

## SOILED INNOCENCE.

(From Victor Hugo.)

I pray thee, scoff not, when a woman falls,  
Who knows the hurricane that wrecked her life,  
Or how starvation wrestled long with fate?  
Oh! I have watched a maiden, worn with toil,  
When want and hunger prompted her to sin,  
Cling to her virtue with despairing clutch.  
So, on some branch a dew-drop may be seen,  
Flushed with prismatic glory by the sun;  
A while it trembles—but, at length, it falls—  
Once, a fair pearl—henceforth, a naively blot.

The crime is ours: low Dives, it is thine!  
The mire contains translucent water still;  
But, that the pearl may be reclaimed from earth,  
And gleam with stainless lustre, as of old,  
One touch is needed—both for pearl or soul—  
A ray of sunlight, or a smile of love!

Montreal.

GEO. MURRAY.

## OUR ILLUSTRATIONS.

We give an illustration of an incident of the Tri-State Fair, held at Toledo, Ohio, from the 4th to the 16th, inclusive, of last month. The display of the fair proper was one of the finest ever seen in the West, combining, as it did, the products of the States of Ohio, Indiana and Michigan, and was a financial as well as industrial success. The Prize Drill, which we illustrate, took place on the 6th, and was for a purse of \$500, the entries being the Treadway Rifles of St. Louis, Toledo Cadets, and Company D, Eighth Ohio National Guard, of Wooster, O. It was won by the former by a little more than one-third of a point (36). Fully fifty thousand persons were estimated to have been on the ground during the exhibition, among them being Governor Foster and staff. On the 8th there was a sham battle—the battle of Franklin being fought over again—which was pronounced by old soldiers as being very realistic. The companies which had competed in the drill represented the Confederate troops, while the Union forces were supplied from the Sixteenth Ohio National Guard, which was then encamped a short distance from the grounds.

## THE PRESS EXCURSION TO THE NORTH-WEST.

Our double page this week is occupied by a series of illustrations of the very successful trip of the Press Association to the North-West. We copy from the Winnipeg Times of the 25th August, the account of the reception in Winnipeg and the trip down the Red River.

The visit of the Canadian Press Association to Manitoba has been looked forward to with a considerable degree of interest by the people of the Province, who fully appreciated the importance of such an event. Wishes for the success of the excursion have been everywhere expressed, and so far these have been amply justified. The party arrived by Saturday morning's express from the south. They occupied two Pullman coaches, which remained at their service for the rest of the trip. The run from Chicago over the Rock Island route, the St. Paul and Manitoba, and the C. P. R. was a pleasant one, the party arriving in good health and spirits. The members of the party are as follows:—

Ontario: E. J. B. Pense, retiring president, Whigg, Kingston; George Tye, president elect, and lady, Times, Hamilton; C. B. Robinson, vice-president, and lady, Canada Presbyterian, Toronto; W. R. Chime, secretary, and lady, Statesman, Bowmanville; J. D. Trappes and lady, Times, Port Hope; C. D. Barr, Post, Lindsay; F. E. W. Meyer and lady, News, Berlin; W. Watt, jr., Expositor, Brantford; W. Ward and lady, Farmer's Advocate, London; H. M. Matthews, Toronto; C. W. Allen, Ottawa; G. Wilson and lady, Guide, Port Hope; Thos. Hiltz and lady, Chronicle, Waterloo; W. T. R. Preston, News, Port Hope; H. E. Smallpiece, Herald, Guelph; Dr. Clark, superintendent Insane Asylum, Toronto; E. E. Horton and lady, Globe, Toronto; H. Hough, World, Cobourg; J. Cameron and lady, Advertiser, London; Rev. W. F. Clark, Rural Canadian, Toronto; E. C. Campbell, Advocate, Cayuga; A. Robinson, Recorder, Ayr; J. Coffey, Catholic Record, London; J. A. Davidson, Mercury, Guelph; G. R. Pattullo and lady, Sentinel-Review, Woodstock; James Young, M. P. P., and lady, Reformer, Galt; John King and lady, Telegraph, Berlin; A. F. Stevenson, Aurora Borealis, Aurora; S. F. Wilson and lady, Truth, Toronto; D. F. Fairbairn, Herald, Richmond Hill; D. Creighton, M. P. P., Times, Owen Sound; G. F. Burnett, Chronicle, Ingersoll; D. Kellack and lady, Expositor, Perth; Lyman Moore, Times, Hamilton; T. J. Starret, News, Milton; John Collie and lady, Reformer, Galt; A. Dick, Banner, Brantford; H. H. Stovel, Confederate, Mount Forest; W. McCroney, M. P., Expositor, Oakville; Brownell, Advertiser, Orangeville; L. K. Cameron and family, North-West Farmer, Winnipeg; F. Murray, Times, Orillia; M. A. James, Statesman, Bowmanville; W. S. Law, Observer, Tilsonburg; E. E. King and lady, Mail, Toronto; H. Rowland, Tribune, Ingersoll; W. Johnson and lady, Toronto; N. King and lady, Gazette, Barrie; J. H. Little, Advertiser, Owen Sound; J. G. McCrae, Canadian, Sarnia; J. R. Grant, Sun, Brussels.

