

weight, but breech-loading rifled 30-pounders are being substituted. The two ships of the line, or rams, "Magenta" and "Solferino," are built on entirely different principles. The bows of these ships are in the form of a spur. Up to the first battery these ships are plated from stem to stern, but in the upper battery only 12, and in the lower battery only 13 guns are protected by iron-casing. The four rows of iron casing are 4 1/2 inches thick; the upper one, 4 3/4. The engines are 1,000 horse-power; speed, 13 1/2 to 14 knots; the armament consists in fifty-two 30-pounder rifled guns.

The total force serving in the navy consists of over 72,000 men, under the command of two admirals, Rigault de Genouilly and Trehouart, with six active vice-admirals and thirty active counter-admirals.

The Baltic fleet, which left Cherbourg shortly before the declaration of the blockade of the Prussian ports, is commanded by Vice-Admiral Bouet-Willamez, and consists of the following vessels:

Surveillante, ironclad frigate, flagship; Gauloise, ironclad frigate; Ocean, ironclad frigate, broadside; Flandre, ironclad frigate; Jeanne d'Arc, ironclad corvette; Thetis, ironclad corvette; Guyenne, ironclad frigate; and Prince Napoleon's yacht. The foregoing comprises the whole of the first division of the Baltic, afterwards reinforced by the following:—Savoie, ironclad frigate, Rear-Admiral Pehouat; Valeureuse, ironclad frigate; Revanche, ironclad frigate; Montcalm, ironclad frigate; Victoire, ironclad frigate; Atalante, ironclad frigate; Rochambeau, ironclad frigate; Taurau, ironclad ram; Duyot, despatch-boat; Cosmos, despatch-boat; Bougainville, despatch-boat; Catinat, despatch-boat; Chateau Renard, despatch-boat; Custard, despatch-boat; Peiron, despatch-boat; Bonsanque, despatch-boat; L'Heureuse, despatch-boat; Ariel, despatch-boat; L'Hirondelle, Imperial yacht.

Before entering the Baltic, Admiral Bouet captured two gun-boats at the mouth of the Elbe, and bombarded the naval station of Wilhelmshaven, but with no other purpose than to try the guns of his ironclads, and no landing was attempted. General Vogel von Falckenstein, the Prussian commander in the North, took means to guard against a surprise on that side. On the approach to the coast of a small French ship on the 23th, the General was informed of the fact by telegraph from six different places at once, and the circumstance of the French fleet appearing off Skagen was known at headquarters a minute after. It is impossible that arrangements could be more perfect. It was known where the French meant to attempt a landing, and batteries on the coast were ready to receive them. All the pilots have been sent into the interior, the coast lights have been extinguished, and torpedoes have been sunk, and every measure has been taken to prevent the enemy from effecting a landing. Hitherto there has been no engagement except a slight affair off the island of Rugen, when a few shots were exchanged without effect, and the Admiral has contented himself with blockading the two important ports of Kiel and Cuxhaven.

Our illustration shows a squadron of the Baltic fleet off Dover with the flagship in the foreground, taking on board an English pilot.

THE GREAT BOAT RACE.

VICTORY OF THE TYNE CREW.

Thursday, the fifteenth of the present month, will ever stand as a red-letter day in the history of Montreal and its outlying suburb of Lachine. The general interest in the Annual Lachine Regatta, to be rowed upon the placid bosom of the Lake St. Louis, during two days, was almost entirely obscured in the absorbing excitement created by the single race between the famous "Paris" and Tyne crews. In fact, by common consent, the event was talked of, not as the regatta, but as the race, and the whole public attention seemed to be centred in the result of that one contest for the championship of the world and the tempting prize of \$5,000. Thousands of Americans and many Englishmen contributed to swell the immense gathering of spectators who crowded the long lines of boats and barges which for more than half a mile stretched on either side of the course from the starting point; the twenty-five steamers which cruised, or lay at anchor, in the river; and the shore line from the wharf up to the very housetops of the village. Only the "grand stands" of the speculators were nearly empty. Either people had not faith in their sustaining qualities, or they reasoned that the fine sloping beach, the garden fences and the verandahs, windows and roofs of the village cottages, offered equally favourable positions for observation; and in this they were probably right. Much speculation has been indulged in as to the number present, and estimates have varied by tens of thousands. Some have said thirty thousand; others fifty and even sixty and seventy; but without pretending to decide which was nearer the mark, it may be truly said that Montreal never before witnessed such an influx of visitors; and as for Lachine it need scarce ever hope again to see such an immense gathering. The tax upon the powers of the Lachine railway was utterly beyond anticipation, and hence some delays and inconveniences were inflicted on the visitors who, as a rule, bore up against them with equanimity; even when on the return trips at night they were exposed in open trucks to a pelting rain.

