

the present generation, which has brought some touch of the beautiful within the doors of even the humble, and we cannot over-estimate the importance of a training that informs the taste and judgment while educating the hand and the eye. The pupils in this department were in charge of Mr. Arthur Vincent.

DECORATIVE PAINTING.—Prof. F. E. Meloche has evidently been at no small pains to instil into the minds of his pupils the love of graceful and harmonious forms. There is plenty to admire in this group of specimens—the two caryatids for instance being more than pleasing, and those pencilled allegories, Study and Music, being well worthy of praise. In the miscellaneous examples of decorative work there is an ample feast for the eye—and happily this, too, is an appetite “qui croit en mangeant.”

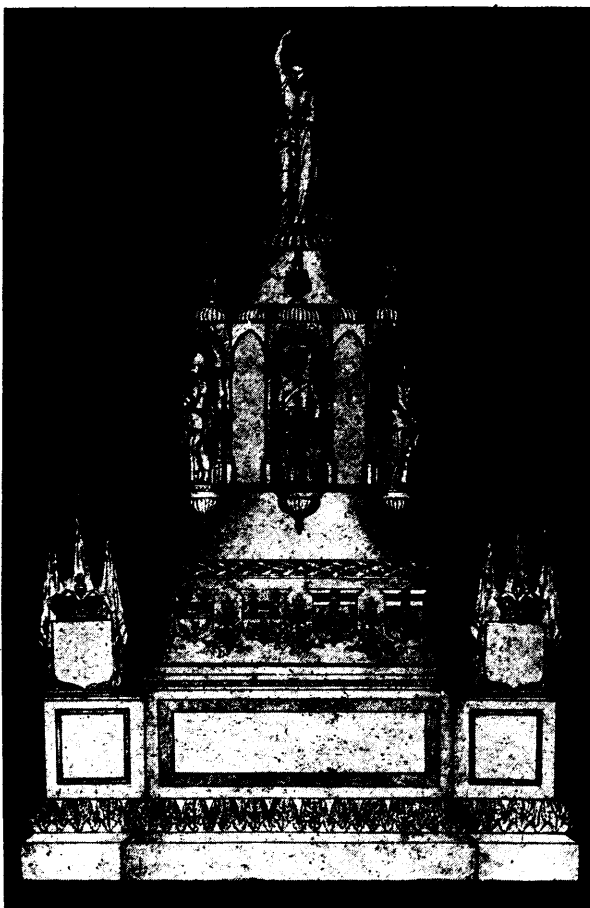
FREE HAND DRAWING.—This branch has been taught by M. Quentin, by Mr. Bregent, and more recently by Mr. J. C. Pinhey, A.R.C.A. It is the subject on which the Council has lavished most attention, for it was the essential topic of Mr. Walter Smith's course of lectures. The pupil who has acquired a fair use of the pencil has mastered the rudiments of many arts, possesses a key, so to speak, which gives him admission, if he persevere, into all Art's manifold mysteries and *métiers*—two words which are different forms of the same original. A *métier* is a *mystère* till it is learned, so that skilled labour seems to have something sacramental about it, as Art has been for ages the handmaid of Religion. We cordially approve of some remarks in Mr. Pinhey's report, in which he dwells on the necessity both of independence and obedience in the young artist who would make his gift really fruitful. It is possible to receive all wholesome instruction without stifling the idiosyncrasy which makes every artist what he is and none other.

OTHER DEPARTMENTS.—Instruction is given in last-making, in machinery, in carpentry, in metal work, in the other schools to which reference is made in our editorial columns. All these schools, scattered through the province, are centres of excellence in their respective districts, and are doing a work, of which the fruits have already begun to appear.