Quebec—J. Tassé, M. P., La Minerve, Montreal; Ernest Picaud, L'Electeur, Quebec; Dr. Dionne, Courrier du Canada, Quebec; P. Lemay, La Nouvelle, Quebec; H. C. Pelletier, Le Cultivateur, Quebec; L. J. Demers, Le Canadien, Quebec; Paul de Cazes, Le Journal de Québec,

Quebec; Oscar Dunn, L'Opinion Publique, Montreal; N. Levasseur, L'Evenement, Quebec; H. B. Cass, Chronicle, Quebec; P. A. Crossby, Montreal; John Massie, Observer, Cowansville. Maritime Provinces—Wm. Elder, M. P. P., Telegraph, St. John, N. B.; J. E. B. McCready, Transcript, Moncton, N. B.; Wm. Dennis, Herald, Halifax, N. S.

The excursionists, upon arriving here became the guests of the Winnipeg press, and as such, were invited to begin the day by partaking of breakfast at the Tecumseh House. When they had been thus refreshed the party at once proceeded to the foot of Postoffice street, where the steamer Marquette was waiting to convey them down the Red River to Lake Winnipeg. On board the steamer were the ladies and gentlemen of the Press Association, together with invited guests, making in all a party of over one hundred and fifty. The voyage down the historic Red was an uneventful, but exceedingly agreeable one. The pure, fresh air and the quiet beauty of many portions of the river's banks were outward sources of enjoyment, which were reinforced by the sociability and good-fellowship of the excursionists. It is not necessary to refer in detail to the many points of interest which were passed. At the very commencement of the trip visitors enjoyed the novelty of rounding Point Douglas and passing through the Louise Bridge. Ancient Kildonan was looked upon with interest, and soon the steamer was hurrying down the rapid at St. Andrew's towards lower Fort Garry, where a landing was made so that the visitors might be enabled to get a good idea of what Hudson Bay fortifications in the olden time were like. There are few spots on the banks of the Red that can compare in beauty with the site of the Lower Fort. The inspection of the inclosure and the view obtained from the bank were thoroughly enjoyed by all. The Marquette then rapidly made her way towards the river's mouth, giving a glimpse of Selkirk and of the Indian settlements further down before reaching the marvelous marshes which indicate the proximity of the lake. Dinner was here in order, and the tracing art had the effect of disposing most of those on board to do full justice to it. Catering for so many guests on board a steamer was not by any means an easy task, so that it is greatly to the credit of the officers of the boat that the task was accomplished with so much success. To Mr. Drummond, North-West Transportation Company, Captain Robinson, and the clerk and steward of the boat were due in a great measure the success of the excursion. The shore of Lake Winnipeg was reached before two o'clock, and a long enough stay made to allow the excursionists to gain some conception of the mighty lake. On the return voyage the lower deck was prepared for dancing, an amusement in which many joined, although the room was necessarily limited. Meanwhile graver business was proceeding in the cabin upstairs, where a meeting of the Press Association was held, with Mr. Pense, the retiring president in the chair.

At which suitable toasts were proposed in honor of the Association and their hosts. Shortly after five o'clock the steamer slowed up at the wharf at Selkirk. The citizens of that burgh had prepared to receive the Association in the most hospitable manner possible, and a number of them soon assembled on shore to welcome their visitors. A deputation was in readiness to present, on behalf of the town, an address of welcome, which was read by Mr. John McDougall, Town Clerk.

To which Mr. Pense, on behalf of the Association returned thanks.

The excursionists were soon thronging through the town, admiring the natural advantages of its site, which cannot fail to strike the eye of the observer. Its height above the river precluded all danger of flooding, while the light soil refuses to become mud under the influence of the heaviest rains. The facilities for bridging the river are apparent, and the hope of the people of Selkirk, that they may shortly see the accomplishment of this work, is certainly not without foundation. After a pretty thorough inspection of the town the visitors were escorted to the banquetting hall, where the tempting array of good things did credit to the ladies in charge, more especially as the steamer had returned at an earlier hour than had been expected. When full tribute had been paid to the excellence of the repast,

Mr. Pense, the President of the Association, called for order, and after expressing thanks to the people of Selkirk for their magnificent reception, and especially the ladies for the very tasteful spread, invited them to join with him in honoring the sentiment of "The town of Selkirk."