Thursday morning opened with beautiful weather, promising a fine day for the race, but the breeze began to stiffen, and long before noon fears were entertained that the race would be postponed, it having been generally understood that calm water was an indispensable condition, especially with the St. John men, who had mostly confined their training to the canal. This, however, by no means retarded the egress of visitors from the city. On the contrary, at an early hour the Upper and Lower Lachine roads were crowded with vehicles of all descriptions, and many hundreds of foot passengers; several steamboats also went up fully loaded, and the cars at every trip carried crowds densely packed together. The arrangements of the Regatta Club were as nearly perfect as could have been anticipated, the accommodations which their boats and barges furnished was sufficient for their visitors without unduly crowding them, so that there was ample opportunity to view the races for all on board, as far as the standpoint would permit, but this, however, was, in most cases, not very far, the barges and boats having been anchored in straight, instead of diverging lines, thereby obscuring the view in both directions, except in their immediate front. Had they been swung out to shore and riverward respectively, the whole course would have been open to all on board as far as the eye could reach.

At five minutes after three the Tyne crew came out of their cottage, and launched their boat, the *Dunston-on-Tyne*, from

the jetty opposite. Their appearance was the signal for immense cheering. They paddled up and down in front of the judges' stand, but the Paris crew did not make their appearance. After a few more minutes the judges received intimation that the St. John men would not run for the present, the water being too rough. As there was a proviso to this effect in the articles of agreement, there was nothing for it but to postpone the race. The judges accordingly put it off till the next day at two o'clock, reserving the right to call on the race during the afternoon, should wind and water prove more favourable. Thus the matter stood when time was called for the Canoe Race. With this decision the Tyne crew were very much dissatisfied, being willing to row in any weather, and one of their backers visiting the headquarters of the St. John men, after some trouble, succeeded in inducing them to agree to start about five o'clock. The second race on the programme, the Canoe Race of four miles, open to Caughnawaga Indians, prize \$50, was then called. Four boats entered, the *Red Bird*, the *Caughnawaga*, the *Iroquois*, and the *Prince Arthur*. Of these only the *Red Bird*, *Caughnawaga*, and *Prince Arthur* showed themselves, together with the *O. T. R.* The race, which was well contested by the *Prince Arthur* and *Caughnawaga*, resulted in a victory for the former, the *Caughnawaga* three lengths behind, and the *O. T. R.* coming in six lengths to the rear of the *Caughnawaga*, *Red Bird* being distanced.

After this race succeeded hours of anxious waiting. At length it began to be generally known along the shore, as well as on the boats and barges, that the St. John men had consented to run at five o'clock. The intervening time was spent, on the boats and barges, in viewing the crowds on the shore; on shore, in viewing the scenes upon the water. In fact, the people had nothing to do but to look at each other, unless to go into the more exciting and far more risky exercise of

BETTING.

This, from all accounts, was carried to an enormous extent. Americans, as usual, went in "hefty," and though some of the more cunning of them steadily backed the Tyne men, yet the majority went very noisily for the St. John crew, even at considerable odds. It need hardly be added that Canadians were utterly reckless in backing the St. John men, especially a few days before the race came off. But as the fifteenth, "big with the fate" of both crews, approached, it somehow got abroad that the reports of the Tyne crew's drinking habits were gross exaggerations, if not vile slanders; that they had of set purpose exposed themselves to these suspicions, not "to tickle the ears of the groundlings," but to deplete the pockets of the green ones; while the St. John men, through their friends, had been wondrously boastful and self-confident. Of course these are but the gatherings-up of the rumours floating among the crowd, and we can say nothing as to their accuracy, but certain it is that many Canadians, who days and weeks before had staked their money on their fellow-colonists, showed on the day of the race an extraordinary anxiety to "hedge." Hence it was that many a heavy stake on the St. John men, put up in advance of the race, was covered by sundry small bets picked up alongside the course. To the close, however, each crew had their faithful friends; and while the Canadians who backed the St. John men took their losses very composedly, it was amusing to listen to the half-comical, half-indignant remarks of the Americans, who had emptied their pocket-books on the men who beat the Ward Brothers, on the Connecticut river, two years ago. Our enthusiastic cousins believed it impossible that the crew which had beaten the champion crew of the United States could be beaten by anybody else, and therefore, when they did not look below the surface, the Americans were among the most earnest backers of the St. John men; and, after their defeat, their most hearty revilers. There is some excuse for the Americans who backed them feeling sore beyond the mere loss of money; for the defeat of the Canadian crew which defeated the best American crew leaves an opening for conclusions not altogether flattering to American preeminence at the oar.

