

## OCEAN STEAMERS DUE AT CANADIAN PORTS.

"Polynesian," (Allan),	Quebec,	from Liverpool,	about June 28th.
"Nestorian,"	Halifax,	" "	" 29th.
"Dominion,"	Quebec,	" "	" 30th.
"Severn," (Temperley),	" "	London,	" 30th.

## SPECIAL NOTICE.

Every subscriber served by mail will remark on the wrapper after his name figures indicating the month and year to which he is marked paid on our books. Thus, '73 means paid to 1st July, '73. '73-72 means that the subscriber has paid to 1st Sept., '72, and consequently owes us the current year's subscription, to Sept., '73. Subscribers owing current year, or arrears, will please remit at once. Subscriptions being henceforth strictly in advance, parties marked paid to some future date will please remit the next year's subscription before the date indicated on their wrapper.

## NOTICE TO CORRESPONDENTS.

Letters on business matters should be addressed to the Business Manager.

Communications intended for the Editor should be addressed to The Editor of the *Canadian Illustrated News*, and marked "Communication."

Rejected contributions are not returned unless stamps for return postage have been forwarded.

## CANADIAN ILLUSTRATED NEWS.

MONTREAL, SATURDAY, JUNE 28, 1873.

The investigation at Quebec, conducted by the Department of Marine and Fisheries, into the sinking of the steamship "Northern" in the St. Lawrence below Quebec, was creditable to the Government for its fullness, and for the anxiety displayed by the Deputy-Minister to arrive at all the facts affecting the competency of the pilot in charge when the accident occurred, as well as those which concerned the vessel's competency for answering her helm. The elaborate reports of the four days' proceedings which have appeared in the *Morning Chronicle* are also a great credit to the enterprise of that maritime paper. We wish our commendations could be extended beyond these points. In the interest of the world's progress in this age of locomotion we wish the Department had taken—or, let us be hopeful and say, shall yet take—a wider view of its responsibilities to the public of Canada and of Britain by entertaining at least two other branches of enquiry in connection with this unfortunate vessel; and our more thoughtful readers have perhaps anticipated our demand. We refer to the suitability of the vessel's form for the particular trade in which she was engaged, and for the particular river whose shallows she had to traverse, or was within the risk of approaching, and—that which in the great interest of life and property is more important still—her capacity for keeping the water out after she had grounded. Of course we know perfectly well it is the duty of all concerned to keep a vessel off the rocks. We all admit that. It is the strenuous effort of all, but it is idle to say that the contingency of grounding is not one to be looked fairly in the face, and to have its consequences fully provided for. This is the distinct issue we wish to provoke, in spite of all the mist and spray with which it is sought to cloud our vision. We are informed that upon this vessel's touching the shore, the rock which unfortunately presented its points or edges to her side was at once the means of knocking a hole through her Clyde-born iron plates, and that her compartments, previously supposed to be water-tight, or at any rate called so, were utterly unavailable for the protection of her passengers and cargo. However thoughtless our public may be, it ought to recognize the fact that it was a special mercy that there was not a great destruction of human life and property—enough to set us wailing for a few months to come. Now if pilots or other employees have failed in their duty to the public, it is all very right, after proper deliberation, to visit them with due censure. Regulate your pilots by all means, as strictly as desirable, and certainly without any weak regard to their political influence as a corporation. But with all the force of common sense and of argument that we can call to the aid of this our pen, we would urge upon the Government of this maritime Dominion the necessity, in company with the tardily awakening judgment of the civilized world, of discussing the worthiness of the ship, not only under the conditions of fair weather and plain sailing, though that is very important, but also in the special contingency of disaster. Every ship, in fact, should be constructed more or less on the principle of a life-boat. Every boat should have better and more protective powers of flotation than we commonly see, and the very first step in this process will be to make the hull of every vessel of sufficient strength for the resistance of each class of casualties to which she is at any time in the least likely to be exposed. As the eyes of the public become gradually opened to the truth, they will demand this great concession on the part of the constituted authorities—for despotism is no more. We live in an age of freedom, and no mere material advantages could compensate us for the loss of it. Our freedom is limited only—but we are yet afraid sadly limited—by our ignorance of material conditions. Franchises may here and there require to be extended, in the view of some; but this, we would impress upon our wide circle of readers, is not the chief trouble

in the Anglo-Saxon branch of our more or less morally enlightened Christendom. The Anglo-Saxon communities we say have been sufficiently anxious to secure their franchises, but they have taken no commensurate pains to understand the material constitution of the world in which they live, or the principles upon which all the mechanical developments that conduce to the support of the social life are founded. The result is disaster, not only great in extent, but of frequent recurrence—disaster followed by vain lamentations; and this because the knowledge that should be protective is a mere speciality in the hands of a few, and is hampered by what are called interests—the interests of use-and-wont as opposed to the interests of human welfare, general and particular—while that important interest that in Britain and other countries would find its vocation in instructing the people in material principles, in proper subordination to spiritual life, can seldom be discovered in the faithful performance of its work. This is a gloomy outlook, it may be admitted. We have happily a progressive minister in the Marine Department of our Dominion Government, and he, along with certain earnest reformers on the other side of the Atlantic, may be considered to be for the time our chief reliance in a condition of affairs as affects ships, where the people are very literally destroyed for lack of knowledge. Our friends at any rate may rely upon it the *Illustrated News* has not yet done with this great subject.