RAFTING ON THE OTTAWA.—These two engravings, illustrative of an important feature of the lumberman's life, represent scenes that are familiar to the dwellers on our great rivers. The raft is, indeed, if not the harbinger of spring, one of the surest evidences of its advent. It is one of the first sights that announce the disruption of winter's fetters. The timber, as our readers know, is first floated in single pieces down the various tributaries of the Grand River, and is then “rafted up” when the latter is reached. “The ‘rafting up’ process is an arduous and stirring piece of work, generally occupying several days and requiring great skill on the part of the foremen. The timber ‘sticks’ are bound together, according to size and length, into cribs, each one containing twenty-five pieces, and these cribs are again bound together, though in a manner easily to be unloosed, in ‘drams’ or ‘bands,’ as they are sometimes called, each dram containing about twenty-five cribs. These drams again bound together make up a raft, which is then in a shape for towing in sufficiently deep and broad waters. The timber is made up into cribs for the sake of shooting the slides, and into drams for the sake of running the rapids. Shooting the slides on cribs is capital sport. In its excitement and velocity it reminds one of tobogganning. Two men manage the crib, one at the stern, the other at the bow, who, with their immense oars, steer it fair for the mouth of the slide, and, catching the current, it glides down the steep incline with immense rapidity. So great, indeed, is its velocity, that it often completely submerges itself in the calm water below. . . . But for exciting amusement and soul-stirring adventure commend me to shooting the rapids on drams. This is the grandest sport on the river for the tourist and the hardest work for the ‘drivers.’ The rowing that has then to be done by these men is the toughest strain upon their muscles of any of their whole year's work. The oars, which are thirty feet long and about one hundred pounds in weight, are placed at the stern and bow, and the whole force of the crew—and at some rapids of special danger many extra hands are engaged—is divided between these two places. As the dram in its headlong descent approaches some dangerous spot, as a rock, or reef, or shoal, the pilot, who stands about the centre, gives a shout, or a motion of his hand when his voice cannot be heard, and then each man must bend to his oar and tug and strain as if his life hung on it. And, in fact, it practically may; for if, through any weakness in the rowing or any mistake of the pilot, the dram should deviate from its proper course and strike upon a shallow reef or projecting point, then almost certain destruction would overtake the whole concern. The furious, rushing torrent would soon break it up into single pieces, the bindings of withe, rope and chain would snap like thread, and the immense sticks be whirled about and down the rapids like straws. But, barring these accidents, running the rapids is the most stirring of all river sports; it is exhilarating in the highest degree, and gives what is never to be despised in life, a new sensation. When the timber by crib and dram has passed through the rapids and slides and broad waters of the Ottawa, and been fairly launched upon the majestic bosom of the St. Lawrence at Lower Laprairie,

then it is made up for the last time into one large compact raft and towed without impediment or hindrance, except, perhaps, a storm on Lake St. Peter, into the booms at Quebec, and the toils, adventures and hardships of the raftsmen are over for another year.” This vivid description is taken from “Shanty, Forest and River Life in the Backwoods of Canada,” by the author of “Three Months Among the Moose,” that is, the late Rev. Joshua Fraser, formerly Chaplain to the 78th Highlanders. An account of this branch of the lumbering industry is also to be found in the pages of “They Too; or, Phases of life in Eastern Canada Fifty Years Ago,” a work published by and dedicated to Mr. John Lovell. The same subject is dealt with both by pen and pencil in the delightful pages of “Picturesque Canada.”

THE CARSLAKE TROPHY.—It may be remembered that Mr. George Carslake offered \$500 for competition by the various regimental rifle teams throughout Canada, to be competed for at the annual August matches of the Province of Quebec Rifle Association. Mr. Carslake contented himself with the acceptance of his generous gift, leaving to the council the task of drawing up the rules and conditions of the match. The only stipulation he made was that the teams should consist of at least ten men. The council de-



THE CARSLAKE TROPHY.

puted Lieut.-Col. Houghton, its chairman; Major Bond, chairman of the executive committee; and Major Blaiklock, the secretary, to draw up the conditions. They are as follows: A special match to be placed in the programme with \$200 for individual and team prizes. Individual prizes—Open to the active militia of Canada, the staff, and officers who have retired retaining rank, being members of the P.Q.R.A. by direct contribution or through affiliated associations. Ranges, 200, 400 and 600 yards. Number of shots, 7 at each distance. Rifles, Snider, Government pattern. Position, at 200 yards, standing; at 400 and 600 yards, any position. Team prizes—For the aggregate score of at least ten previously named officers or men of any battalion or corps in the Dominion, being affiliated with the P.Q.R.A. The new D.R.A. efficiency rules will be enforced. Mr. Carslake agreed to these conditions, and the contract for making the trophy was awarded to Messrs. Hendery & Leslie, of St. Peter street. It will weigh 160 ounces and be of sterling silver. “Young Canada” will be conspicuous surmounting the trophy, with the six branches of the service clustered around. A portion of the centre will be of ebony, with silver shields and sprigs of maple, the arms of the different provinces being engraved. The stand of flags on each side, with shield attached, will be of silver, the base also of silver, save for an ebony border around the panels, as shown in the design, the panels between the soldiers being left open. As may be seen in our engraving, this will form a handsome and appropriate trophy.

