

castle on the Island of Rhodas, in the Nile; but in this design she was frustrated by the Viceroy of Egypt. She then bought a steamer and explored the African coast of the Mediterranean; afterwards she stayed a short time in Civita Vecchia, and made from there a trip to Rome, where she, surrounded by the black sons of Africa, excited much curiosity. When she intended to travel from Tripoli to Timbuctoo, she addressed herself to Mr. Gerhard Rohlfs, who had just returned from his bold excursion from Morocco, through the immeasurable Sahara to Tripoli, and invited him to accompany her. To her great sorrow, however, this young courageous traveller, having been commissioned by the King of Prussia to accompany the Abyssinian expedition of the British army, was obliged to decline her invitation.

The Oriental residence of Miss Tinne is thus described by a German artist who was a frequent visitor:—"The exterior of the house had the appearance of a ruin. Through the dark passages of the windowless basement, which are used as cellars, I arrived, conducted by a little Egyptian boy, into an outer yard where I could breathe again; the dark, azure sky, the crowns of three large palms, on which the hot sun reflected a golden light, gave the ruin-like buildings the picturesque appearance which painters love to look upon. On stone-steps leading to decayed back-buildings, there were monkeys basking in the sun; little negro-slaves, boys and girls, were lying on the ground in the burning sun; Soudanese women peered curiously through the broken panes with their woollen heads, their glittering eyes, and dazzling white teeth; long-haired Nubian hounds, trained to hunt antelopes, sprang against me; an old Barbarian with white beard, doing duty as a porter, received my card and announced me to the young lady. He soon came back and conducted me to an inner yard, into which opened large rooms, containing the ethnographic collections which had been carried by fifty camels from the interior of Africa. Rare weapons, stuffed birds, horns of all species of antelopes and rhinoceroses, tools of Soudanese tribes, were heaped up in a confused mass. Miss Tinne advanced to meet me; she wore an Oriental scarf wound round her head, and an Egyptian robe, with long, wide sleeves of grey silk thrown over a mourning-dress, and Morocco boots made according to the Arabian fashion. Her tall, elegant figure and intellectual face, pallid with recent sickness and grief, and her easy, graceful manners impressed every one agreeably. Her saloon, into which I was conducted, was an old harem, one side of which was formed of glass, constructed in a manner that you could not see in from the outside; this caused a subdued light and spread a mystic charm around the room. The floor was mosaic marble, the ceiling pannelled and decorated with Turkish scrolls. Around the walls stood the customary divans, the feet of which were made of palm. In the centre were placed some peculiarly-shaped low chairs, three-legged and fantastically carved, from the land of Njam-Njam. Of European furniture I discovered only a modest wooden table, upon which stood a large Arabian lamp, such as are still in use by the Pachas, around it lay books and drawings by Heuglin.

"My visits to Miss Tinne afforded me great interest as an artist, as I had an opportunity of sketching slaves of every race from the remotest regions; Miss Tinne granted me this privilege with the greatest kindness. Among the girls there was one of the age of fourteen, who was remarkably pretty; she came from the race of the Gallas, who are famous for their beauty. The children hastened to uncover their arms and breasts, that I should admire the scorpions, snakes and crocodiles tattooed upon them in primitive fantastic forms. Eighteen, ethnographically remarkable, black and brown children, I was told by Miss Tinne, had followed her of their own accord, because they had been exposed to continual cruelty through the never-ceasing slavery in their savage homes. A missionary, who had met Miss Tinne in the interior of Africa, informed me that she had often placed a sorely wounded slave on the back of her camel, and waded for hours in the deepest mud. Miss Tinne was very communicative. While I was sketching she sat in the Arabian fashion on the floor, looking on, and never became tired with telling me her adventures. The large swamps round the springs of the Nile had awakened her recollections of her Dutch home; the endless green pastures on which she had gazed, when a child, came vividly before her mind. Often the verdure was too much for her, and she longed again for the yellow scorched Sahara."

