

and everything which affects the farmers' interests. He thanked those present for their patience, and the interest they had apparently taken in his remarks. J. V. Spohn, lecturer, Wentworth Division Grange, being called, said he was always pleased to meet Acacia Grange, and spoke of the number of ladies he observed among its members, to which circumstance he considered its prosperity was due. He was pleased to see so many members from Grimsby and the Granges of the Niagara Division. In some Granges which it was his duty to attend, the young men did not pay sufficient attention to the ladies; while he felt this to be an advantage to himself it was not conducive to the prosperity of the Order. After a few remarks on various subjects, Mr. Spohn turned his attention to the all-absorbing and important question of justice to farmers, as he termed it, or, in other words, agricultural protection. Whatever the views of the patrons were on this subject, the speaker was listened to with attention, and frequently applauded. Supper was announced and all did ample justice to the sumptuous repast. Mr. M. C. S. Kitchen, Secretary of Wentworth Division Grange, being called upon, came forward, and after lauding the skill of those who got up the decorations and the feast, launched forth in his pleasant manner into the merits of the Grange in which he displayed a thorough acquaintance with his subject. He hoped Grangers would see the many advantages afforded them by insuring in their own company, assuring them that it was an additional bond of union, that if union was strength, then the want of it was weakness. He closed with a few well chosen remarks in favor of protection to the Canadian farmer. The proceedings were interspersed with music and singing, by various ladies and gentlemen, and Mrs. G. Nellis, of Grimsby, read an interesting original essay on "Home, its Beauties and Pleasures." Altogether the entertainment was highly enjoyable, and such gatherings cannot fail to be exceedingly beneficial.

Hamilton, Ont. QUP HAWTHORNE.

OUR ILLUSTRATIONS.

FIRE IN PORTLAND, N. B.—The town of Portland, which joins the city of St. John, N. B., was, on the morning of the 20th October, the scene of another conflagration. Much valuable property has been destroyed, the estimated loss being \$200,000, of which only \$80,000 is covered by insurance. The district destroyed was densely peopled by those who lost their homes in the late fire in St. John, and by workmen engaged in the rebuilding of that city. It is said 120 houses have been destroyed, and 600 families rendered homeless. Occurring just at the approach of winter, it comes as a heavy calamity on the poor people, many of whom have lost their household goods. The fire is supposed to be the work of an incendiary, but certainly if the buildings had been all of brick, the fire could not have spread so rapidly nor done so much damage. Portland has been the scene of fires innumerable, and will likely continue so as long as timber houses are built. Our engraving is from a sketch by Mr. R. Brown, of Fairville, and represents that portion consumed by the fire on Main St. The view is taken from the hill-sides below Fort Howe, looking toward St. John.

HEATH POINT LIGHT-HOUSE, East Point Anticosti, taken from the offing bearing N. N. E. distance about 1 1/2 miles; lat. 49° 50' 20" north; long. 61° 42' 30" west. Fixed white light—catoptric; tower white circular, clapboarded; height from the centre of the lantern above high water, 110 feet; height from base to vane, 90 feet. Light always kept open to southward of Cormorant Point. Visible between bearings S. W. by W. to E. May be seen in clear weather at a distance of 15 miles.

GROSSE ISLE LIGHT-HOUSE, KAMOURASKA, lat. 47° 38' 20" north; long. 69° 51' 40" west. A white revolving flash light; flashes every minute. Apparatus catoptric. Tower quadrangular, built of wood. White. Height of the centre of the lantern above high water, 166 feet. Height of tower from its base to the vane, 39 ft. In clear weather light may be seen 18 miles off.

CHATEAU BAY.—View of Chateau Islands, that gave to the Bay its name.

LIGHT-HOUSE, CAPE ROSIER, bearing about N. N. W., 5 miles; lat. 48° 51' 57" north; long. 64° 12' 00" west. A white light, fixed, dioptric, 1st. class; tower circular; white; height from high water mark to centre of the lantern, 136 ft.; from the base of the tower to the vane, 112 feet. A cannon is fired every hour during fogs and snow storms. Light seen in clear weather at a distance of 16 miles.

RED ISLAND LIGHT-HOUSE, RIVER ST. LAWRENCE, bearing N. N. W. 1/2 of a mile; lat. 48° 4' 20" north; long. 69° 32' 56" W. Light fixed; colour red; apparatus, catoptric; tower circular; grey stone; height from high water mark to centre of the lantern, 75 feet; and from the base of tower to the vane, 51 feet; light seen in clear weather a distance of 12 miles.