## Our Illustrations.

We have been unable to procure a description of the Toronto Post-office in time for publication in this issue. It will appear in our next.

## THE ONTARIO LACROSSE CLUB ATHLETIC SPORTS

took place in Toronto on Saturday, the 31st ult. The race which forms the subject of our illustration is the four mile, for which there were six entries. It was won by Nurse after an exciting run with Kerraronwe; Daillebout, a Caughnawaga Indian, coming in third.

## A scene at

## THE YACHT RACE AT HAMILTON

on the 7th inst, also forms the subject of an illustration.

## THE LATE SIR GEO. E. CARTIER.

We give this week three illustrations which will prove interesting to the friends of the deceased baronet; his sitting-room in London; the bed-room in which he died; and a view of the body lying in state. The photographs were sent us by Mr. Vincent, valet to Sir George, who was with him constantly, and was unceasing in his attention to the dying man; he also furnishes some particulars of his last moments which will be of interest to his friends. On the sofa shown in sitting-room, Sir George was first taken violently ill. He went out regularly every day, unless weather forbade, until one week before his death. He came from the Colonial Office about 5 o'clock p.m., and slept an hour on the sofa, after which he felt ill, and undressed and went to bed. In the bed-room where he died, on the foot of the bed will be seen his dressing-gown. He sank gradually from Monday morning, the 19th May—when inflammation of the stomach was first observed—until Tuesday morning, when at 5 minutes to 6, Mr. Vincent observed Sir George was dying. Sir George died at 6 15. Father Harkin visited him on Saturday and Sunday. About ten minutes before death he kissed the crucifix twice from Lady Cartier's hand, and said some prayer. The body lying in state was photographed at the *chappelle ardente* in Baker Street immediately after the embalming process.

## AN INTERESTING CEREMONY.

On the 16th inst. the ceremony which furnishes the subject of our fourth page illustration took place in the English Cathedral, Quebec, when the infant daughter of the Earl and Countess of Dufferin was christened, Her Majesty the Queen acting, by proxy, as god-mother. By request of Her Majesty the infant was named after herself "Victoria Alexandrina," to which were added by the parents "Muriel May." The ceremony was performed by the Rev. G. V. Housman, rector, assisted by Rev. Mr. Rawson, and was witnessed by a large audience in which—as usual on such occasion—the fair sex predominated. The water used for the baptism was from the river Jordan, and was presented by Dr. Douglas.

## THE PRINTER'S CONVENTION.

One of the most pleasant recreations which were indulged in during the late meeting of the International Typographical Union in this city was the trip to Carillon, an illustration of which will be found on the twelfth page.

## THE MAGAZINES.

SCRIBNER'S.—"The Great South" series of magnificently illustrated articles begins in Scribner's for July. In the first paper, entitled "The New Route to the Gulf," Mr. Edward King gives us graphic descriptions of the movement of the army of emigrants into the great South-west land, and of the romantic border life—past and present—of that strange but now rapidly modernizing country. An entertaining illustrated paper on "Low Life in Berlin" follows this. One of the most interesting magazine articles of the day is Rev. J. A. Reed's defense of Lincoln from the attacks of certain late biographers. Another noteworthy article in this number is Dr. Newell's singular autobiographic paper, entitled, "Recollections of a Restored Lunatic." There are, beside the continuation of Arthur Bonnicastle (in which is chronicled the death of Old Jenks), stories by Adeline Trafton and Miss Osgood; a bright little article on "Children's Magazines;" a remarkable paper by "An Orthodox Minister," on "The Liberty of Protestantism," and poetry by MacDonal, G. P. Lathrop, B. F. Taylor, Miss Annan, and others. In "Topics of the Time," Dr. Holland discusses American Morals, Skilled

Domestic Service, and Summer Play. In "The Old Cabinet" we find The Stove that Makes its own Twilight, Within and Without, Ideal and Real, Song of a Heathen—sojourning in Galilee, A. D. 32. The Book Reviews are more than usually full and readable, and the other departments have their customary interest. Bret Harte's new story will begin in the August number.

