music to Bishop, who duly arranged them, and after the immediate and great success of the song, it was published "as sung by Miss Tree," sister of Ellen Tree—"composed and partly founded upon a Sicilian air by Henry R. Bishop." But Payne's name is not even mentioned. *Clari, the Maid of Milan*, was the rage. For many years it was often sung, and its performance is a pleasant reminiscence of theatre-goers of thirty or forty years ago. Payne continued to write tragedies and comedies, operas and farces, and in 1832 he returned to America. A complimentary benefit was given to him at the Park Theatre, which produced seven thousand dollars. "And Mr. Jones," says a recent report—"whoever Mr. Jones was—sang 'Home, Sweet Home.'" "Alas! here again is the untoward fate of the actor—"wincever Mr. Jones was!" Why, sir, Mr. Jones was long the dulcet tenor of the old Park, and in the English version of *Masaniello* his singing of the aria, "Morning its sweets is flinging," was the delight of the lovely belles of long ago, whose grandchildren are the matrons of to-day.

For ten years Payne led the same Bedouin life, full of literary and humane and romantic projects, but he never again wrote or did anything memorable. In 1843 he was appointed Consul at Tunis, where in 1852, "an exile from home," he died. There is an inevitable melancholy in the impression of such a life, yet it is not clear that Payne was especially unhappy. But he was always a rover, and was never married, and often knew the pinch of poverty. After thirty years, Mr. Corcoran, of Washington, who personally knew him, obtained permission to remove the remains, and in June they will be laid finally in Oak Hill Cemetery, near Washington.

Except for his one song the name of Payne would be preserved only in biographical dictionaries and in some perishing traditions of the theatre. But his song is that one touch of nature which makes the world kin. It is the frailest thread of which fame was ever spun. For the poetry is but a rude expression of a common sentiment, and it would hardly have aroused attention except for the pathetic melody to which it was adapted. That touches every hearer, as it touched Payne when he heard it sung by the Italian girl. He vindicated his claim to the name of poet by his perfect interpretation of the sentiment of music. It was in the year that he died that New York heard Jenny Lind sing his song. There was a simple, honest, generous peasant air in her aspect, and when her marvellous voice broke into a ringing shower of limpid thrills in

"The birds singing gayly that come at my call," it was as if all the birds of spring warbled together, or a choir of larks sang at heaven's gate.

There are a hundred monuments of distinguished men in Washington who were very conspicuous, and some of whom performed great and memorable services. But no monuments there will be visited by a greater throng of pilgrims, and no memory will appeal more tenderly to all of them, than those of the wide-wandering actor who lived and died alone, and of whom nothing is remembered but that he wrote one song.

#### EARLY BARGAINS WITH THE INDIANS.

The disposition to cheat and defraud the Indians has been much exaggerated, at least as regards the English settlers. The early Spanish invaders made no pretense of buying one foot of land from the Indians, whereas the English often went through the form of purchase, and very commonly put in practice the reality. The Pilgrims, when in great distress at the very beginning, took baskets of corn from an Indian grave, and paid for them afterward. The year after the Massachusetts colony was founded, the court decreed: "It is ordered that Josias Plastow shall (for stealing four baskets of corn from the Indians) return them eight baskets again, be fined five pounds, and hereafter called Josias, and not Mr., as formerly he used to be." As a mere matter of policy, it was the general disposition of the English settlers to obtain

lands by honest sale; indeed, Governor Josiah Winslow, of Plymouth, declared, in reference to King Philip's War, that "before these present troubles broke out the English did not possess one foot of land in the colony but what was fairly obtained by honest purchase of the Indian proprietors." This policy was quite general. Captain West in 1610 bought the site of what is now Richmond, Virginia, for some copper. The Dutch Governor Minuit bought the island of Manhattan in 1625 for sixty guilders. Lord Baltimore's company purchased land for cloth, tools, and trinkets; the Swedes obtained the site of Christiana for a kettle; Roger Williams bought the island of Rhode Island for forty fathoms of white beads; and New Haven was sold to the whites in 1633 for "twelve coats of English cloth, twelve alchemy spoons, twelve hoes, twelve hatchets, twelve pronging, twenty-four knives, and twenty-four cases of French knives and spoons." Many other such purchases will be found recorded by Dr. Ellis. And though the price paid might often seem ludicrously small, yet we must remember that a knife or a hatchet was really worth more to an Indian than many square miles of wild land; while even the beads were a substitute for wampum, or woppon, which was their circulating medium in dealing with each other and with the whites, and was worth in 1630 five shillings a fathom.

