

OUR ILLUSTRATIONS.

A biography of

DR. LIVINGSTONE,

and a brief account of his last expedition will be found on the preceding page.

A frequent contributor supplies us this week with a sketch of a

VIEW AT THE MOUTH OF THE SAGUENAY,

which will be familiar, in connection with the white rock in the left centre of the picture, to all who have visited the watering-places of the Lower St. Lawrence. The Saguenay at this point is 1000 feet deep, while the St. Lawrence outside only reaches the depth of 300 feet.

THE VISIT OF THE NORWICH KNIGHTS TEMPLARS TO MONTREAL.

During the early part of last week Montreal was visited by the members of the Columbia Commandery of Knights Templars of Norwich, Conn., who spent two days in visiting the principal sights of the city and neighbourhood. The programme consisted, as usual in such cases, of running the rapids, an inspection of the Fire Brigade, and visits to the Parish Church, the Gesù, Christ Church Cathedral, and other places of interest. In the afternoon the visitors were entertained by His Worship the Mayor; and in the evening the band of the Commandery—an excellent one in every respect—played for a couple of hours in Beaver Hall Square, which was crowded with listeners. On Thursday morning, the 19th, the visitors took their departure for home.

MORNING.

This fine picture is one of the best efforts of Dietricy, a landscape painter of the Flemish school of the latter part of the last century, of the rules of which Hobbema was the greatest and best exponent. The peculiar style of the painting, which was so much in vogue with our grandfathers, meets with comparatively little favour from the *vulgar* of the present day; its fine points are fully appreciated only by those who have made Art their study as well as their recreation.

WOODSTOCK CAMP.

Our illustration is after a sketch by Mr. E. J. Russell, our correspondent in the Lower Provinces, who visited the camp held last July at Woodstock, N.B., for the purpose of illustrating camp life for the News.

"ONE WIFE" AT THE THEATRE ROYAL, MONTREAL.

"One Wife" is essentially a sensational play, and consequently when it was played on the boards at the Montreal Theatre Royal, with such an able actress as Miss Charlotte Thompson in the principal character, it proved an immense success. The plot of the play is entirely French in tone, and is based on the infidelities of a young husband, and the infidelity of the young wife. On another page we illustrate one of the finest scenes in the play, that, in the second act where the injured wife, Mrs. Vandek, gallantly played by Miss Thompson, renders the woman who is at the bottom of all her sorrow, and the cause of her husband's neglect, to leave the house into which she has shamelessly introduced herself. Of the merits of the play, as well as of the different characters, we had occasion to speak last week.

M. LARMANJAT'S SINGLE RAIL SYSTEM.

Experiments have recently been carried on on the Trocadero, Paris, to test the practicability of a new system of single rail tramway invented by M. Larmanjat. These experiments have, so far, given all the satisfaction that could be desired, and it is confidently expected that the system will be adopted for tramways to run on the principal thoroughfares of the French capital. The following is the description of the system as given by the inventor:—

The locomotive is provided with four wheels, two placed in the centre at each end of the machine, which serve for gripping the track and guiding, and two, used exclusively for purposes of locomotion, placed one at each end. These last are made of rubber, or tired with rubber, and are furnished with spiral springs attached at one end to the axle, and at the other to the nave of the wheel in such a manner as to prevent the engine moving until a certain number of revolutions have been made. These wheels may also be made to press more or less upon the road-way according to the amount of tractive power to be exerted. By the aid of a screw the weight may be thrown at pleasure upon the rail or upon the road. In front of the foremost wheel is a stone-catcher for keeping the track clear. The cars are furnished with wheels in the same manner, with one or two necessary modifications, as the locomotive.

FAST YOUNG LADIES.

