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All remittances and business communications to be addressed to G. B. BURLAND, General Manager.

All literary correspondence, contributions, &c., to be addressed to the Editor.

When an answer is required, stamp for return postage must be enclosed.

City subscribers are requested to report at once to this office, either personally or by postal card, any irregularity in the delivery of their papers.

## NOTICE.

Our Agent, MR. W. STREET, who collected our accounts west of Toronto last year, is again visiting all the places on the Grand Trunk, Great Western, Canada Southern, Northern and Toronto, Grey and Bruce Railways. Subscribers are requested to settle with him all accounts due.

Subscribers are once more requested to take notice that the dates to which their subscriptions are paid are printed on their wrappers with each number sent from the office, thus: 1.75 would signify that subscriptions have been paid up to January, 1878; 7.77 up to July, 1877. This is worthy of particular attention, as a check upon collectors and a protection to customers who, not seeing their dates altered after settling with the collector, should after a reasonable time communicate with the office.

## CANADIAN ILLUSTRATED NEWS.

Montreal, Saturday, Oct. 13th, 1877.

### COLLISION ON THE COAST OF ENGLAND.

One of the most disastrous collisions that have been recorded of late years took place in the English Channel on the night of Tuesday, 12th September. The two ships, the *Avalanche* and the *Forest*, were beating down the channel against a strong wind in a night both dark and foggy. The *Avalanche* was a New Zealand emigrant ship, and an iron vessel of eleven hundred tons burden, having on board sixty-three passengers and a crew of thirty-four. The *Forest* was a wooden built barque, in ballast, of fifteen hundred tons, with twenty-one hands. Both ships were from the port of London. They met on opposite tacks, the *Forest* striking the *Avalanche* between the main and mizzen masts. When danger was discovered, the *Forest*, from, as it is supposed, stress of weather, failed to answer her helm. The emigrant ship sank almost immediately, even before the passengers had time to come on deck, thus carrying with her all the passengers and the whole of the crew, save three who managed to clamber or jump on board the *Forest*. The striking ship was not long in following her fate, the captain and crew putting off in the boats, but of two boats out of three nothing had been heard at last accounts. Thus out of a total of one hundred and eighteen souls in both vessels, only twelve are known to be saved. There was no evidence of a bad look-out on either ship, or of the absence of lights. The darkness and the strong sea running were together sufficient to account for everything that happened. So far we go with the London *Telegraph*, but our devotion to the principles of common sense is too great to admit of our following that popular and eloquent journal to its final conclusions. The following are some of its expressions:—"Meantime the calamity teaches us how, in spite of all that human skill and care can do, the terrible sea persistently and relentlessly claims its victims. The two vessels which have foundered with all hands were not, it is true, Cunard or Peninsular and Oriental liners, nor were they first-class armoured frigates. They were, however, fine ships, admirably built, splendidly equipped, and in all respects well found; and they might reasonably have been expected to ride out any tempest, no matter how severe. The one had on board her not only an able captain, but a certificated pilot. The other was in charge of an experienced, energetic and skilful officer.

Under ordinary circumstances, a collision between two vessels so situated and circumstanced ought to be impossible. Unhappily, in the present instance, there were extraordinary sources of danger against which it was difficult to guard. The night was so dark that signals were barely perceptible; the sea was running violently; the wind was almost a hurricane. With such odds to contend against, the best ships that ever floated become occasionally unmanageable; nor is it possible to point out any appliances by which the terrible consequences of the mishap could have been averted or even diminished. These statements of the *Telegraph* as to fact and consequence may all be true if we will once grant the needlessness of the essential means of protection in the circumstances, but they are certainly untrue on a general and faithful view of the means now known for overcoming the particular liability of sinking after collision, for water-tight compartments, properly constructed and periodically surveyed, with the "collision bulkheads," as they have been called, kept carefully closed so long as there is the least danger of striking anything, are an arrangement which is now put beyond a peradventure as a sufficient means for preventing these dreadful catastrophes and preserving the lives of passengers and crews. Our Canadian public must certainly feel itself to be privileged, for their London fellow subjects on this occasion could not be told so much as we have now stated by our good friend the *Telegraph*. The omission is, of course, exceedingly regrettable, because the very greatest element of weakness in all that relates to the protection of life is the unhappy absence of technical instruction in the education of the great mass of the people. If the people were so educated they would as a body become self-protective, while individuals could always save themselves by their previous knowledge of the ship in which they were about to take passage; but it will probably be some time even yet before such mental furnishing will be widely attained; so if the journals that have gained their ear will not consent to play the part of educators, or, doing so, exclude the chief propositions from their theses, it becomes a pretty bad look-out for all on board the ship of state. For we are all aware that there are strong interests engaged imbued with the notions of the old routine, and not particularly alive to the merits of the compartment system, while quite willing to persuade themselves that, if safety could only be secured by seamanship, together with general care of the vessel in her equipments, there would be a sort of commercial economy accruing. Great interests and great newspapers have strong tendencies to get into close and mutually protective relations, so that we have articles written, not from the standpoint of the scientist or the ship-building expert, whose opinions a recognized public instructor like the *Telegraph* is thus careful not to refer to, but from that of the ship owner with all the accumulated prejudices of routine and the insurance system, and, until of late years, with prescription also on his side. We venture to say to our English journalistic friend from across the Atlantic that this will not do. If these ships had had compartments, they would have been saved. It is true, there is always a Board of Trade investigation to be quoted in anticipation by the kindly dispositioned journalist, and an excellent fender it may be seen to be, not in the nautical sense from collisions, but rather in the domestic one from the fire of public indignation, for while these courts of enquiry raise the public expectation of justice to a high pitch, and are serviceable on all but the essential points, they are just as careful as the newspaper to limit their enquiry to the questions of seamanship and general seaworthiness. It is a special sea-worthiness, or rather *shock-worthiness*, that the public ought to insist upon, and continue so to do until the mischievous anomaly is consigned to the limbo of mental confusions and popular weaknesses.

