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is that he will procure us **ONE** additional subscriber. This can be easily done, and it will go far towards increasing the efficiency of the journal. We are doing our best to put forth a paper creditable to the country, and our friends should make it a point to assist us. Remember that the Dominion should support at least one illustrated paper. Remember too that the "News" is the only purely literary paper in the country. We invite our friends to examine carefully the present number of the paper and judge for themselves of our efforts in their behalf.

CANADIAN ILLUSTRATED NEWS.

Montreal, Saturday, May 26th, 1877.

THE RETURN OF SPRING.

The birthday of our honoured Queen, a happy holiday for multitudes, whose doings upon this valued festival we shall go to press too early to record, marks for Canadians the return of spring. The winter's winds have given place to the zephyrs, and the many-throated song will soon resound through the leafy grove. The rills are unloosened from their icy fetters, and the air of heaven in its abundance is building up and invigorating the frame of man. The flowers respond to the sun, and are reminding us of their early approach through their couriers the violets—for wreaths of tinted blossoms will soon be here to take up their summer sojourn, and to gladden the spirit and still complaint. We are wise to yield ourselves to these cheering influences, in seizing the moments of repose that heaven has put within our reach—in re-invigorating and re-habilitating life in nature's earliest holiday. If we shall temper our pleasures with judgment, we may hope to show at the close of another tide of recreation and of freedom, a less painful score of social ills, following upon avoidable accident and heedless inadvertence.

Montreal now has her park, and it would be encouraging to see every city in Canada furnished with a similar pleasure-ground. She has hardly yet succeeded in demonstrating the roots of all her vital troubles, but she may at least find alleviation for some of them in calmness and clear skies. The hearts of the young are easily drawn into happy responsiveness, but the growth of affection will be advanced by bright surroundings. Our best wishes shall go forth with them, and whether it is the shore or the wave that is made gay with their presence, we shall hope to see love and truth in company, and sober-thoughted discretion bringing them into close acquaintance.

However the universal throb of nature, in her well-ordered sympathy with man, may tempt the more adventurous efforts of the spirit, we may trust that the appropriate joys of the dwelling and the garden will not be slighted, and will crown our toils with culture and grace.

If our Dominion, at the close of its first

decade, has yet to build up its fortunes, in the larger sense, her young men and maidens may not lose their anticipations of happiness; the wedded may rejoice in a fair heritage, the old find peace and security, the children be untrammelled in their play. Such are our modest hopes. Sympathising with the sufferings of many nations, as they pour over the wires, and solemnize the breakfast-table, we desire to see their contentions give place to amity and peace, and shall be the more grateful in our outlook in this Dominion, in beholding the coming era ushered in, even in the midst of wars and rumours of wars and of attention to our own share of the Empire's defences, with the psalm:

Deus nobis hæc otia fecit.

A MOST interesting circular of the "Bosnian and Herzegovinian Fugitives and Orphan Relief Fund" is distributed with the latest number of *Good Words*. The movement for the relief of these poor people commenced in December, 1875. The first intention was to confine the aid to the children and their education, but it was found impossible to refuse relief to starving fathers and mothers. Since March, 1876, twenty day-schools have been established, containing over 1200 children taught by native Bosnian schoolmasters found among the refugees. The cessation of Austrian relief and the double price of Indian corn threw the people into the direct distress, and large numbers have been temporarily helped. But the condition of the fugitives is very much worse than when they first came over, from the exhaustion of their cattle, money, and stores; from the failure of the local maize crops and from the inundations. In Dalmatia, things are worse than in Slavonia and Croatia. The poor natives who have received their exiled brethren with a generous and beautiful hospitality, sharing with them wretched huts and scanty meals, are now absolutely unable to support the burden of the woe-stricken who, through the cruelty of the Turks, have been cast in their midst. There is no expense in salaries, save in those of the schoolmasters, and the working expenses are not charged to the fund. Could Canada do anything for the poor fugitives from this cruel tyranny?

ONE or two cases of sunstroke have already been reported from a distance. Sunstroke must form an important element for the military authorities to deal with, and as soldiers are only men, though generally good physical specimens of the race, the regulations might contain matter of importance to all in warm climates. If any of our correspondents could furnish such particulars, we will gladly insert them. Of a few things in this connexion we are well persuaded, and they are in part: "that sunstroke arises from the action of heat upon the brain through its cranial covering." This might seem plain enough, but it has nevertheless been questioned. One of the best safeguards is found in the cooling effect of the evaporation of water interposed between the head and the inflaming heat rays, and the capacities for prevention being taken into account, it is a danger that, with such due attention, should be expunged from the catalogue of human ills. Whether it ever will be so, or not, must depend upon the progress of thought and care in individuals and communities.

EPHEMERIDES.