Some few years ago a great deal was heard about the "girl of the period." She was sketched in many newspapers and pamphlets, and badly-drawn and cleverly-drawn caricatures of her might have been seen hanging up in numerous shop-windows. She was invariably depicted as the naughtiest, most eccentric, and generally most useless representative of the sisterhood the world had seen for many ages. While it was pointed out that her vices and failings were numerous, it was shown that her virtues were only conspicuous by their absence. The thing was overdone, and thus, though at first the general public were amused, after a time they grew weary of seeing the womanhood of England held up to ridicule, and often to something worse. Justice was at no time done to English girls. The idiosyncrasies of a small minority were accepted as pertaining to the whole class, and nearly all were embraced under the wholesale condemnation. This was a pity, apart from its injustice. Had the section which alone deserved censure been singled out, much good might have been the result; as it was, people who felt that the cap fitted them, disposed of the allegations by alleging that they were the utterances of reckless and thoughtless writers. But, for all that, the condemnation was not, and is not, altogether uncalled for. There existed then, as there exists now, a large and growing class of "fast" young ladies, who might advantageously be checked in their onward careers. They may be encountered without much trouble, for they ostentatiously thrust themselves upon public notice. They have, generally,

plenty of self-confidence, lots of lung power, and a certain amount of personal attractiveness, enhanced by their style of dress which, though "loud" and generally, extremely in-artistic, has charms for men of a certain type. It can be compared to nothing so well as that adopted by the *demi-monde*; indeed, it seems the desire of the "fast" young ladies to imitate the latter in many particulars besides dress, so much so that people may well be excused for occasionally mistaking them for what they are not. They have many accomplishments. Provided they get with a congenial companion, their conversational powers do not fail them. They go galloping on from topic to topic in a merry, devil-may-care fashion. No doubt, were they wise, they would avoid vulgar slang and some of the topics upon which they touch, and refrain from expressing sentiments which do not sound well coming from lovely and presumably innocent maidens. They would be more charitable towards their neighbours, less sparing of hostile criticism upon those who do not affect the same kind of life as they do. Their sisters, who lack such personal attractions as themselves, should not be cuttingly alluded to; nor young men, of studious habits and steady mien, be dubbed "muffs," and other uncomplimentary epithets—notwithstanding the fact that, in the majority of instances, they may be incorrigible blockheads. No man living likes to hear a woman speak ill of anybody—unless it be a dangerous rival for her favour. All instinctively feel that, from feminine lips, especially when the owners and the lips are alike beautiful, nothing but sugar-plums should fall. Thus, it is far more jarring to hear a woman speaking ill of her neighbour than it is to listen to a man so doing. The "fast" young ladies, then, defeat their own purposes, in being sarcastic at the expense of other less-gifted beings than themselves, in expressing a preference for dubious pleasures, and in sneering at Mrs. Grundy's laws of propriety. But the fact remains that they can talk, which, though talking is reputed to be a purely feminine attribute, is what many young ladies are unable to do except under the most advantageous circumstances. Frequently, they can sing and play fairly, though their style may be, to use a dramatic term, stagey to the last degree. They are, generally, great adepts at croquet, and if they have pretty feet, can show them in the most charming manner, during the progress of this interesting game, to great advantage. They use violet powder, and the various cosmetics known to ladies, with considerable skill, and manipulate false hair, sufficient, one would almost think, to stock a hairdresser's shop, with marvellous dexterity. A cigarette—may we whisper a cigar—is no stranger to their ruby lips, and, strange to say, does not cause them to betray symptoms of internal uneasiness. They understand betting, and, unlike most gamblers, win a good deal more than they lose. Fortunately, however, their wagers are confined to such trifles as gloves and feminine articles generally. They can frequently ride, row, and indulge in other muscular pursuits. But, perhaps, the accomplishment in which, of all other, they mostly excel, is that of flirtation. You can get up a flirtation with them—if you are an Adonis—a really desperate affair, with little difficulty. Without committing yourself to an engagement, you may squeeze their little hands, encircle their dainty waists and press kisses upon their rosy lips, and it will not follow as a natural consequence that "mamma" is made acquainted with all the circumstances. Nor need you fear that the injured ones will be mortally offended with you. Rest assured, if you can enjoy a bit of fun, so can they; and if you can keep good counsel, so can they. It will thus be evident that "fast" young ladies have many accomplishments.