THE model embodying the designs for the new Parliamentary and Departmental Buildings for Quebec, by Mr. EUGENE TACHÉ, which formed so striking a feature in the late Provincial Exhibition, seemed to foreshadow buildings that will be well adapted to the purposes for which they are designed. It is the Renaissance style which has in the main been followed. There is of course a certain loss of perspective in the quadrangular form, but accompanied with this is also a considerable economy of space. A little more ornamentation seemed to be required on the general elevation, and we are informed that this will be supplied in the actual building. The entrance tower will be a very important element in the general proportions. The buildings have to be conformed to Provincial means, and must not be compared with the abiding places of Imperial Legislatures, or even of that of the Dominion.

THE death of Sergeant DORÉ, of the Quebec Provincial Police, by the hand of an assassin while accompanying a party of the police on a search for a ruffianly criminal in the County of Beauce, has created the deepest feeling in Quebec and wherever the news has gone. The late sergeant who was noted for his great stature, kind demeanour and excellent conduct in the force, died most peacefully. Great exertions are being made for the detection of his murderers.

THERE have been several attempts lately by fiendish wretches to wreck trains on the Grand Trunk Railway in the neighbourhood of the Chaudière Falls. The latest instance of this diabolical wickedness was frustrated by the prompt action of a good woman, who removed the obstacle from the rails. The neighbourhood will doubtless be carefully watched, and the dastardly perpetrators brought to justice if means can compass it.

AN unusual pressure of matter has forced us to curtail our editorial and other departments in the present number, and remit several original articles till next week.

### OUR ILLUSTRATIONS.

Almost all our illustrations are separately described this week in different columns of the paper. The pictures of the Eastern War were fully explained in our last chapter on the History of the War. The picture of the Gilchrist Scholar of this year was furnished us by President Allison himself, who has done so much to enhance the reputation and increase the usefulness of that fine institution.

### THE PHYSIOGNOSCOPOCHRIPHALS AT KINGSTON.

The old Limestone City was the scene, on Thursday, the 27th, of a revival of the society which takes the "tongue splitting" name heading this notice. We clip the following from the *Kingston Whig*:—"A lengthy period having elapsed since the last turn out, the mere announcement that the Physiognoscochriphals intended to confer distinction upon several of our prominent citizens created a stir in society such as it had not felt for many a day. Shortly after dark last evening, the streets were crowded with people, indicating the great interest taken in the event. Shortly after eight o'clock, the procession formed. The physiognoscochriphals in the Hay market. They were all mounted in some way, if not on horse-back, then on wagons, which had been fitted out expressly for the occasion. The costumes of the favoured members exhibited taste in design, and arrangement, and the characters took in a caricature of a number of those who had made such a social and domestic move as called for the special attention of the ancient order. There must have been fully two hundred masqueraders, whose groupings and assignment to the various important posts, showed that in the preliminaries the smallest details had been carefully attended to. Perhaps the most important personage was the Generalissimo, whose commands were most obediently carried out. The long procession was very creditable and picturesque, too when under the illumination of a hundred torches. The proceedings were most orderly, and we are glad to find that our anticipations were so fully realized. There were those who felt intensely anxious lest any resort should be made to disorder, but none of this occurred, and the whole programme led to a deal of innocent mirth and appreciable passing pleasure. Calls were made at four or five places and the objects of the Order's solicitude requested to put in an appearance. On doing so one of the A.D.C.s—possibly the Scribo

—read and presented an address, of which the following is a copy:

Kingston, Sept. 27.