CAPE GASPÉ, near which is the singular rock known as "The Old Man." The sketch also shows the curious outline of a cliff as seen before you get quite abreast of "The Old Man." The profile and crowned forehead are distinct.

CAPE BARIL.

GASPÉ BAY LIGHT, bearing E. S. E. 1 1/2 miles, only partially seen.

GREEN ISLAND LIGHT-HOUSE, north point of the Island. Lat. 48° 3' 17" north; long. 69°

25' 10" west. A fixed white light, catoptric; tower octagonal, clapboarded, white; height of the centre of the lantern above high water, 60 feet; height of tower from base to vane, 40 ft. A cannon is fired every half hour during fogs or snow storms. The light is seen in clear weather 13 miles off.

CAPE MADELEINE LIGHT-HOUSE, south shore Gulf St. Lawrence, bearing W. N. W. 1 mile; lat. 49° 15' 40" north; long. 65° 19' 3" W. One light, alternately red and white; changes every two minutes; apparatus catoptric; tower hexagonal; white; height of the centre of the lantern above high water, 147 feet; height from base to vane, 54 feet. In clear weather the red light may be seen 15 miles off; the white light 20 miles.

BIRD ISLAND LIGHT-HOUSE, one of the Magdalen Islands group, Gulf; bearing N. about 1/2 a mile. Taken from the deck of the SS. *Napoleon III*; lat. 47° 50' 40" north; long. 61° 8' 20" west. Height of centre of the lantern from high water mark, 140 feet; of the tower itself from its base to vane, 50 feet. Fixed light; white; apparatus dioptric, second class. The tower is hexagonal; colour white; and so is the keeper's habitation. A cannon is fired every hour during fogs and snow storms.

The birds (of which there are many varieties), are seen in thousands at both extremities of the Island. They gather at the east and west ends, both of which are rounded off as shown; and the birds, in taking their incubating berths, seem to do so with marvellous order, following the curved forms of the rock, and presenting from a distance concentric semi-circular rows that rise amphitheatrically up the gradual slope nearly to the green spot of shaggy grass that enlivens the few square yards of tolerably level surface of which the Island can boast.

BIQUETTE LIGHT-HOUSE, near centre of the Island. Lat. 48° 25' 18" north; long. 68° 53' 20" west. White revolving light—catoptric—revolves every 2 minutes. Tower circular; white. Height from high water to centre of the light, 112 feet; height of tower from base to vane, 63 feet; light seen 17 miles off in clear weather.

(Extract from *Bouchette's Topographical Dictionary of Lower Canada.*)

ROC PERCÉ, BAY OF CHALEURS, COUNTY OF GASPÉ.—"The appearance of the land behind Percé and its immediate neighbourhood, approached from the sea by the N. E. or S. W., is that of the enormous ruins of some ancient fortress of more than human construction. The *Table Routante*, a rock of frightful height placed on the summit and leaning over its side, seems to totter, and threaten in its fall the village that lies beneath near the promontory of Mout Joli and Percé Rock. This singular fragment is pierced (whence is derived the name of Percé) by two arches, which resemble the portals of fortifications in ruins, and appear like the remains of some enormous wall which has survived the disaster which destroyed the adjacent works.

The spectator may approach it at low water from Mount Joli without wetting his feet. The distance between the Mount and the Rock is about 50 feet. When the Rock is approached for the first time the spectator trembles lest it should fall on him; its height is at least 300 feet, and its breadth about 30 yards in its widest part; but its breadth above the arches is not more than 20 feet. Besides the two great arches, there is a lateral arch on the N. E. side scarcely perceptible from the water. However high this rock may be, it is low in comparison with the adjacent capes N. W. of the village of Percé, which rise one above the other, as if mountains piled on mountains had been cut through the middle, and one part had fallen into the sea, while the other part remained a naked and frightful chain of precipices of unequal height."

Vide Top. Dic. cited above, verbo "Percé."

NOTE.—Col. Bouchette describes the Rock as it was in 1831, date of the publication of the work quoted. Since then Percé Rock has undergone some changes, as the sketch partially shows.

PILGRIM'S LIGHT-HOUSE.

ECHOES FROM LONDON.

A BILL to render illegal the practice of auricular confession in the Church of England is now being drafted.

BROTHER BEDE has established an Anglican Monastery in London. It is to be styled the *Fraternity of Jesus*, and founded on the ancient Benedictine rules.