The name of Alexandrina Tinne is often mentioned by those who have a taste for romance, and will never be forgotten by the bold adventurers, to whom we owe an extension of geographical knowledge. Her expedition to the marshy regions of the Ghasal river has afforded much useful information, especially as the Abyssinian traveller, Mr. Th. Heuglin, was at Khartoum induced by her to join it. Although the Ghasal to its spring lake, the Meshra-el Reg, was first discovered and made known by Lejean, the position of the Meshra was first astronomically fixed through the expedition of Miss Tinne. Notwithstanding many obstacles, the travellers succeeded in crossing two large streams, the Djur and Kosanga, which through miles of a marshy region empty into the Ghasal, and in ascertaining the water-shed between the western upper Nile, and two very considerable streams, called Makna and Sena, which empty into the Benne or Shari. The expedition also discovered another Central African lake, which, perhaps, surpasses in size the Nyanza, and is situated under the third degree of northern latitude.

Had Miss Tinne lived to complete her exploration across the Great Desert, many valuable additions would have been made to the story of African discovery. Her sad fate will be remembered with regret. With much eccentricity, she possessed great boldness as well as amiability of character, and in gratifying her love of adventure she was also adding to the stock of human knowledge. Her bones may now serve as a guide to the traveller through the pathless Sahara.

THE QUEEN'S VISIT TO LONDON.

Her Majesty having so long kept herself aloof from active participation in public pageants, especially in the metropolis, the great city was almost beside itself with joy, when it was fully settled that the Queen would, in person, formally open the great local works—the new Blackfriars Bridge and the Holborn Viaduct. Saturday, Nov. 6, was the day appointed for this double ceremonial. The day was unusually fine for the season, and the Londoners turned out in immense numbers to see the face of Royalty which had been so long veiled from them, for reasons which, though they were disposed to respect, they could not but begin to think, were receiving somewhat too much consideration. It was the first time during eighteen years, and the fourth during Her Majesty's reign, that she had

visited the City of London in state. No wonder, therefore, that the demonstration was regarded with unusual interest. Not only were local improvements, representing an aggregate outlay of about two millions and a half sterling, to be formally opened to the public, but Her Majesty, by participating in the proceedings, had given an implied assurance that her seclusion hereafter would not be so unbroken as during recent years. London was glad, therefore, because of the Queen's re-appearance in public, at the same time that it rejoiced over the completion of two great public works, which add to the architectural beauty of the city, while they minister to the convenience of its inhabitants. Her Majesty left Windsor a little before eleven o'clock, accompanied by the Princess Louise, Prince Leopold, and the Princess Beatrice. At Paddington the royal party were received by the Duke of Wellington, Lord Sydney, Sir John Biddle, and some of the directors of the Company. On stepping from the train, Her Majesty shook hands with the Duke of Wellington, and at once passed through the station to an open carriage, drawn by six handsome bays. The royal suite consisted of five carriages. Her Majesty was dressed in mourning, relieved by an ermine tippet. The route was through Hyde Park, along Constitution Hill, the Horse Guards, Whitehall, over Westminster Bridge, and along Stamford street to the southern end of Blackfriars Bridge. The scene on the bridge was picturesque. The special preparations for the reception of Her Majesty upon the bridge itself consisted chiefly of the galleries along one side, provided to accommodate spectators, and the pavilion, at the Surrey end, where the Queen was to be met by the Lord Mayor, the Sheriffs, and the other representatives of the City Corporation. The galleries, which extended along the whole eastern side of the bridge, and for some seventy or eighty yards at the north end of the western side, were light timber structures roofed with water-proof felt, and draped with scarlet and white cloth. They afforded accommodation for five rows of seats, and all the places were occupied by ladies and gentlemen who had been fortunate enough to obtain tickets. The kerbstone of the side pavement was studded at intervals with handsome evergreens in large pots, and the footway was for a considerable part of its extent occupied by the guards of honour, furnished by the Coldstream Guards and the 49th Middlesex or Post Office Volunteers. To complete the decorations, poles had been erected at short intervals upon the temporary wooden bridge, which, being a useful but inelegant structure, was hidden from sight; and from these poles flags and bannerets of all nations, and of all colours and combinations of colours, waved in the morning breeze. The roadway of the bridge had been covered with several inches of fine gravel. The Royal pavilion, which was erected about thirty yards within the substantial gates, placed at the southern end of the bridge, was constructed in a simple but effective style. It was 80 feet in length, and, extending across the entire width of the roadway, afforded seats for a considerable number of visitors. Tickets for all these had been issued by the committee which had charge of the arrangements, but many places remained unoccupied throughout the morning. Externally this pavilion was decorated in white and gold. The southern entrance was divided into three festooned divisions, those to the right and left being hung with scarlet and white curtains of a light, but handsome material; while the centre, which was the width of the roadway left for the passage of the Queen, was closed with heavy drapery of the richest maroon cloth, edged and ornamented with Greek key-pattern gold lace. The pilasters and entablature were of pearl white, relieved by a moulding of gold; and the high-pitched roof was edged with a parapet of scarlet cloth drapery. In the centre were the City Arms, surrounded by an admirably-designed trophy of flags. At the southern end of the apex of the roof fluttered the civic banner, with its white field, and blood-red cross and dagger. At the corners were other banners bearing the well-known plume of feathers of the Prince of Wales, and the Danish national colours, in honour of the Princess. The pavilion was draped with red and white hangings. Through the centre of the pavilion ran the road by which the carriages of the Lord Mayor and the City officials, as well as those of Her Majesty and her suite, were to pass on to the bridge. The space on the western side of the road was devoted exclusively to the accommodation of spectators. In the centre of the eastern side a handsome dais, covered with crimson cloth, had been prepared for the reception of the chief actors in the brief ceremonial of the day, and the seats around this were reserved for their immediate friends. After several of the civic officials had been introduced to Her Majesty, the time-honoured ceremony of delivering to her the sword of state was duly gone through, and the antique weapon was gracefully waved back into civic keeping. An address was then presented to Her Majesty by the Lord Mayor. Mr. Cubitt, the engineer of the bridge, and Mr. J. Paterson, the chairman of the Bridge House Estates Committee, were severally introduced to Her Majesty. Mr. Paterson begged Her Majesty's acceptance of a small illuminated book containing a short account of the bridge; and, after expressing her thanks for this beautiful *souvenir*, Her Majesty declared the new bridge open for traffic. The procession was then reformed, and crossing the bridge, passed along New Bridge street to the foot of Ludgate Hill and Fleet street, where immense crowds were gathered; through Farringdon street, and under the Holborn Viaduct, (see page 84) in front of which the Royal carriage was stopped for a moment to give Her Majesty a view of its aspect from Farringdon street. After going through beneath the Viaduct bridge, the procession turned to the right, up Charterhouse street, &c., &c., arriving at Giltspur street at the East end of the Viaduct. Here the Lord Mayor presented the Chairman of the Improvement Committee, and he in turn presented the Engineer. Her Majesty was pleased to accept an illuminated book containing an account of the Holborn Valley improvements, after which she declared the Viaduct open. Her Majesty returned by special train to Windsor, which she reached a little before two o'clock; and London's gala day was over.

