



PRIAM AND HELEN.

(Iliad III., 161.)

Priam, the king, to the tower where he sat called the beautiful Helen:
"Hither, my daughter, approach, and sit by me here on this tower.
Whence thou mayst see the spouse of thy youth, thy friends and thy
kindred."

Thou knowest I never blamed thee: I blamed the gods of Olympus
Who excited this war of sorrow and tears without number.—
Come, Helen, sit by my side and tell me the name of yon hero
Mighty and stately in mien, tho' other around him are taller,
A man of such beauty as his and of so majestic a bearing
I have never beheld. If he is not a king, he is kingly."
Then Helen, fairest of women, answered the king: "O my father,
Father of Paris, by me thou art loved, and revered and respected!
Would that an evil death had been my lot when I followed
Hither thy son Alexander, leaving my husband behind me.
Kinsmen, too, and sweet daughter and friends whom I knew since my
childhood!"

"Twas not allowed me to die, so I pine away slowly with weeping.
But thou artest reply: thou seest the great Agamemnon.
Wide-ruling king, (as thou saidst) and a warrior valiant and skillful.
Once he was brother to me, oh shame! in the days that have vanished."
Then as a hero, the old man admired Agamemnon:
"Happy art thou, Atreides, in birth, and in name, and in fortune;
Many are under thy sway, the tower of the sons of Achaia.
One into vine-bearing Phrygia I entered and saw many Phrygians
Riding swift steeds, the forces of Otres and Medon, the G-d-like.
Who, with me for an ally, encamped by the banks of the Sangar.
Waiting the march of their foes, the Amazons, warrior-women;
But few in number were they to those quick-eyed sons of Achaia."
Next, perceiving Ulysses, the old man said: "My dear Helen,
Tell me who this is, also, in stature less than Atreides,
Less by a head, it may be, but broader in chest and in shoulders.—
Rest on the ground his arms, but he through the ranks of the army
Ranges about like a ram; to a thick-floored ram I compare him.
Wandering hither and thither through snow-white sheep in the
pasture?"

Him, then, answered Helen, Helen, of Love descended:
"That is Ulysses, my father, the wily son of Laertes.
Nourished in Ithaca's Isle, Ithaca, rocky and barren.
Skilled to contrive and complete wise plans and subtle counsels."
Her, then, the sage Antenor addressed, when she spoke of Ulysses:
"Lady, in truth thou hast uttered these words: for once I remember
Hither the noble Ulysses came with the brave Menelaus;
(Thou wast the cause of his coming) and I was their host in my palace.
And of both the heroes I learned the genius and wisdom.
When they met in the council with Trojan heroes assembled.
Standing, Ulysses was less by a head than the brave Menelaus.
Sitting, more honour was due to the thoughtful brow of Ulysses.
And when they were for the general ear their thoughts into language.
Menelaus harangued very freely, and briefly, and clearly.
Never missing his words, nor misapplying their meaning.
Though as to years not yet was he reckoned among the elders.
But when Ulysses arose, with his head full of warlike measures,
Standing he fixed his eyes on the ground and kept looking downwards.
Moving his sceptre not backwards nor forwards, but holding it truly.
Looking like one not wise; and those who beheld him might fancy
That he was deeply enraged, and thus bereft of his reason.
But when, as I have seen, he sent his great voice from his bosom,
Words that came thick and fast like the flakes of the snow in the winter.
Then he that listened would say no man might compete with Ulysses.
Then we forgot how he looked as the words of Ulysses enchanted us."
Thirdly, on seeing Ajax, the old king of Helen demanded:
"Who, so stately and tall, is this other chief of the Grecians,
Rising as high o'er the rest as the height of his head and his shoulders?"
And thus the comely Helen, fairest of women, responded:
"He thou beholdest is Ajax, gigantic, to Grecians a bulwark.
And over there, like a god, Idomeneus stands among the Cretans.
While around him the chiefs of the Cretan army are gathered.
Many a time has the brave Menelaus hidden him well—once.
When to our Spartan home he came from the land of the Cretans.
But while I see all around the rest of the dark-eyed Achaia men
Whom I well know and whose names I could tell, two captains I see
not."