The London Cremation Society exhibited at the British Sanitary Institute's conference at Leamington models and diagrams in advocacy of the adoption of cremation. Papers were read contending for the superiority of this over the ordinary mode of burial. The cost of a "cremation apparatus" was stated to be under £1,000.

A FEW days since an affecting scene took place at Printing-house Square. Mr. Delane formally and touchingly took leave of his *co-frères* of the *Times*, and handed over the reins of government to Mr. Chenery, who has been connected with the paper for many years. In 1841 Mr. Delane was editor, when only twenty-three years of age. He retires on an allowance of £2,000 a year for life.

MR. GLADSTONE has received his congé at last from the *Times*, an old and faithful servant of Mr. G. That paper concludes a stately leader

thus:—"Mr. Gladstone's mental energy has not abated, but it must be patent to all who have been able to watch his recent conduct with dispassionate judgment that he has so far closed his active political career as to have deliberately renounced all pretension to initiate or control further domestic legislation."

THE Society for the Prevention of Cruelty to Animals is to test—through acting as prosecutors—whether the custom of "upping" the swans on the river Thames is cruelty or not. The herds of swans on the river are chiefly owned by the city guilds, and these birds, according to ownership, are annually marked by a series of cuts on their bills. This process looks to one fraught with intense cruelty, and so the case, having been considered by the above useful Society, will be tried.

PULLMAN cars for the masses, saloon carriages for the million! Mr. Allport is determined to be the revolutionist of the railway system; and to sober, quiet boards who do not like to be driven along at express speed he must be something like a nuisance. He will not let them be at rest; he is always on the alert. It is not enough to run third-class carriages with every train and abolish second altogether; third-class passengers are to have Pullman cars now, and first-class to have rolling drawing-rooms.

BETWEEN the Ascot station of the Staines and Reading branch of the London and South-Western Railway and Aldershot, steady progress is being made with the works of this new and important line. Upon the completion of the bank at Bagshot, and the stations and works at other places, the lines will be opened for traffic, an event which may be expected to take place either at the close of this, or in the spring of next year, when the public will be in possession of a new route; opening up some of the most charming scenery in Berkshire, Surrey, and Hants, and forming an important means of military communication between the Aldershot, London and Windsor garrisons.

HIS Royal Highness the Prince of Wales has not only provided liberally for the education of the poor on the Royal estate at Sandringham, but has just given another proof of his desire to support education in the county. The Norfolk County School and the King's-Lynn Grammar Schools have each been for some years the recipients of his liberality as a donor of Prizes, and last week, at the annual examination of the boys of the Snettisham Grammar School (which is situated only about three miles from Sandringham), the head master announced that the Prince had graciously consented to offer an annual prize to the school.

A ludicrous incident, but one not altogether unattended with danger to the principal actor in it, occurred at the Brighton Aquarium the other day. A man who professed to be able to charm the octopus, and make it rise to the top of the tank when he chose, was allowed to experiment upon the creature. By the aid of a musical instrument of some kind he did induce the animal to do this, but, in his eagerness to see the success of his efforts, the unlucky individual leaned over the side of the tank, and, losing his balance by some means or other, was precipitated head foremost into the water. The octopus immediately rushed upon this intruder into its domain, and, throwing its numerous feelers round the man's head and neck, would no doubt have speedily strangled him, had not the attendants come to the rescue. By dint of hacking and cutting at the feelers with a sharp knife or two, they succeeded in extricating him from his clutches.

THE special apartments which have for some time past been in course of construction on board the *Britannia*, at Dartmouth, and which are intended solely for the use of the two young princes, Albert Victor and George, are now, with the exception of one or two very minor details, completed. There have of late been wild rumours as to the expense of these apartments, the extravagant sum of £2,000 having even been mentioned as the probable figure. Such stories are a great exaggeration. The original estimate for the whole work was £700, and it will be done for less. No extravagance has been indulged in in any direction, and everything is perfectly plain, but at the same time thoroughly good. Nothing seems to have been overlooked which can in any way tend to the health or convenience of the Royal brothers, who, with the exception of having separate apartments, will be treated in every way like the other cadets. The young Princes are expected to arrive on board about the 18th inst., when it is believed they will be introduced by the Prince of Wales. They are in No. 1 class (the lowest) and belong to the starboard watch.

ECHOES FROM PARIS.

A WEEKLY "Toad Market" is held regularly in Paris.

