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NOTICE.

PRESCOTT (ONT.) ILLUSTRATED.

In the next number of the CANADIAN ILLUSTRATED NEWS we shall present the fifth and last series of Prescott views. This is the time to secure them.

Owing to unusual pressure this week, a quantity of matter is crowded out.

CANADIAN ILLUSTRATED NEWS.

Montreal, Saturday, May 25th, 1878.

AN ENGLISH EXAMPLE.

A special election was recently held in South Northumberland, England, to fill a vacancy in Parliament. There were two candidates, Mr. GREY, Liberal, and Mr. RIDLEY, Conservative. The contest was warm and close. Out of 6,415 registered voters in the borough, 5,826 were polled; and after several careful countings, it was found that the vote stood: GREY, 2,914; RIDLEY, 2,912, showing a majority of 2 for the Liberal. But his opponent showed that two ballots cast for GREY had the latter's name written on them, which was contrary to the statute, as nothing more than a mark opposite the name of the candidate voted is allowed—the Government furnishing all the ballots with the names of all the candidates printed on them, and the duty of the voter being limited to making a mark opposite the name he votes for. The Sheriff, who was the returning officer, admitted the objection, and threw the irregular ballots out. This left a tie vote, each candidate having 2,912. In case of a tie, it is the privilege of the Sheriff, who does not vote at the polls, to decide it by giving a casting vote, and in this case that officer, who is a Conservative, proposed to decide in favour of Mr. RIDLEY; but that gentleman declined to take such an advantage of his opponent, and both candidates were returned—a proceeding which is permissible under English laws. After the matter had been thus settled, Mr. GREY addressed his friends from the town hall in Hexham, and publicly acknowledged that he and his supporters were indebted to the generosity of his opponent for his present position, and wound up by calling for three cheers for Mr. RIDLEY. The cheers were heartily given. After this, the two candidates walked arm-in-arm to Mr. GREY's carriage and drove off together. We had a similar case here lately, as far as the tie went, but no farther. In Rimouski, Hon. M. CHAUVEAU and M. VALLEZ polled an equal number of votes, and the election was decided by the casting vote of the returning officer, which M. CHAUVEAU accepted and on the strength of which he not only represents Rimouski, but retains his seat in the Provincial Cabinet.

Dr. FALK, German Minister of Public Worship, has tendered his resignation in consequence, it is said, of orthodox appointments in and by the Supreme Consistory of the Established Protestant Church of the Kingdom, the Supreme Consistory being controlled by the King, not in his royal capacity, but as *Summus Episcopus*. It is said the appointments are constitutionally those of the Minister, who, however, is supposed to advise and secure the prevalence of identical principle in his department and the supreme ecclesi-

astical board. It appears the liberal views adopted by the Protestant Consistory, when the State began to legislate against the Catholic establishment, are gradually being relinquished, the growth of Atheism among the labouring classes being thought to demand an immediate return to stricter principles.

A measure is submitted by Prussia to the German Federal Council to prohibit or suppress associations and prints intended to promote Social Democratic objects. Such a measure will, however, require the sanction of Parliament in its session, and if not, immediately on its assembling. The suspension of socialist prints and associations may be effected by the local police, but will be invalid if not confirmed by the Federal Council within four weeks. Prints may be seized by the police without previous judicial sanction. Imprisonment for not less than three months may be inflicted for contraventions of the statute.

PRESIDENT HAYES has sent a message to the U.S. Senate, enclosing a communication from the Secretary of State regarding the award of the Halifax Fishery Commission. The President and Secretary EVANS both recommend the appropriation of a sum necessary for the payment of the award, but the latter raises the question of unanimity, and urges that the views of Congress in this connection and on the value of the fishery privileges involved should be communicated to the British Government. He further says that the actual payment of the award might depend on the interpretation which the British Government should put on the Treaty.

REVIEW AND CRITICISM.