Castor, tamer of steeds, and Pollux, skillful in boxing.
Both own brothers of mine.—we three were nursed by one mother.
Either they have not come with the forces from far Lacedaemon
Or, having come, it may be, to this place in sea-travelling vessels.
Do not desire, after all, to enter the battle of heres.
Fearing the shame and reproach the crime of their sister would cause
them."

So she spoke; but then the life-giving earth was embracing
In the dear land of their fathers over the sea, Lacedaemon.

JOHN READER.

RAPID TELEGRAPHY.

A new telegraph line is now being constructed between New
York and Washington, forming a small section of wires that
are intended to ramify in all directions through the country,
by which cheaper and more rapid telegraphy is expected to be
realized. This is the enterprise of the National Telegraph Co.,
and from the printed report of the Executive Committee to
the stockholders, we gather a number of interesting particulars.
The capital stock is ten millions of dollars. The instruments
used are the recently patented telegraph improvements of
George Little, of New Jersey. The messages to be sent are
prepared by punching slots and circles through a strip of paper,
which, on being drawn through the telegraph instrument,
transmits corresponding electric signals. These are received
and made visible upon strips of chemically-prepared paper.

Copies of messages may be dropped at all stations upon the
line without interfering with the working of the instruments.
The machines for preparing the messages are quite simple,
and are operated by girls. Mr. D. H. Craig, one of the most
experienced telegraph men in the country, states that as much
business can be done with the Little instruments, using only
one wire, and thirty-two girls to prepare and copy the messages,
at a total expense of \$48 per diem, as can be accomplished by
means of fifteen wires and thirty first-class Morse operators at
an expense of \$120 per diem.

There is also a difference of fifteen to one in favour of the
new system in the prime cost and maintenance of wires.

The new company expect that when, by their competition,
they have brought down the tariff of the Western Union, and
other telegraph companies, to the lowest paying point, the
National Company will be able to make a reduction below this
of 50 per cent., and still have a good margin for profit. If the
Company can do this or anything like it, their business will be
enormous.

THE VARENNES MINERAL SPRINGS.

These very valuable springs, so highly spoken of by our
most distinguished physicians, and which Dr. T. Sterry Hunt,
chemist to the Geological Survey of Canada, declares to be of
the same class as the celebrated Congress water of Saratoga,
but somewhat stronger, are situated within a few miles from
Montreal, in one of the prettiest spots between this city and
Quebec. The hotel, which is already built, commands an exten-
sive view, embracing Montreal and the Boucherville islands
on one side, the Beloeil, Chambly and other mountains in rear,
on the lower side the St. Lawrence, Repentigny, St. Sulpice
and Verchères, and facing it is seen the enchanting panorama
offered at the confluence of the Ottawa and L'Assomption
rivers where they unite with the St. Lawrence, separating again
as they do into innumerable little channels encircling as many
islands of every size, shape and form. The green hills of the
Laurentides are also seen in the distance, and of a fine evening
the sun disappears behind them in a sea of molten gold.
Within a short walk from the hotel, at a spot called Cap St.
Michel, the Quebec and Ocean steamers pass so close to shore
that a conversation could be carried on with the passengers on
board. The islands mentioned above can be reached within a
few minutes by easy rowing and afford abundant fishing and
some shooting. Altogether, we know of no place of summer
resort more healthy or more pleasantly situated.

Another exceedingly attractive feature about these springs
is that not only do they emit a quantity of carburetted hydrogen
gas sufficient to light up the whole place, but the amount of
mineral water which now runs to waste in the St. Lawrence is
so great that it will supply a swimming bath; thus affording
to visitors all the advantages of salt water bathing without the
difficulties and danger attending sea bathing.

Tourists will learn with pleasure that this property, which
has been for many years back in the hands of the Ladies of the
Grey Nunnery, who occupied it as an orphan's home, will
soon be vacated by them to make room for health and pleasure
seekers.

"A WOUNDED DANISH SOLDIER."