The July number of *Lippincott's Magazine*, which forms the opening issue of a new volume, contains the initial chapters of a charming narrative of travel, entitled, "The New Hyperion," profusely illustrated by Gustave Doré. This record of a journey from Paris to the Rhine gives promise of much graphic and humorous writing. The pictures which embellish it, coming, as they do, from Doré's pencil, cannot fail to yield a feast of art. "From Philadelphia to Baltimore," by Robert Morris Copeland, is an illustrated article, descriptive of the beautiful scenery along one of our most important routes of travel. "With the American Ambulance Corps in Paris," by Ralph Keeler, is an interesting paper. "Our Home in the Tyrol," by Margaret Howitt, is continued in the present number of the Magazine. It well maintains the interest and attraction which it exhibited in the beginning. Will Wallace Harney's contribution, entitled, "Strange Sea Industries and Adventures," is full of information of a novel kind, and abounds in anecdotes as exciting as they are truthful. "Remarkable Passages in Shelley's Early History," by January Searle, is a paper that will be read with interest on account of the light which it sheds upon the youth of one of the geniuses of English poetry. In the department of fiction, the most prominent contributions to this issue are the continuation of Mr. Black's serial novel, "A Princess of Thule," and the conclusion of Mrs. Rebecca Harding Davis's story, "Berrytown." The poetry of the number is notably good, particularly a charming little legend from the pen of Mrs. Margaret J. Preston, entitled, "Francesca's Worship" "Our Monthly Gossip" exhibits its characteristic features.

## Notes and Queries.

All Communications intended for this Column must be addressed to the Editor, and endorsed "Notes and Queries."

27. ESCAPED BY THE SKIN OF THE TEETH.—A correspondent in last week's paper, under the head of Notes and Queries, asks after the origin of the phrase "I am Escaped by the Skin of my Teeth." Had he been better acquainted with the Bible he need not have applied to the public for that information. He will find it in the Book of Job, 19th Chap. and 20th Verse. Now Job is supposed to have lived about the time of Abraham, although Moses is supposed to have been the compiler of the poem as a connected whole. It is therefore taken from the oldest book in existence. The phrase itself has puzzled many a critic as well as your humble servant.

J. OLIVER.

Galt, June 4, 1873.

27. ESCAPING WITH THE SKIN OF ONE'S TEETH.—In Notes and Queries of June 7th, "?" wishes to know the origin of the above expression. In Job xix, 20, we find the patriarch thus speaking—"My bone cleave to my skin and to my flesh, and I am escaped with the skin of my teeth." It is difficult to say what is the exact meaning of the latter part of the verse. The explanation in the Commentary by Jamieson and Fausset is a very probable one—"Proverbial. I have escaped with bare life; I am whole only with the skin of my teeth, i.e., my gums alone are whole, the rest of the skin of my body is broken with sores (Ch. vii., 5; Psalm cii., 5). Satan left Job speech, in the hope that he might therewith curse God." T. F.

Metis, P. Q.

MR. GLADSTONE'S ECCLESIASTICAL LATIN.—Referring to the letter in your issue of 7th instant, under the above heading, signed JAMES OGILVY, I beg to state that the version of the hymn attributed to Mr. Gladstone, or something very like it, was seen by me in the English monthly publication called *Notes and Queries* about the year 1857, and I was so much struck with it that I copied it at the moment when I noticed it, lying as it was on the table of the magazine room of the Philosophical Institution in Edinburgh, where I was then residing. The correspondent of the publication in question before quoting the hymn put the query whether Toplady, the writer of the fine hymn "Rock of Ages cleft for me," (repeated by the late Prince Consort on his death-bed), had not taken his ideas from the ecclesiastic by whom the Latin verses had been composed. No hint was given of Mr. Gladstone being the author of this Latin version, and, if such is the fact, it must be admitted that the right honourable gentleman has produced a marvellous *fac-simile* of the hymns of the middle ages emanating from the occupants of the cloister. I subjoin a copy of the hymn, and I am, sir, your obedient servant,

JAMES RIDDELL.

Montreal, 16th June, 1873.

Jesu, pro me perforatus,  
Condor intra tuum latus,  
Tu, per lympha profuentem,  
Tu, per sanguinem tepentem,  
In peccata mi redunda,  
Tolle culpam, sorores munda.

Nil, in manu mecum fero,  
Sed me versus cruceo gero;  
Vestimenta nudus oro;  
Opem debilis imploro;  
Fontem Christi quero immundus.  
Nisi lavas, moribundus.

Donec vita hos artis regit,  
Quando nox sepulchra tegit,  
Mortuos cum stare jubes,  
Sedens iudex inter nubes;  
Jesu, pro me perforatus,  
Condor intra tuum latus.

(It will be observed that, in scanning, elisions have to be made in line five of the second verse and line one of the third verse.)

There has been a terrible boiler explosion at Wapping, London. The minister of the "Church of the British Martyrs" and other good clergyman were seeking assistance for the surviving families of the men killed; but we do not hear of any law for the inspection of such boilers, or the certifying of the engineers in charge.