The *Athletic Monthly* for June contains the very interesting closing chapters of Mr. W. H. Bishop's romance, "Dettauld," the story ending in a way that will prove satisfactory to the most exacting reader. The "Imaginary Dialogue on Decorative Art" by John Trowbridge, will certainly at this time attract much attention. In "Days in June" more extracts are given from the journal of H. D. Thoreau. There is an admirable critical article on Doudan by T.S. Perry; and "New books on Art" are ably reviewed by an anonymous writer, who discusses Perkins's "Raphael and Michelangelo," Elliott's "Poetry Proclaim," Gardner's "Home Interiors," etc. The sixth of Charles Dudley Warner's delightful papers, "The Adirondacks Verified," treats of "Camping Out." Richard Grant White in "England on the Rails," describes English railway travelling and travelers, and Mr. H. F. French in "Count Pulaski's Strange Power," relates some curious incidents which occurred on shipboard during a passage from Portland to Liverpool in 1858. Henry Cabot Lodge contributes an exceedingly interesting paper on "Timothy Pickens;" and the "Unforeseen Results of the Alabama Disputes" are detailed by Mr. Arthur G. Sedgwick. The poems of the month are "Border Lands" by H. H., "Decorative Day" by Amelia D. Allen, "Closing Chords" by Rose Hawthorne Lathrop, and a "Spring Song" by Mrs. S. M. B. Platt. The exhibition at the Kunst Gallery of the New Society of Artists, is critically described in the "Open Letter from New York." The Contributors' Club is as varied and entertaining as usual, discussing amongst other things the "Power of the Boston Lectureship," "Americanisms," "Analytic Scandal," "Our Windows," and a "Proposal to violate Shakespeare's Tomb." In Recent Literature will be found notices of Palfrey's Life of General Bartlett, the Letters of Keats to Fanny Brawne, Sims's Lesson, Swinburne's note on Charlotte Brontë, Appleton's Windfalls, and other new publications.

"Easter on the Riviera" is the title of the opening paper of *Lippincott's Monthly* for June and invites the reader to join in the holiday excursion of a London barrister and an Oxford professor among the bewitching scenery and famous watering places of the Maritime Alps, of which glimpses are given in the illustrations. "The Four-in-Hand, and Glances at the Literature of Coaching" recalls the modes of travelling of a by-gone day, *apropos* of the recent trip to Philadelphia of the New York Coaching Club, with illustrations depicting the different styles of equipages, from the state carriage of Queen Elizabeth to the "dregs" driven by Colonel Jay and other members of the club. Edward King has a second article on Roumania, full of graphic sketches and interesting details. "The Masons of Virginia" gives the history of a family tragedy by a lady personally acquainted with the actors and events. Marion Conthony writes appreciatively of Elizabeth Barrett Browning. Dr. H. S. Schell describes some new discoveries in "Visual Photography," and Lucy H. Hooper gives an account of "Parisian Maniacs and Madhouses." The stories in this number are

numerous and varied. Besides the serial, "For Percial," and the conclusion of Dr. Weir Mitchell's "Hephzibah Guinness," there is an amusing character sketch, "The Professor of Dollingen," by Anna Eichberg, a pathetic story of French life, "Rue St. Jean," and an exciting incident of railroad travel, "Chased by an Engine." Three of our best portesses, Louise Chandler Moulton, Celia Thaxter, and Emma Lazarus, contribute to this number; and the "Gossip," besides other good things, gives some hints on art study by Emily Sartain.

OUR ILLUSTRATIONS.