The contents of LIPPINCOTT'S MAGAZINE for June are light and varied. The number opens with two finely illustrated articles,—the second of Lady Blanche Murphy's agreeable Rhine Sketches, and the concluding paper on the Valleys of Peru. A young Italian author, Edmondo de Amicis, whose name will be new to most American readers, but whose writings are very popular in his own land, forms the subject of an interesting article, which includes a translation of a deeply pathetic story. Under the title of "Curious Couples," Rev. William M. Baker recounts some of his experiences as a pastor in the South. Albert Rhodes discusses the question of Chinese immigration, propo-

colony at Beaver Falls, and Ethel C. Gale gives an account of the quaint superstitions still cherished by the Tyrolean peasantry. The stories are numerous, embracing the continuation of "The Marquis of Lossie," "The Lost Voice," by Ita Aniol Prokop, "A Love Chase," by Clarence Gordon, and "The Priest's Son," by Tourgueneff. In the way of poetry there is a dainty bit of verse by Paul H. Hayne, a string of wedding sonnets by Emma Lazarus, and a "Sleeping Song," paraphrased from Theocritus. The editorial departments are unusually full and interesting.

The ATLANTIC for June is an extremely readable number. Mr. Edward H. Knight's second article on "Crude and Curious Inventions" is devoted almost wholly to drums, and contains more than thirty illustrations of the primitive instruments of that nature used by the Asiatics and Africans. Dr. Oliver Wendell Holmes contributes one of his inimitable society poems, entitled "The First Fan," in which he narrates the origin of the fan. "Wa-ha-toy-a; or, Before the Graders," by "H. H.," is a picturesque description of an excursion to the mountains and Mexican villages of Southern Colorado. The South Carolinian who has in previous numbers photographed so unsparingly the politics and morals of his native State gives a clear and graphic picture of "South Carolina Society" and its caste divisions, which the events and changes of the last sixteen years have modified but by no means abolished. Charles Francis Adams, Jr., concludes his paper on "May-Pole of Merrymount" with an entertaining account of Captain Miles Standish's expedition against Morton, in the days when all the settlements on Boston Bay did not number fifty souls; and Albert G. Browne, Jr., contributes "The Ward of the Three Guardians," a story of frontier life and experience in Utah nineteen years ago. A critical essay on Fitz-Greene Halleck, from the pen of George Parsons Lathrop, appears almost simultaneously with the erection of the poet's statue in Central Park, New York, and will be read with especial interest. "Mr. Edward Fitzgerald's Translations," are the subject of another critical paper by T. S. Perry. In addition to Dr. Holmes' sprightly poem there are poems by Bayard Taylor, R. H. Stoddard, and Marian Douglas. The Contributor's Club is bright and lively, as might be expected, when both Mark Twain and T. B. Aldrich are represented in its pages. The public are left to guess which are their contributions. The original music this month consists of a song by F. Boott, with words by W. W. Story. The Memoirs of Charles Kingsley and Barry Cornwall, Wallace's Russia and Schuyler's Turkistan are among the books reviewed, and under "Education" is an account of the fine laboratory for women lately established in Boston.

OUR ILLUSTRATIONS.

THE TURKISH IRON-CLAD.—The ship of which an illustration appears in this number of our journal belongs to the Imperial Navy of Turkey, but has not yet been enabled to join the fleet under the command of Admiral Hobart Pasha, which is expected to perform efficient service in the war that has just broken out. This vessel, which was originally called the *Memdoughieh*, has been renamed the *Hamidieh*, in honor of the present Sultan, Abdul Hamid II. She was built, along with a sister ship, the *Mesoudieh*, by the Thames Ironworks and Shipbuilding Company at Blackwall, from the design furnished by Ahmed Pasha, Chief Constructor of the Turkish navy, slightly modified by suggestions from the British Admiralty; and her building was superintended by Mr. Hounson, appointed by the Admiralty for that purpose at the request of the Turkish Government. The dimensions of this ship are: length between perpendiculars, 332 feet; extreme breadth, 59 feet; depth, 19 feet; burden, 5,349 tons, builder's measurement; displacement, nearly 9,000 tons. The hull is divided into seventy-one water-tight compartments. The whole ship is protected by a belt of armour-plate 12 inches thick, and the main-deck battery is fortified with plate 12 inches thick at the water-line and 10 inches above. The bow is yet more strongly defended, and is furnished with a powerful iron beak, to pierce an enemy's ship below its armour. The main deck is shell-proof in every part. The main-deck battery, arranged for a broadside fire, is 148 feet long, containing twelve 18-ton guns; the four corner ports are so placed at an angle that their guns may fire astern or ahead of the ship, as well as on the broadside. There are two 6-ton guns mounted on the fore-castle, and one in the poop. The engines, constructed by Messrs. Maudslay and Field, are of 1250 nominal horse power, and the ship is capable of a very high speed. The *Hamidieh* is now quite ready to go to sea, but has been delayed some days in the Thames, owing to causes not yet explained. Her sister, the *Mesoudieh*, with several other iron-clad frigates, is lying in the Bosphorus, and will shortly find employment in the Black Sea.