The visitors, soon after the conclusion of these proceedings, made their way to the steamer. "All aboard" was sounded, and good-bye was said to Selkirk. The steamer quickly made her way across to Colville Landing, where her passengers were transferred to a special train for the journey home. For the use of this train the Winnipeg press is indebted to the C. P. R. Company, who had kindly placed it at their disposal. The run to the city was made in quick time, and the excursionists separated, somewhat tired in body, perhaps, but thoroughly satisfied with the day's proceedings.

The Rational Dress Society is about to appeal to the public taste by offering a prize of £30 for a female dress which shall, in the most remarkable degree, combine ease, comfort, health, and elegance.

## JACQUES CARTIER RIVER BRIDGE, LAKE ST. JOHN RAILWAY.

We reproduce in to-day's issue a photograph, by J. C. Livernois, of Quebec, of the bridge recently erected by the Quebec and Lake St. John Railway over the river Jacques Cartier, at a distance of about twenty miles from the Ancient Capital.

The bridge is situated at Connolly's Mills Station, on the line of that railway, at a point where the river rushes over a fall of some 20 or 30 feet, forming a very picturesque bit of scenery. The iron superstructure of this bridge was manufactured and erected by the celebrated firm of Clarke, Reeves & Co., of Phoenixville, Pennsylvania, and consists of two main spans of 125 feet each, and six approach spans, also of iron, of 43 feet arch. This superstructure has been calculated to carry the heaviest engines made, and to sustain the greatest possible load of trains which can be put upon it. The masonry, consisting of two abutments and seven piers, is of massive granite, solidly constructed, and was built by Mr. Barnabas Gibson, contractor, of Whitchy, Ont. Mr. A. L. Light, M. L. C. E., Government Engineer of the Province of Quebec, was the Company's consulting engineer, and furnished all the plans, specifications and instructions for the building of the bridge. Our illustration represents a passenger train in the act of crossing the bridge, and the apparent smallness of the locomotive serves to show the height at which it is, some 60 feet above the water.

The railway upon which this bridge is, is being rapidly pushed on by some of the strongest capitalists in Canada, among whom are such men as Ross, Renaud, Withall, Beaulieu, Thibaudan, Caron, and Carneau. The road is being built in a most substantial manner, with steel rails, iron bridges and solid masonry, and is expected to be completed to Lake St. John, a distance of 170 miles from Quebec, by 1885. When finished, it will, with its branch to Chicoutimi, doubtless become a very popular route for tourists to the Saguenay, and will open up the fertile territory of Lake St. John, estimated to be capable of supporting a population of 750,000 souls. At present the population of that district is over 30,000. It was 10,000 in 1861. The first section to St. Raymond, just opened, is doing a very satisfactory business in freight and passengers.

## EDISON'S ELECTRIC RAILWAY.

Menlo Park, the cradle of the light that is sooner or later to "suff out" all others, is twenty-six miles from New York, on the Pennsylvania Road. The place resembles an English park, and the view from the hill whereon Mr. Edison has erected his workshops is just that which refreshes the soul of a cockney on a day's "outing." A gaunt hotel challenges the passer-by, and half a dozen frame houses, approached by planked sidewalks, are dotted here and there. A wood, dipping into a gentle declivity, stretches away at the back; and in this wood is the electric railway, a belt of three and one half miles. The whirr of machinery assails the ear, and employees besmudged as to face and hands and blouse, greet you with a short, sharp, inquisitive glance as you push into the office or the workshop. Mr. Edison, his round hat very much on the back of his superb brow, his hands very much in his breeches pockets, saunters about, and, to all appearance, in so indolent a manner as to leave the uninitiated to imagine him some loafer who must be very much out of place in this busy scientific hive. Address him, however, and you receive an electric shock of pleasure as his intelligence literally commences to blaze.

"My whole thoughts are now focused on my light and railway," he exclaims. "My light has never proved tricky. The public mind has been distracted by these large lights. I have 20,000 lights in this country, all working well. I have six miles of streets in New York, and the working has never stopped an instant. My light costs one cent an hour. You can have 2,000 candle light for one hour for two dollars. The average consumption per hour per night is six or even lights of sixty candles. I started on incandescence. I was laughed at. It had to be done that way or not at all. I am going to light all Paris. I have a factory now at Ivry which covers four acres of ground, and gives employment to 350 men. The Italians mean business. There is a syndicate in Milan that is expending \$120,000 on my system. We have bought a theatre at Milan, and I have set up four of my largest steam dynamos, of 1,500 lights each, to light La Scala, the biggest opera-house in the world. 'Yes,' adds Mr. Edison, in a tone that carries conviction to his hearers, 'I will wipe out gas as an illuminator. I don't care a red cent for the opinion of men who two years and a half ago said I was attempting the impossible. There is only one man in England who stands right on that record, and that is Professor Tyndal. This light they have been exhibiting has distracted the people. I tell you the Almighty never made men's eyes for that light. If He intended it to be a commercial success, He would have made the eyes accordingly.'