THE TORONTO BOAT RACE.—The race between Haulan and Plaisted came off on the 15th inst. Towards 1 o'clock the wind began to go down, and at 5 o'clock the Bay was as calm as could possibly be expected, but the referee's tug steamed around in all directions, instead of calling the race, and it was not till eight minutes past six that a start was effected. Both men came out of their boat-houses about the same time, and leisurely pulled up to the starting point. After the usual preliminaries, the referee gave the word "go," and Haulan, taking the water first, at once took the lead, rowing about 28 strokes a minute to his opponent's 34. After rowing about two hundred yards, Plaisted was seen to be pulling up, and looked in a fair way to give the Toronto man the go-by, but the latter, keeping his deliberate stroke, and never quickening a stroke, rapidly recovered the ground he had lost, and gradually, but surely, drew away from his antagonist. At the foot of Simcoe street, about a mile having been accomplished, Haulan was still pulling 28, while Plaisted had quickened to 36, and was rowing for all he was worth. Haulan was leading by two boat's length, and from that point to the finish, had it all his own way, winning without any trouble by five or six lengths. The day was fine, and the attendance was even larger than last fall at the Ross race. The arrangements are represented to have been imperfect, beside the fact that people were kept waiting fully an hour after the race might have been started. The only time when those on board the steamer caught any glimpse of the contest was when from 200 yards to a quarter of a mile was being accomplished. Haulan's time in the race is variously put at 14.05 to 14.30. In the evening both contestants attended the representation of the "Rambos" at the Royal Opera House. Haulan, as the winner, was presented with a pair of gold oats, three inches in length, and beautifully ornamented with a rubic and rowlock, at the Lyceum Theatre.

THE PARIS UNIVERSAL EXHIBITION.—We present this week a view of the palatial building at the Trocadero, on the right bank of the Seine, which is connected by the Pont de l'Europe with the main Exhibition buildings in the Champ-de-Mars, on the left bank of that river. The mount or rising ground of the Trocadero obtained its name and fame as a public monument from the victory of a French military force, in 1824, employed to capture the Spanish fort of the Trocadero in the harbour of Cadix, for the suppression of a political revolt in the Kingdom of Spain. It was designed to use this "Palace of the Trocadero," shown in our illustration, for the opening ceremony of the Exhibition, and for a series of grand orchestral concerts and other public entertainments, culminating in the official ceremony of distributing the prizes, at a future period of this season. The general style of the building is a modification of the Arabesque; its form is semicircular, accompanied by two spacious wings; proceeding from these are half-circular galleries, forming, as it were, the sides of an immense horseshoe as large as the Trocadero itself, and including the whole of the park. From the centre of this half-circle springs the rotunda, with its domed roof surmounted by a winged Genius, flanked by two lofty minarets, and encircled by two tiers of galleries giving access to every part of the internal amphitheatre, and forming a covered promenade looking out upon the wonderful panorama of Paris and its environs, Moulon, Sevres, and Clermont. The architects have succeeded in combining lightness with strength. All the iron framework of the buildings is covered with materials of different colours placed one over another, and is further enlivened with bright-coloured panels of enameled clay. The opening ceremony on May 1st, took place at the Trocadero at ten in the morning. The Marshal, President, in full uniform, attended by his military household, the great dignitaries of the State, and the members of the diplomatic body, took his place on a platform raised in the middle of the terrace which overlooks the cascade. Behind them were reserved, under the colonnade of the rotunda, about 1,500 seats for persons of distinction and their families. From 5,000 to 6,000 places were set apart at the side of the platform or under the lateral galleries. Troops were drawn up in line on both sides of the fountain, and extended to the entrance of the building of the Champ-de-Mars. Behind the lines, right and left of the cascade, in the lower grounds of the Trocadero, and also in the Champ-de-Mars, 20,000 holders of invitations witnessed the passage of the procession. Finally, the commissioners of the foreign sections, accompanied by the higher officers of their respective staffs, occupied the right-hand side of the grand terrace, whilst the left was reserved for the directors and managers of the various departments in the French sections, who joined the members of the foreign commissions to

salute the Marshal on his arrival. By this arrangement the number of invitations to attend the ceremony may be computed at from 27,000 to 30,000. At ten o'clock precisely the President delivered an address, and afterwards declared aloud that "the Exhibition is open." At that moment the water of the cascade began playing, the military bands played, and three rounds of artillery announced to the public the inauguration of the Exhibition. The Marshal, followed by a brilliant retinue, then advanced towards the Champ-de-Mars, first passing the façades symbolising the foreign nations, and then visiting the French section of the fine arts. The procession, then separating into two groups, went through the French department on one side and the foreign one on the other. At noon the doors opened to the public. In the evening of the same day Marshal MacMahon gave a dinner in honour of the Prince of Wales and the Duke of Aosta, and the opening of the Exhibition.