THE HOLBORN VIADUCT, LONDON.

The Holborn Viaduct, constructed over the Fleet Valley, for the purpose of accommodating the immense traffic between Holborn Hill and Newgate street, London, and serve to remedy the declivities of Holborn Hill and Snow Hill, was commenced June 3, 1867. It is 1,400 feet long from end to end, and a little over 80 feet wide—that is, 50 feet roadway, and 15 feet each of the two footways. The Viaduct forms a gentle curve from the western end of Newgate street, and then is continued in a straight line to the western side of Farringdon

street, occupying nearly the whole of the space of Skinner street, and a small portion of the churchyard of St. Sepulchre. From Farringdon street westward it is carried by a gentle curve to the end of Hatton Garden, occupying the sites of the houses on the south side of Holborn Hill, the old roadway, and a large part of the churchyard of St. Andrew's. The Viaduct is built on a double system of arches; those for the roadway are plain, solid, double archways of 24 feet span; and for the footways double cellular arches, 10 feet in diameter, and rising from one to three tiers, according to the dip of the incline. The arches are to be used as cellars to the warehouses built up by the side of the Viaduct. Besides the ornaments of the Viaduct proper, there are several very beautiful stone statues, representing the early authorities of the city, and Fine Arts, Commerce, Agriculture, and Science. The cost of the Holborn Viaduct and its approaches, including the new streets from Holborn Hill to the Charterhouse and to Farringdon street, has amounted to not less than £2,100,000.

ARRIVAL OF CANADIAN VOLUNTEERS AT CIVITTA VECCHIA.