The accomplished painter of this picture, Madame Jerichau,
wife of the distinguished Danish sculptor, has been too well
known to the English public for some years to require any
other introduction than her work, or, rather, the reproduction
of it we have to offer. The picture we have engraved is one
of the artist's most successful efforts; it was painted shortly
after the war in Holstein, and it has been exhibited at the
Royal Academy. The circumstances of that Prusso-Danish
war are still fresh in the memory. Whatever the exact merits
of Prussia's claim, it was pressed in a way which no nation
retaining its self-respect could admit, except on compulsion;
and we all recollect the brave stand made by the little Danish
army against the overwhelming odds brought by its gigantic
neighbour. But when, in addition to this historic retrospect,
we reflect how much there is in the Danish national character
resembling that of our own people—that we are, indeed, in
large proportion from the same stock; when we think how
peaceful, industrious, and virtuous is the modern Dane, yet
losing none of his ancient courage; how thoroughly domestic
in his habits, yet ever ready to obey when patriotism calls
him from the happy contentment of home, we shall then better
appreciate the touching story suggested by this picture, we
shall then have its pathos brought home to us almost as nearly
as if it were an English cottage scene. We need not dwell on
the true womanly refinement shown in the artist's treatment
of her theme. The life of the wounded man, perhaps, still
hangs in the balance; but, if he recover, he will surely owe
more to the soothing, gentle nursing of that true-hearted girl
now reading to him from the Book of Life than to the sur-
geon's skill or the whole Pharmacopoeia. We may, however,
in illustration of the picture, remind the reader that generally,
on the Continent, the act of betrothal is regarded far more
seriously than our English "engagement" between lovers. It
is, in fact, often a sort of religious rite tantamount to marriage
itself; and it is a graceful custom in some parts—and, we be-
lieve, prevails in Denmark—for the man to wear the betrothal
ring as well as his affianced bride.—Illustrated London News.

THE "CAPTAIN" TURRET SHIP.

The "Captain," commanded by H. T. Burgoyne, V.C.,
twin-screw ironclad, designed and built by Messrs. Laird
Brothers, of Birkenhead, on Captain Cowper Coles' turret
principle, is named after the old "Captain," 74 guns, which
was commanded by Nelson at the Battle of Cape St. Vin-
cent, on the 13th of February, 1797, from which he boarded
and took the "San Joseph," 112 guns, and the "Nicholas,"
84 guns.

The old "Captain" was what was called a 71 gun 24-pounder
ship, of 1,880 tons burden, carrying four 32-pounder carron-
ades on the upper deck, the rest of her guns being 24, 18, and
9-pounders; whilst the "Captain" of to-day carries only 6
guns, 4 of which are 600-pounders, weighing 25 tons each,
from which it may be gathered that one of her 60-lbs. shot
weighs as much as one broadside thrown by the old "Captain;"
in number of men, however, the old ship had the advantage,
her complement being 64 against the new "Captain's" 500
men.

In April, 1868, the Admiralty having submitted the names
of seven ship-building firms to Captain Coles, that gentleman
selected Messrs. Laird Brothers, and in conjunction with them

prepared the drawings, which were approved by the Admiralty
for a sea-going turret cruiser, showing the application of his
invention to this class of vessel, and after these designs the
new "Captain" has been constructed, the contract having
been signed in February, 1867.

The vessel is built in five water-tight compartments, each
turret, of which there are two, having a compartment to itself,
containing its engine, magazine, and shot and shell complete.
The hull itself is plated with 7 inches of armour, on a 12-inch
backing of East Indian teak, and an inner skin of 1½-inch iron;
for about 40 feet abreast of each turret the armour plating is 8
inches thick. The main-deck is also protected, having a
plating of 1-inch and 1½-inch iron, covered with 6-inch oak
planking.