THE "DEADENDIGHT." The *Deadendight*, double-screw iron turret-ship, armour plated, 10,850 tons, 8,000 horse-power, was built at Pembroke Dockyard, but has been completed at Portsmouth. With her four 35-ton guns, worked by hydraulic power, this ship will be the most powerful fighting vessel in the world. Though belonging to the same type as the *Devastation* and the *Thunderer*, she differs from them in some important particulars. These ships of the *Devastation* class, in which a vast advance was made, represent the first class fighting ships, carrying heavier armour and armaments than vessels previously built, and capable of fighting an action in mid-sea. For this purpose they have their stability increased by a half-travelled unarmoured fore-castle, and by an unarmoured superstructure on each side of the breastwork, protecting the foundations of the turrets, whereby the fore-castle amidship is raised to the full height of the breastwork deck. The armament of the *Devastation* consists of four 35-ton guns. In the sister ship, the *Thunderer*, the armament was still further increased, and the formidable offensive fire was considerably augmented by the first introduction of hydraulic gun gear. The *Deadendight* is a further improvement upon the other ships in various ways; several modifications of the earlier turrets having been introduced in her construction at the suggestion of Admirals Eliot and Ryder. The most important is the erection of a central box, in place of the narrow breastwork of the *Devastation*. The unarmoured superstructures in the latter ship were added to the original design in obedience to remonstrances from outside, notwithstanding the opinion of the Committee on Designs that the addition was not necessary for safety. In the *Deadendight*, to secure a larger reserve of buoyancy and stability, the breastwork has been carried out flush with the side of the ship, by which an armoured wall eleven inches thick is obtained amidship. It was proposed to take advantage of this widening of the breastwork to place the turrets out of line with each other, as in the case of the *Invincible*, so that the whole armament might be fired direct ahead and astern as well as abeam. This idea, however, was not adopted, both the turrets being placed in line, as in the *Devastation*, but the increased space has enabled the whole crew, some 850 all told, to be accommodated in the breastwork, which is lighted and ventilated from above. As proposed by the constructor, the lateral extension of the breastwork would have still necessitated the retention of the cul-de-sac, which has been condemned by many naval architects. But the constructor was of a different opinion, and even went so far as to believe that the light fore-castle of the *Devastation* might be dispensed with. The fore-castle was partly designed to give lifting power to the bow, and the constructor stated he did not consider that lifting power was required there in the *Devastation*. He, on the whole, would rather not have it, preferring to avoid patching as much as possible, which weight at the end encouraged. With a high bow a ship rises with more of a spring, and makes a corresponding plunge afterwards, whereas a low deck forward, immersed, would, it was believed, check her rising by a kind of keel action. Pitching, of course, exposes the bottom to shot. This is a necessary evil in masted ships, in which the decks have to be kept dry, but it has been considered that this danger could be avoided in the case of monitors. The construction of the *Deadendight* was delayed until this and several other matters had been further discussed. The alternative plan was either to dispense with fore-castles altogether and allow the ship to bury herself forward, or to build up the ends flush with the top of the breastwork. The latter plan was ultimately adopted in the case of the *Devastation*, a slight inclination in the weather deck being allowed fore and aft to admit of the guns being depressed. The cul-de-sac has consequently been obliterated, and a high fore-board has been obtained of nearly the same height throughout the length of the ship. In the *Devastation*, again, the armour belt, which was cut down in the two sister ships, is completed forward, and the recommendations of Admirals Eliot and Ryder for the protection of the fore magazine of the *Devastation* have also been carried out by sloping the bow armour down to the spur. The armour-strakes along the length of the breastwork are of a parallel thickness before and aft, while they taper to 8 inches in thickness at the stem and stern. The armour on the ends of the breastwork is 13 inches, and that on the side 11 inches, except for a length