On the 20th of October, 150 Canadian Volunteers for the Papal Zouaves, arrived at Civitta Vecchia. They wore a kepi (forage cap,) with gold braid, heavy boots, reddish-brown stockings, joining at the knee a pair of tight trowsers. These Frenchmen of the new world have nothing of the American stiffness, but still retain their ancient graceful and easy demeanour, and an open hearty countenance. We believe them to be men to take a position by storm, or to crush a *coup de main*, with all the ancient Gaelic vim. But they are very young! Can they endure the fatigues of a veritable war? If it were not for a few heavy beards among them one would easily mistake them for schoolboys on a tramp. Nevertheless, apart from the opinions raised by the Roman question,—we hail these valourous youth. They show respect and honour to their faith by their devotedness in the hour of trial.—*Le Monde Illustré*.

GENERAL NEWS. CANADA.

Dr. Tupper has left for Pembina, to bring home his daughter Mrs. Captain Cameron.

Another large piece of Table Rock, Niagara Falls, has given way and tumbled into the seething waters below.

An order has been issued by the Fire Committee of Montreal, forbidding any member of the force to belong to a secret society.

The remains of a coloured woman, found a few days since in a deserted lumber camp in New Brunswick, were discovered to be those of Lydia Thompson. She was of unsound mind.

Mr. Murray has been elected for North Renfrew, and has gone to Toronto to take his seat. Mr. Deacon protests on the ground of illegal voting.

A report is going the rounds of the press to the effect that Brock's monument on Queenston Heights is falling into a state of decay, in consequence of neglect.

The 81st regiment, from Templemore, Ireland, will relieve the 1st battalion, 16th regiment, now at Halifax, ordered to the West Indies.

Judge Coursol and G. McMicken, Esq., have been appointed Commissioners of Police for the Dominion of Canada. Judge Coursol will continue to discharge the duties of Chairman of the Court of Quarter Sessions.

At a special meeting of the shareholders of the Bank of New Brunswick, it was resolved to increase the capital three hundred thousand dollars. The directors were requested to provide additional buildings for the largely increasing business of the Bank.

The *Madoc Mercury* says eight ounces of gold were obtained by Mr. Jenkins at the first cleaning up at the Cook crushing mill in Marmor. This amount was obtained from 21 tons of rock, taken without selection, as thrown out of the mine.

We learn from the *Halifax Citizen* that Capt. Webber, R. A., formerly of that garrison, and well known there in connection with Capt. Bolton, as the author of an interesting work on the colonies, died, while crossing the Cordilleras from Buenos Ayres to Peru, in August, from inflammation of the lungs, caused by the rarified air at the height of 15,000 feet above the sea.

A strange occurrence has taken place at the Drill Shed, two men in succession, though for what purpose is wholly inconceivable, having attempted on Monday night to enter the shed. One was captured, the other escaped. The captured man, who gave his name as Harrison, was brought before the magistrate and charged as a "vagrant." This led to his speedy dismissal. Such an affair should not be thus lightly disposed of.—*Toronto Globe*.

In addition to the new station the Great Western Railway Company intend to build at Chatham, a mammoth water tank has been erected there, which is completely impervious to frost. It is to be supplied by a force pump (driven by a wind-mill) at the McGregor's Creek bridge, about half a mile east of the station. The wind-mill will be precisely similar to that lately erected at Belle River. It requires no attendance whatever, the gearing being so arranged that when the tank is full, the pump becomes detached from the wind-mill.

Nicholas Malady, who was hanged at Goderich, on the 7th inst., for the murder of his father and step-mother, made a confession, in which he said: "I confess to be guilty of the horrible crime laid to my charge, and wish hereby to express my exceedingly great sorrow thereat. I intend asking all true Christians, in their charity, to pray the terrible Judge of the living and the dead, that he may forgive the horrid deed; as also all perjuries of which I became guilty in my endeavours to free myself from the accusation." Strenuous efforts were made to induce the Governor General to commute the sentence on the ground of the insufficiency of the evidence; but it now appears that the verdict was a just one.

An extraordinary story is related by the *Walkerton Telescope*. A woman by the name of Rathwell, from the township of Huron, is confined in the county gaol as a lunatic; but neither the gaol surgeon nor the gaolor can find any signs of insanity about her. She is committed as a dangerous lunatic, under a warrant issued by the Reeve of Huron, on the oath of her husband. She appears to have been jealous of her husband, and the husband attempted to get her to live and board with a neighbour, but she would not stay away from her children.