NOT a single copy of Victor Hugo's *History of a Crime* is now to be had, but new editions are fast printing. The price is 7fr. 50c., but to meet the issue a cheap edition at two francs is preparing.

THE future Queen of Spain's wedding dress is already in preparation. It is to be of cream-coloured satin, covered with *Adençon-lace*, into

the pattern of which the arms of the twelve kingdoms of old Spain are to be worked.

THE shop girls of Paris founded a provident institution, or fund, about fourteen years ago; the original subscribers were 20, they are now 900; and the annual receipts 20,000fr. The society provides employment for its members.

M. HALANZIER is said to be in negotiation with Gounod for the representation of *Polyeucte*. Should he, however, be unable to come to terms, he will endeavour to procure the right of representing Vaucorbeil's *Mahomet*, which is highly spoken of.

THE city of Paris is about to make some slight compensation for the numerous encroachments on the Bois de Boulogne by enclosing and adding that charming *pleasance* the piece of waste ground between the Porte Maillot and the fortifications, that howling wilderness which has so long been an eyesore in the outskirts of Paris.

THE public, always curious to know what goes on behind the scenes in a theatre, will have an opportunity of studying from models which will be shown at the Exhibition, fitted with all the mechanical appliances without which it would be impossible to produce the elaborate scenic effects of to-day. The idea is due to M. Nutter, Librarian of the Academy of Music.

THE Exhibition Palace grows apace. It is nearly roofed in, and begins to show its fair proportions, which are worthy of all admiration. Germans and Americans may *boulder* and *bisquer*, and Turks and Russians may slaughter each other, but they will not mar the success of this great enterprise; for though the taste for such spectacles may be dying out, there will always be plenty of people about the world who will be glad of any excuse for a visit to Paris. The building is being constructed on a scale of grandeur totally unprecedented. Wretches may hang, but the jurymen of the Exhibition will dine regardless of elections or political changes.

THE Venus of Milo is once again the subject of debate. M. C. Doussault, a French architect who knew M. Brest, the Consul at Milo at the time of the discovery of the statue, has just seen fit to publish, after thirty years of silence, a detailed account of a conversation which took place between himself and M. Brest in 1847. According to this report M. Brest affirmed to M. Doussault that at the time of the first raising of the Venus he had seen the two arms lying on the ground, and that he took them up and tried to fit them to the broken parts of the statue; that one held an apple painted green, and the other held some drapery; also that before the statue was raised he had seen that it stood on a narrow base, which would, if correct, exclude the hypothesis of its having formed part of a group. All these statements require to be received with the utmost caution. M. Doussault's paper has been offered to the Académie des Inscriptions, as no doubt M. Ravaisson will have something to say upon it.

M. ANDREO tells a story which he heard from a friend at the sitting of the Académie Française. He was speaking of Gounod. There is something, said his friend, more remarkable than Gounod's merits; it is the mystic love with which he has inspired a dozen of the highest ladies in the world. Gounod, when on a visit to a countess, let a button fall on the carpet—a prosaic trouser button. The countess picked up the button, and had it encased, like a relic in its reliquary, in the most beautiful locket that could be made by the most skillful jeweller of the Rue de la Paix, and she now constantly carries it round her neck. The other day this lady in her turn was paying a visit, her medallion round her neck as usual, to the wife of the composer, who went into ecstasies over the medallion. "Yes," answered the countess, "it is pretty, but it ought to be prettier to be worthy of what it encloses. Look!" She opened the locket, and saw to her astonishment a trouser button! "It belonged to M. Gounod, my dear," said the infatuated countess.

THE Paris, Lyons and Mediterranean Railway Company are making some experiments upon the line which communicate with Italy by way of Mont Cenis to ascertain the value of a new signal specially designed to prevent two trains meeting upon a single line of rails. This system, known as "the bell signal," has not yet been tried in France, but is in general use upon the Austrian and North Italian lines, where it has been found to answer very well. The system is, that when a train leaves or passes through a station all the bells which are placed above the signal boxes along the line up to the next station are sounded by electricity. The number of strokes is different for the up and down trains, so that if after having received intimation that a train is coming in one direction the bells sound again, the men stationed in the signal-boxes know that a train has been wrongly started in the other direction, and have time to stop a collision. The system has a further use, for the bells can be used to stop all trains on the line when an accident has occurred, or to send for an engine when a train has broken down. There would be no difficulty in making this system work, not only from station to station, but from one signal-box to another; and it is worthy of note that even if the bells gave a false alarm the only result would be to delay the trains without causing any danger.