SARNIA NEW TOWN HALL.—The new Town Hall in course of construction in Sarnia, a cut of which is given in this week's issue of the NEWS, will be, when completed, one of the finest municipal edifices in Western Canada, and a lasting monument of the enterprise of the citizens of that rising town. Its architectural beauty combined with its handsome proportions will command the attention of all who see it.

Great care has been betowed on every detail, and its appointments will be complete in every particular, nothing being omitted to render it in all respects suitable for the purpose for which it was built. The building will be three stories high, and from the ground to the main cornice, 50 feet. It will be 60 x 90 feet in size, and surmounted on the west side by a tower 128 feet high, the view from which will be unsurpassed for beauty and extent. The basement is built of limestone faced with sandstone, finished in rock-faced work. The superstructure is built of white pressed brick, "tuck pointed" with Berea sandstone trimmings. The cornice will be of galvanized iron and the roof covered with tin. The basement or first story will be fitted up for a meat market, the floor being of sawed stone flagging. The stalls will be provided with ice-boxes and marble-top counters, and there will also be four hydrants with hose connections placed at convenient points for the purpose of keeping the place thoroughly clean. There is one feature about this basement not usually seen: the walls and ceilings being furred, lathed and plastered, except four feet from the floor which is to be wainscoted. This story is 11 feet high. The second story will be approached by a flight of steps twelve feet wide, and will contain a Council Chamber 53 x 36 feet; also Police Court Room, Mayor, Clerk, and Treasurer's offices and library, the Clerk and Treasurer's offices being provided with fire-proof vaults. This story is 16 feet high. To the right and left of the main entrance are located the stairways 6 feet wide, leading to the third story. This will contain a public hall 76 x 53 feet, at the east end of which is situated a stage of 16 x 53 feet. This hall will be clear of all obstructions, the roof being self-supporting. The ceiling will be paneled and finished with ornamental cornice centres, etc. The entire building will be thoroughly ventilated and lighted throughout. The estimated cost when completed and furnished is \$22,000. To the architect, Mr. George Waddell, of Grand Rapids, Mich., we are indebted for the prospective drawing of this building.

RAILWAY ACCIDENT.—About 2 o'clock on the morning of the 12th inst., a railway accident occurred close to Danville station, some four miles this side of Richmond. It appears that some of the rear cars of a freight train became detached from the remainder of the train, being uncoupled on a grade, and ran backwards down the decline, where they were met by another freight train, following at some distance behind, causing a terrible collision. It is supposed that the driver and fireman of the other engine must have leaped off. The locomotive was a total wreck. Fourteen freight cars were also smashed up, and the debris scattered all over the line. Only two men were reported badly injured. One of them is a brakeman, and the other a man who had charge of a car-load of horses; he sustained severe injuries, while the other man is badly scalded with water from the locomotive. A large gang of men has been busily engaged clearing off the debris, and the mail train arrived through at Levis at 4 o'clock. At the moment of the collision the locomotive was knocked off the track and rolled over on its side; had the driver and fireman not previously leaped, they would have met a fearful death. Immediately after the collision the broken cars ignited, and a terrible scene of fire and ruin was witnessed.

OPENING OF THE PERMANENT EXHIBITION AT PHILADELPHIA.—When the Centennial was at the height of its success and glory, a number of the most prominent business men of Philadelphia determined to take steps to secure a permanent display of artistic, industrial and manufacturing specimens; and at the close of that great fair the main building was purchased for this purpose. In this vast collection of exhibits was arranged, and upon the anniversary of the Centennial Exhibition, May 10th, President Hayes declared the Permanent one opened for the inspection of the world.

CONSTANTINOPLE.—The city of Constantinople seems to be specially fitted to be viewed to the best advantage from a distance. First, there is that narrow peninsula, the modern Stamboul, a series of seven hills, each crowned with a mosque, which marks the magnificence of a former ruler. On one side of the city is the Sea of Marmora; on the other are the waters of the Golden Horn. Tapering to a point seawards, Stamboul widens with the land for four miles, where a massive wall of three miles, reaching from the Marmora to the Horn, forms the city boundary. On the opposite bank of the Golden Horn lies the Frank business quarter, Galata, whence springs a steep hill, on the summit of which—Pera—the Europeans have mainly fixed their residence. Thus the city may be divided into two distinct portions: Stamboul, the right bank of the Golden Horn, the chief quarters of the Muslims, Greeks, Armenians, and Jews, and on the left bank, Galata-Pera, the quarters of Europeans and of that mixed Europeanized race known under the general name of Levantine.

The magnificent harbor formed by the three-fold junction of the Lycus, the Bosphorus, and the Sea of Marmora, is upwards of a mile wide at its mouth, and of so great a depth that vessels of three thousand tons are moored to the quays close to the new bridge. The best prospect of the harbor is obtained from Pera.

Stamboul is calculated to contain some three hundred mosques, of which but fourteen possess much historical value. The most imposing is