T. W. HIGGINSON, in *Harper's*.

#### A MOUNTAIN SPECTRE IN NEVADA.

The famous spectre of the Brocken, which frequently appears in the Hartz Mountains, seldom visits this country, but it was seen not long ago from the Toubabe range, in Nevada, by R. A. Marr, of the Coast and Geodetic Survey, who gives this account of the atmospheric phenomenon: "Suddenly, as I stood looking over the vast expanse beneath me, I saw myself confronted by a monster figure of a man standing in mid-air before me upon the top of a clearly defined mountain peak, which had but the thin air of the valley below for a resting-place. The figure was only a short distance from me. Around it were two circles of rainbow light and color, the outer one faintly defined as compared with the inner one, which was bright and clear and distinctly iridescent. Around the head of the figure was a beautiful halo of light, and from the figure itself shot rays of colors normal to the body. The sight startled me more than I can now tell. I threw up my hands in astonishment, and perhaps some little fear, and at this moment the spectre seemed to move towards me. In a few minutes I got over my fright, and then, after the figure had faded away, I recognized the fact that I had enjoyed one of the most wonderful phenomena of nature. Since then we have seen it once or twice from Jeff Davis Peak, but it never created such an impression upon me as it did that evening when I was doing service as a heliographer all alone on top of Arc Dome."

#### WOLVES INCREASING IN FRANCE.

In France wolves seem to increase much quicker than the population. In ancient Limousin and thereabouts they are not contented with sheep and dogs, but six times within the last two years have attacked human beings, and a score of people have died mad from their bites. In the small local newspapers it is quite common to see accounts of dogs killed in defense of the sheep. These occurrences rarely gain attention from the Paris papers, and the country-folk cry out loudly against "the Chamber" for not making the *lieutenants de baillieries* do their duty. These officers are accused of showing more discretion than vigor in destroying the wolves; for, if wolves become extinct, their own occupation would be gone. The position is much coveted and it is a pleasant one, both for the holder and his friends, as regards hunting, shooting and social intercourse in the lieutenant's district. The rewards for killing a wolf are now very small, ranging from one dollar to three dollars. The departments most infested demand an increase to sixty dollars and one hundred dollars, so as to make it worth the while of good shots and expert poachers to devote themselves to wolf-destruction. Elisee Reclus has computed that there are 3,000 or 4,000 wolves still in France, from which it appears that at a cost of \$400,000 they might be extirpated.

#### PERSONAL.

CANON FARRAR has been appointed to the Archdeaconry of Westminster.

THE Duke of Newcastle who arrived recently from San Francisco, will probably sail for England by the *Celtic* on the 19th inst.

THE President is now making arrangements for a trip this summer to California. On his return trip he will visit the Yellowstone Park.

THE Dowager Marchioness of Westminster has followed the example of Queen Victoria in forbidding the serving of lamb in her household.

GEN. PATTERSON and forty officers of the New Hampshire National Guard will be present at the military review at Montreal on the Queen's Birthday.

PRINCE LOUIS BONAPARTE, the youngest son of Prince Napoleon, has passed a creditable examination at the Sorbonne for the degree of Bachelor of Science.

THE Duke of Newcastle, accompanied by Mr. A. Parmer Langley and a retinue of servants, were at Niagara Falls, on Monday. They were to leave to-day for New York. Apartments have been engaged for them at the Fifth Avenue Hotel.