The *suumum bonum* of existence of the "fast" young ladies is to get as much pleasure out of life as possible. That is paramount to duty by a long way. Their chief idea of what pleasure consists in is to secure as much male admiration as possible, and to triumph over many feminine rivals. Hence some of their eccentricities and follies. They have small regard for any one but themselves. They enjoy eating and drinking, and are not ashamed to do either, publicly or privately. Indeed, they rather delight in setting the ordinary usages of society at defiance. Yet they are snobbish and insufferably proud. They would laugh heartily at the idea of love in a cottage, and have no hesitation in roughly squelching the aspirations of humble devotees. They do not profess to believe in sentiment to any very great extent; indeed, they are professedly worldlings. Such girls shine for a few years. The "fast" men of the set in which they move are loud in their praises, and court their society. But they do not marry. They are passed over for less extravagant and quieter creatures. Their admirers argue justly that it would need a millionaire to support them. By-and-by their beauty fades, their vivacity becomes forced, and their admirers few and far between. If they do not elope with the coachman or the footman, they often do what is, perhaps, quite as bad,—become disappointed women. Defend us, then, from "fast" young ladies, and may their numbers become less.—*Liberal Review*.

OUR DIGESTIVE ORGANS.—The result of much scientific research and experiment has within the last few years enabled the medical profession to supply to the human system, where impaired or infective, the power which assimilates our food. This is now known as "Morson's Pepsine," and is prescribed as wine, globules, and lozenges, with full directions. The careful and regular use of this valuable medicine restores the natural functions of the stomach, giving once more strength to the body. There are many imitations, but Morson and Son, the original manufacturers, are practical chemists, and the "Pepsine" prepared by them is warranted, and bears their labels and trade-mark. It is sold by all chemists in bottles 3s., and boxes from 2s. 6d., but purchasers should see the name

T. MORSON & SON.

OFFICE OF LYMANS, CLARE & CO., }
Wholesale Druggists, Montreal, Jan. 18th, 1872. }

JAS. I. FELLOWS, Esq., St. John, N. B.—Dear Sir: We are happy to be able to report the favour with which your Syrup of Hypophosphites is received wherever introduced in Canada. The sales, notwithstanding the high price of the article and the short time it has been before the public, have attained very large proportions. Our own sales during the past year have exceeded Seven Hundred Dozens. We have no hesitation in recommending it to our friends as a preparation of undoubted merit.

Yours very truly,
LYMANS, CLARE & CO.

CANADIAN PROGRESS.

A new Bank, to be called the Bank of Acadia, is to be organized in Nova Scotia.

It is rumoured that the Windsor and Annapolis R.R. is to be sold either to the Government or to the highest private bidder.

The by-law granting a bonus of \$10,000 to aid the Quebec and Ontario Railroad was passed on Saturday week in the township of Dalhousie.

Sir Hugh Allan has, it is said, purchased property in Halifax for half a million, with a view of making it a wharf for his line of steamers calling at that place.

A foundry and manufacturing establishment is to be started in Port Dover. There is some talk of a bonus being granted as an encouragement to the projectors of the same.

The Ottawa Free Press says that a rich looking specimen of iron ore has been taken from the "cropping" of a quartz vein, on the farm of a man named Zerbe, residing about 10 miles from Pembroke.

The Town Council of Guelph and the Agricultural Society of the South Riding of the County of Wellington are endeavouring to secure the holding of the next Provincial Exhibition at Guelph.

The Chignecto Post says the track has been laid to Greenville, 43 miles from Amherst, also from Folly Bridge. One of the stone abutments of the Folly Bridge is not yet completed, but three of the six spans have been completed. Except this work the bridge is all done.

The New York Shipping List says that orders have been received in that city for vessels to load coal at Pictou, N.S., for Bombay and other British possessions in the East. If the advance in coal continues in England, stock in the coal mines of the Dominion will soon become unobtainable.