LAUNCH OF THE SCHOONER MINNEDOSA.—Our engraving depicts a scene that was witnessed by a multitude of eager spectators at Kingston on the 26th of last month. The launch of the Minnedosa took place in the forenoon,

two tugs being employed to assist her down the ways. After the withdrawal of the blocks she moved gracefully enough towards her watery destination till she was almost afloat, when an interruption occurred which was only explained after the services of a diver had been called into requisition. It was then ascertained that, through some misadventure, her stern had caught in the ways and smashed them, and it was not till after a considerable time that she was successfully floated. She then proceeded to Toledo in tow of the Walker in order to load grain for Kingston. The Minnedosa, which cost from \$60,000 to \$70,000, was built in the shipyard at Kingston of the Montreal Transportation Company. She is the largest vessel of her kind in Ontario, and is pronounced by experts in ship-building to be unsurpassed by any boat in fresh water. She is capable, it is said, of carrying 90,000 bushels of wheat at a draught of 16 feet of water. She has a length of keel of 242 feet, a length over all of 250 feet, her breadth of beam is 38 feet, and her depth of hold 17. She is built of oak, except the deck and cabin. A steel plate 18 inches by ¾ of an inch goes all round the frame at the top height from the stern at each side to the quarter timber with double butt straps. From the plate diagonal braces run down the bilge, extending a distance of 2½ feet on the floor frame.

These braces cross each other on the side of the schooner three times. The steel used for the braces is 4½ inches wide by ¾ of an inch thick and is well bolted throughout. Her frame is of clear white oak. Her planking outside from the top of the bridge to the covering board is 5 inches thick, except three streaks that are 5½ inches. Her main keelson consists of 65 sticks of oak 14 inches square, and she has six assistant keelsons 14 inches square with double floor. She is a double-decker, having two shelves on each side 36 by 7 inches thick, and double deck frames all the way through. She has 140 hanging iron knees, weighing 400 lbs. each. Altogether, this four-master is a credit to her architects and to Canada.

CHIEF CROWFOOT.—In this issue we have the pleasure of presenting our readers with a good portrait of this famous and estimable chief, whose death took place on the 27th ult. He had been ill four days, and death resulted from inflammation of the lungs. Crowfoot exerted considerable influence not only in the Blackfoot tribe, to which he belonged, but among the other Indians of the North-West, and even, to some extent, among the whites. He came of a stock of acknowledged hardihood and courage, and in his youth was one of the bravest of Blackfoot braves, and one of the wisest of Blackfoot councillors. He was endowed with a natural eloquence and, when he spoke earnestly on any subject that he had at heart, he seldom failed to convince. In civilized life, had he received an education proportionate to his native gifts, he might have attained eminence as a statesman. His private virtues were well known, he was generous and charitable and did not indulge in revengeful grudges, either against Indian or white. In the troubles that preceded the breaking out of the rebellion in 1885, he acted the part of conciliator. During its continuance Crowfoot, notwithstanding the messages of the Crees, remained faithful to the Government. In solemn assembly of his nation at Blackfoot Crossing, in the presence of Lieutenant-Governor Dewdney and Father Lacombe, he gave his word that nothing might be feared on the part of the Blackfeet, that he and his would remain loyal. He kept his word.

THE BUBASTIS STONE.—For an accurate and interesting account of this relic of Pharaonic architecture we beg to refer our readers to the article on the subject, kindly contributed by Sir William Dawson, which will be found in another page of this issue.

THIS MAKES US FEEL PROUD.

Quebec has always been essentially a military city, and ever since the day when the immortal Wolfe scaled its frowning heights, its history and traditions have been intimately connected with those of the British army. It is now twenty years since the last of Her Majesty's regiments marched out of the gates of the impregnable Citadel, built by the Duke of Wellington, but the Union Jack still waves from the flagstaff of the Queen's bastion, overlooking the grandest harbour in the world, the gateway of British America; and the evening gun is still fired, and last post sounded by men in the uniform of the Royal Artillery. So with the people. The best families of the city are descendants of old army officers, many Quebec boys, educated at the Military College of Kingston, are to day serving the Queen in all quarters of the globe; and in the old Anglican Cathedral, in whose chancel the tattered colours of Her Majesty's 59th Regiment still hang, the Vestry Clerk—himself a hero of the Light Brigade of Balaklava, and bearer of thirteen wounds—shows to visitors the monuments erected to the memory of sons of Quebec who fell at Serin-gapatam and at Delhi. The English speaking settlements near the city were largely founded by military men. As an evidence of this the cemetery of the country parish of Valcartier, on the line of the Lake St. John Railway, contains the graves of nineteen Waterloo veterans. How many country parishes in England can surpass this record?—*London Canadian Gazette.*