THE RACE.

At length the appointed hour arrived, and at a quarter past five the Tyne men again appeared in the water and were shortly afterwards followed by their antagonists. The excitement had now become intense. The crews were received with ringing cheers from the boats and barges, which were responded to time and again from the shore. The toss for the choice of position was won for the St. John crew by Mr. Harding, and they placed themselves on the outside, in the belief, it is said, that they would thereby avoid the heaviest current. Mr. Newton, an Englishman, heavily interested in the Tyneites, moored a light boat, to the right of the course, and firmly held the stern of the "Dunston." A like office was performed by Mr. Potter for his crew. The St. John crew stepped into the boat and stripped down to their jerseys and drawers. This was cause for much laughter and applause, as the men in their "tights" presented a fine appearance, less braveny than the others, but seemingly more graceful because of their greater height. This was hardly over when the Tyne men bared to the waist, and threw off their caps, answering to the cheer that greeted their magnificent appearance with a waving of hands. There was an instant of painful suspense as Mr. Brady asked if the crews thoroughly understood the several courses they were to take. "Yes," called out Renforth, "we turn the inside buoy from the island to shore." "Yes, well," followed Fulton and added Price, "let us go. Send us away quick!"

When the men had got fairly into position, the anxiety of the spectators was much increased by the sudden sweep from the west of a breeze, and the appearance of the dark, lowering clouds in the same quarter. The water, which had been very calm for the previous hour, began to ripple up into thick swelling waves, and it was feared that just as the race was about to commence it would have to be abandoned. Such was not the case however, for immediately after the above conversation the starter shouted: "Are you ready?—Go!" and off went both crews at the same instant. The start was beautifully made, and for a moment people held their breath in expectation of seeing who would take the lead. They had not long to wait, for at the second pull it was manifest that the St. John men had it, and at two strokes more, the general remark that they were "half a length ahead" sent a thrill of anticipation through the hearts of their backers. But the "half length" did not serve them long. The next few strokes were pulled without change of distance, the crews apparently eyeing each other's rowing, while attending earnestly to their own. The Tyne's seemingly sheered off from the Parisians, and by the twelfth stroke of the oar they had recovered an even place.

Just then the wind blew its stiffest and the waves rolled so roughly that it was again feared the race would be abandoned. Both boats sensibly lost speed for a stroke or two, the St. John, apparently, suffered worse than the other, but both soon recovered, and as the wind went down the water again became more still. By this time the Tyne had assumed the lead, and before passing out from between the booms they shot across from their own course and placed the St. John crew four lengths in their wake. From this time out they steadily increased the distance between them, until the mile buoy was passed by the Tyne two hundred yards ahead, in six minutes and ten seconds, the St. John passing the same point twenty seconds later. The Tyne crew turned the three mile buoy in 23 minutes 40 seconds, the St. John in 24 minutes 20 seconds, being thus 40 seconds behind. The winning post was reached by the Tyne crew in 40m. 59 1/2s., and by the St. John crew in 41m. 31 1/2s., a difference in time on the race of just 32 seconds, the St. John crew having, by plucky rowing, picked up eight seconds on the run home. The rowing of the Tyneiders was marked by the utmost steadiness throughout, they pulling from 38 to 40 strokes to the minute with hardly any variation until coming in on the last mile, when they eased down to 36 strokes a minute. The St. John men opened up with 45 strokes a minute, falling after to 40 strokes, the wind which rose almost immediately on the start probably accounting for the diminution. At the finishing spurt the Tyne went up to 42 in the minute; their adversaries beat it by two strokes. Meeting below the judges' flag, the two crews ranged aside of each other, and from bow to stroke, there was friendly shaking of hands and interchange of courtesies.