The Manitoban puts the resident population of Winnipeg somewhere in the neighbourhood of 3,000, estimated in the following manner—that the average attendance at the various churches being nearly as follows, say Episcop. Church, 300; Methodist, 250; Presbyterian, 200; R. C., (in town,) 150.

We learn from the Collingwood Bulletin that for the last few days the weather has been so unfavourable as to render work on the Georgian Bay canal difficult, and operations are for the present suspended. The canal has now been completed so far as the N. G. R. track, and will be opened probably in about a week.

The road bed of the Galt & Doon Railway has been completed, and is now ready for the ties and rails. The Galt Reporter says 17,000 ties will be required for the road, and the Grand Trunk authorities have put gangs of men on the line from Berlin to Doon, in order that just as soon as they can obtain the ties, they may be able to run them by train down the line.

The St. John Telegraph understands that the last rail of that portion of the Intercolonial which will unite the Railway system of New Brunswick and Nova Scotia, will be laid on the 29th inst. A car will pass over the line on the 5th of October; and the connecting link between Amherst and Truro will be formally opened for traffic two weeks later—October 21st or thereabouts.

The Ottawa Citizen says:—"An extensive deposit of moulding clay has been discovered on the farm of Mr. James Mills, near the Swamp Hotel, Fitzroy. Mr. William Burnis, sculptor of this city, has a specimen of it in his possession, and he pronounces it the finest moulding clay he has ever seen—far superior to the clay he has heretofore been obliged to import from New York."

Winnipeg is to have a "Canada Pacific Hotel," and is bound to take rank with her sister cities of Ontario and other parts of Canada in hotel accommodation. The building will be commenced almost immediately. The hotel will have a frontage of 90 feet, extending back about 120 feet. It will be three storeys in height, and capable of accommodating 300 guests. There will be two large stores, 80 x 40 feet each, on the first floor, together with sitting-rooms, reading-rooms, and store-rooms belonging to the hotel. The total cost when completed and furnished will be about \$50,000.

One of the surest indications of the returning prosperity of Kingston is the present scarcity of houses to rent. The *Whig* says there is scarcely a vacant house in the city and in but one or two instances are shutters up on places of business. Work in excess of the labour supply is going on, the K. and P. Railway is paying labouring hands \$1.50 a day. While a few short sighted people complain of the increased taxation owing to the city bonus to the Railway. They should bear in mind that increased wages and abundance of steady employment more than counter-balance the present burden of a couple of mills in the dollar in extra taxation.

The Canada Central Railroad Company are at present negotiating for the extension of their line to Pembroke at an early date. The branch to Renfrew will be opened on the 15th of next month, a reinforcement of sixty men having been sent from Ottawa this week to ensure the completion of the work by that date. The iron required for the branch was delivered at Sand Point this week. The entry of the first train into Renfrew village will be celebrated by a grand demonstration, preparations for which are already being made. Work is being pushed forward vigorously on the Merricksville branch, and a heavy force of labourers will be employed on it next month.

The Chignecto Post says:—"Mr. Keefer, C. E., who recently visited Westmoreland and inspected the various proposed routes of Bate Verte Canal, has since his return to Ottawa presented a report to the Government. In his opinion the work is practicable, and can be constructed for less than \$5,000,000. He suggests some alterations in the Au Lac and Tiguish route proposed by Mr. Bailharge, C. E., who conducted the recent survey, and he proposes to use the tidal waters of the Bay of Fundy to supply the waste. The impurities in our tidal waters it is believed can be remedied, but if not they are not more objectionable than the waters in the Welland Canal. We understand that Mr. Keefer's report has been approved of by the Government. The Government has appointed him to resurvey certain portions of the route, with a view to the alterations and improvements, and it is confidently expected he will soon be on the ground with his staff. On his return to Ottawa, working plans will, we learn, be at once prepared, and the contract or contracts let this fall."