The turrets, the most important part of the vessel, measure
27 feet in diameter externally, 22 feet 6 inches internally, and
are plated with thicknesses of 9 and 10 inches of iron. These
turrets will each carry two 600-pounder 25-ton guns, and the
armament will be completed by two 7-inch 6½-ton chase guns,
mounted respectively in the poop and fore-castle. The turret
guns are mounted on iron carriages and slides, made on
Captain Coles' plan, with the addition of Col. Clerk's Hydraulic
Compressor. The slides, which are also of iron, on the lower-
ing and raising system invented by Captain Coles for giving
extreme elevation, with a minimum port-hole, were constructed
by Messrs. Laird Brothers, and are worked by a neat arrange-
ment of two hydraulic rams.

The turrets are supported by a strong girder on the lower
deck, and revolve on a series of rollers, being kept in position
by a solid wrought iron central spindle, securely fixed in the
lower deck, and passing down to the orlop deck; both steam
and hand gear are fitted to the turrets, the former can be
worked either by the captain of the turret when taking aim,
or by a lever on the orlop deck, the turret making a complete
revolution in half a minute, thus enabling the guns to be
brought to bear with great rapidity, or the port turned away
from the enemy's fire when loading.

A spar or upper deck, 24 feet broad, connects the poop and
fore-castle, so that the whole of the ropes are worked, boats
stowed, anchors cat and fished, and all work connected
with navigating and sailing the ship carried on upon this
deck without in any way interfering with the working and
fighting of the turrets.

She is fully rigged with Captain Coles' tripod masts, spread-
ing a large area of canvas, 3,500 square feet under all plain
sail, being as much as any first rate three-decker. The ship's
company and general accommodation is on the lower deck, very
similar to that of an old frigate, with the exception of the
captain's cabin and those of the superior officers, which are
under the poop. The fore-castle is utilised for working the
cables, sick-bay, seamen's berths, wash-places, &c., and all has
the appearance of good ventilation and great comfort. She has
a roomy pilot-house coming above the spar deck, from which
a good view is obtained, so that the ship can be conned from
it and taken into very close action, the fighting-wheel
being underneath it, and there being a complete system for
communicating orders to all parts of the ship, both from the
pilot-house and bridge, by means of Messrs. Weir and Co.'s
Patent Atmospheric Telegraph tubes.

In addition to her heavy gun armament, the "Captain" is
armed with a formidable wrought-iron stem, which does not,
however, attain the proportions of a "beak," although it is
prolonged quite far enough to do effective service. In place
of the hinged bulwarks that were fitted to previously built
turret ships, the "Captain" has simple iron stanchions with
ridge ropes, which are allowed to fall into a gutter on the
main-deck on going into action. On the upper deck, however,
there are standing bulwarks where the hammocks are stowed,
making a rampart for riflemen; and on this deck also are
rocket tubes fitted with Commander Fisher's stands.

The following are the dimensions of the vessel:—
Length over all, 335 ft.; between perpendiculars, 310 ft.;
breadth extreme, 53 ft. 3 in.; tonnage, 4,272 tons. The
engines are two separate pairs of 900 collective horse power,
driving twin screws, and will work up to 5,400 indicated horse
power. They are double trunk engines, each pair driving a
separate two-bladed screw propeller 17 ft. in diameter.

It has been stated that the "Captain" has been built in
competition with the "Monarch," but this is an error. The
vessel with which she is really intended to compete is the
"Bellerophon," of the same tonnage, 4,272 tons, while the
"Monarch" has a tonnage of 5,102 tons, and could not, there-
fore, be fairly compared with this new ship, the representative
of Captain Coles' principle.—The Graphic.

An attack of the Austrian Legation, a chaste and pious
young man, was so unfortunate as to break a fan. Its owner,
a most charming and exceedingly pretty woman, the Countess
J—, was furious, and spoke her mind quite freely about it.
The culprit manifested becoming contrition, and offered to
have the fan mended or supply its place; increased anger on
the part of the lady, who demanded a piece of paper in which
to wrap the fragments. The youthful diplomatist opened his
portmanteau, and without the least impertinent intention in
the world, took out a thousand-franc note, saying, as he tore
it in half, "I have only this, madam." This capped the
climax, and the excitement of the lady reached so high a point
that a fashionable sculptor who was present requested per-
mission to take her as a model for the statue of an angry
Juno, which he had just commenced.—Rome Correspondent.