The enthusiasm of the crowd was of the wildest description, though the early and steady lead of the Tyne crew made victory almost sure for them after the first five minutes.

But little interest was manifested in the double scull outrigger race open to both crews, as only Renforth, Winship, and Taylor competed, and reached the winning-post in the order named. Before this race was run, Renforth passed the hat round on a few of the boats, and collected a present of \$250 for the beaten crew.

Our double page sketch gives a view of the race at the early start, as seen from the barges, when yet the St. John men had the advantage in distance. The following is a comparison of the boats and crews, at to several "points" bearing on their respective qualities:—The "Dunston-on-Tyne" weighs 100 lbs., is 19 in. wide, and 40 ft. long. The St. John's boat, recently built by Elliot, of Green Point, weighs 110 lbs., is 18 1/2 in. wide, and 43 ft. long.

"TYNE" CREW.

	Age.	Weight.	Chest.	Height.
Jas. Taylor.....	33.	140.	39 in.	5 ft. 7 1/2 in.
Thos. Winship.....	27.	158.	38 "	5 ft. 8 1/2 "
John Martin.....	27.	164.	40 "	5 ft. 8 1/2 "
Jas. Renforth.....	28.	160.	42 "	5 ft. 7 1/2 "
		632.		

"ST. JOHN" CREW.

	Age.	Weight.	Chest.	Height.
George Price.....	30.	150.	5 ft. 10 in.
S. Hutton.....	25.	154.	5 ft. 10 "
Elijah Ross.....	25.	156 1/2.	5 ft. 11 "
Robert Fulton.....	25.	167.	6 ft. 1 "
		627 1/2		

THE AGRICULTURAL EXHIBITION.

Though the public interest in the Exhibition last week was somewhat overshadowed by the greater excitement which the regatta created, there was still a very large attendance, upwards of thirty thousand persons having visited the grounds during the week. Wednesday was the principal day for the attendance of sight-seers, there having been about twenty thousand within the enclosure in the course of the day. The grounds newly acquired by the Council of Agriculture, situated at the further end of St. Lawrence Main street, afford a magnificent site and ample accommodation for the purpose of holding exhibitions, and, thanks to the joint liberality of the Council and the proprietors of adjoining properties, they are surrounded with a splendid carriage drive 100 feet wide. As yet all is new, and with quite an unfinished aspect; but when the temporary sheds are replaced by permanent buildings, the grading, sodding, laying out of walks, &c., completed, as we suppose they will be by next year's exhibition, these grounds will form one of the many attractions of the city. In this issue we give an illustration, from a sketch by our artist, of the appearance of the exhibition when the horses were being run past the judges' stand. We defer more particular description of the grounds and buildings till another season.

Temperature in the shade, and Barometer indications for the week ending Tuesday, Sept. 20, 1870, observed by John Underhill, Optician to the Medical Faculty of McGill University, 209 Notre Dame Street.

	9 A. M.	1 P. M.	6 P. M.
Wednesday, Sept. 14.....	65°	77°	70°
Thursday, " 15.....	66°	77°	73°
Friday, " 16.....	62°	75°	58°
Saturday, " 17.....	59°	68°	66°
Sunday, " 18.....	66°	72°	62°
Monday, " 19.....	56°	67°	62°
Tuesday, " 20.....	60°	73°	64°
	MAX.	MIN.	MEAN.
Wednesday, Sept. 14.....	80°	54°	67°
Thursday, " 15.....	80°	53°	66° 1/2
Friday, " 16.....	75°	49°	62°
Saturday, " 17.....	70°	50°	60°
Sunday, " 18.....	72°	53°	67° 1/2
Monday, " 19.....	68°	42°	65°
Tuesday, " 20.....	72°	50°	61°

Aneroid Barometer compensated and corrected.

	9 A. M.	1 P. M.	6 P. M.
Wednesday, Sept. 14.....	30.48	30.42	30.37
Thursday, " 15.....	30.26	30.16	30.1
Friday, " 16.....	30.30	30.40	30.4
Saturday, " 17.....	30.45	30.42	30.4
Sunday, " 18.....	30.30	30.28	30.3
Monday, " 19.....	30.45	30.40	30.3
Tuesday, " 20.....	30.48	30.50	30.5