To DEAR SIR,—We, the undersigned members of the ancient and time-honoured Society of Physiognoscochriphals, approach you with all desire to manifest our good-will and friendship, and hereby tender you our most hearty salutations. It is not the intention of our noble order to offer insult to any one. On the contrary, our venerable order deem those on whom it bestows its greetings to be in a peculiar degree honoured and respected.

And, sir, on behalf of the Physiognoscochriphal Society permit us to extend you most cordially their sincere wishes for your future welfare, along with that respected lady your good wife, with whom we hope you may be permitted to enjoy many happy years together.

Signed on behalf of the members of the Society,

MONCHANSSEN,  
Generalissimo.

CLOD HOPPER,  
Scribe.

At all but one place the Physiognoscochriphals received, and indeed speeches were made, in which thanks were conveyed to the visitors. At ten o'clock the procession wound up at the Market square, where speeches were made, and in which special mention was made of the police-guard which had rendered them an efficient service in keeping the crowd back. It was also remarked that the Physiognoscochriphals wished to show that they could have their fun without bluster and annoyance, and the result was evidence of their success.

The Physiognoscochriphals will turn out again probably next week on a grander scale than ever. It is long since we have so many hundreds on the streets in the evening.

That the affair was acceptable may be judged from the following letter:

To the Editor of the *British Whig*.

DEAR SIR,—Last evening the Physiognoscochriphal Society made its intended visits, to pay respects and congratulations to several citizens who encourage and prefer a happy married life and desire others should enjoy the pleasures of this world as well as themselves and not be a selfish, lonely single being when nature provides otherwise. As I am one of those favoured with a visit and an address from the said Society, I was pleased to observe the orderly and good appearance of so large an assembly as passed along the streets. It was gratifying to see their whole arrangements carried out with a spirit of a higher order than is generally exhibited on such occasions. There was nothing repulsive or objectionable in their conduct, dress or appearance in any way, and, I must acknowledge, they deserve great credit for their good regulations throughout. Much fear was entertained by many that this undertaking would create insult and trouble, similar to that caused by societies of a lower order appearing for objects different to those of last evening. So long as the members of the Ancient Society of Physiognoscochriphals conduct themselves with the same decorum and respect as on this occasion there can be no objection to their enjoying themselves and giving pleasure to others. Hoping their future appearances in public will be such as not to be less worthy of the good opinion gained for themselves last evening, I remain,

Yours, &c.,  
Sept. 28th.

MARY.

### LIGHT-HOUSES OF THE LOWER ST LAWRENCE.

Owing to the courtesy of R. S. M. Bouchette, Esq., late Commissioner of Customs, we are enabled to present our readers with a series of light-houses in the Lower St. Lawrence, which, we believe, will be regarded as of very general interest. We shall shortly publish a second series. The letter-press, likewise from Mr. Bouchette, is accurate and reliable.

PASPEBIAC is a village on the north shore of the Bay of Chaleurs. West of the village is Newcastle, a small fishermen's village.

DALHOUSIE, N.B., is a small, straggling village at the mouth of the river Restigouche. It is very prettily situated. The principal trade is salmon and lobsters. The Intercolonial R.R. is about four miles distant from it.

THE VIEW of the entrance of Picton harbor, N.S., represents in the foreground the dock, where vessels of small tonnage can be dry-docked and repaired. On the right is the coaling wharf.

MELVILLE ISLAND is situated at the N.W. arm of the Halifax harbor, and is approached by a remarkably picturesque road, overshadowed by pines, maples and chestnuts. On the island is the military prison of the Halifax garrison. In 1812 the English confined their French prisoners there.

BELLECHASSE LIGHT-HOUSE, bearing S. 4 mile. Lat., 46° 56' north; long., 70° 46' 00" west. Fixed light, white, catoptric; tower, hexagonal, white; height of the centre of the lantern above high water, 70 feet; height of the tower from its base to vane, 30 feet. May be seen in clear weather a distance of 13 miles.

LIGHT-HOUSE, POINTE DES MONTS, bearing N.N.W. 4 mile. Lat., 49° 19' 35" north; long., 67° 21' 55" west. One light, a fixed one, white, catoptric; height of the focus of the lantern above high water, 100 feet; height of tower from base to vane, 75 feet; circular tower, white.