Mr. Edison will take you through the workshops, and explain the workings of the generator and the armature, the "bobbins" containing thirty-four tons weight of copper wire, and everything in connection with the making of lightning and the running of the electric train. The car—car and engine in one—is shaped like an ordinary street-car. The motive power is

beneath, and resembles two very large hot air pipes running horizontally, one lower than the other. A lever, a drum whirling, a leather strap, and four brass handles are in sight of the passenger. The lever and the brass handles are worked, as occasion may demand, by the conductor.

Mr. Edison, or either of his courteous assistants—Mr. Insall or Mr. Hughes—will tell you that "the generator consists of a soft iron magnet, with a revolving armature to which the power is applied, and as there must necessarily be a small amount of residual magnetism in the magnet, the revolving armature creates the current which in turn travels around the coils of the large magnet, thus increasing the strength of the magnet and also increasing the strength of the electric current. Thus the faster the armature is turned the more resistance is offered to the power; in turn the electric current is transmitted to the track, which is insulated to its entire length by a prepared canvas placed between the ties and the rail. There is a direct connection made with each individual rail along the line of this railway. The current is transmitted from the rails to the wheels of the engine, and from the wheels to the engine, which is in every respect the counterpart of the generator, save that the current goes into the generator instead of power being applied to the armature—the current travelling along the coils of the magnet causes the armature to revolve, and in turn propels the engine." The process of stopping of the train is very gentle, compared with steam; it stops very easily, as if it had run against a rubber air-cushion.

As you walk across the fields in the direction of the electric railway, Mr. Edison will explain that he has now reduced the loss of power to the one twenty-fifth of a one-horse in a mile, this loss arising from leakage across the earth. He has constructed a forty-five ton electric locomotive to pull seven Pullman cars forty-five miles in an hour. This locomotive goes to London, as he wants to get a grip of the Underground Railway, and by his method do away with the stalling atmosphere—the perquisite of that road.

The shed in which the locomotive stands is reached, and you walk towards it along the ties, in a very gingerly way, too, for you entertain serious misgivings in regard to shocks from the wires running by the rails; you enter the car and seat yourself, while the conductor seizes his lever and plants his brass handles so as to make solid electric connections. A whirring, rasping sound is heard, the vehicle quivers and then darts off at maximum speed, which never diminishes until the goal is reached, or until the conductor wishes to stop. There is no limit to our speed. Mr. Edison says, "The more power our stationary engine gives us the more rapidly will we go. I propose stations at every five miles so as to afford a relay of power. I could drive the car along at 150 miles an hour if I wanted to."

The car can be instantly stopped and as quickly sent off. The motion is perfectly easy, and if, as Mr. Edison asserts, he has fifty per cent. to credit on the start against a steam locomotive, why, steam locomotives will at no distant period belong to the very old-fashioned past.

## NEWS OF THE WEEK.

CLERWANE has arrived at Cape Town.

M. LECHANET, a noted French electrician, is dead.

THE Indian troops in Egypt will return home immediately.

THE Channel fleet has sailed from Alexandria for Malta.

TWO companies of the 50th regiment have been ordered to Taitai.

THE constitution of the Netherlands is to receive a liberal revision.

THE British troops begin to return home after the review on Saturday.

BAKER PASHA has started for Egypt, to commence the task of reorganizing the army.

SIR GARNET WOLSELEY's health is not improved. Arabi is said to be a mere wreck.

THE German Government is projecting a canal to connect the North Sea with the Baltic.

A VIENNA paper alleges that the Emperor and Empress of Russia were secretly crowned during their recent visit to Moscow.

THREE hundred hands are thrown out of employment by the burning of Smythe's hosiery factory in Rabbigan, Ireland.

DOCUMENTS are in the hands of the British authorities proving that Prince Ibrahim had been intriguing with Arabi during the war.

A RUMOR has been circulated in London to the effect that Lord Dufferin had been made a Marquis for his services at Constantinople during the recent troubles.

A CONSTANTINOPLE telegram says the Sultan has ordered the punishment of all Turkish subjects returning to Turkey who have been serving under the British in Egypt.

THE Porte has sent a note to Lord Dufferin thanking England for re-establishing order in Egypt, and hoping that the bonds uniting England and Turkey may be drawn still closer.

SIR GARNET WOLSELEY remains in Cairo until the settlement of questions concerning the court-martial, the withdrawal of the British troops and the reorganization of the Egyptian army.