

OUR ILLUSTRATIONS.

THE LACROSSE MATCH FOR THE CHAMPIONSHIP.

On Saturday last a grand Lacrosse match took place on the grounds of the Montreal Club between the St. Regis Indians and the Shamrock Club of Montreal. The two teams were supposed to be the strongest in the country. Each one had defeated in succession the many contestants that had ventured to oppose them, and they were now pitted against one another to decide which would claim the championship. Only two weeks previous the St. Regis men had beaten the Caughnawaga team three straight games, and they therefore came to the field with some confidence in their ability to wrest the championship from their opponents. The interest felt in the match was very great, and was evinced by the immense numbers collected on the ground at the hour fixed for the game. At 3 o'clock some three thousand persons had assembled. Play began at 3:45, and in five minutes the St. Regis men took the game. This rather surprised the Shamrocks, who were hardly prepared for such play. In the second game they put forth all their energies, and succeeded in taking it after thirty-five minutes of very pretty play. The third also fell to their share in seventeen minutes. It was now the turn of the Indians to look crestfallen, but their losses seemed to have awakened them up, for after a desperate struggle of about a quarter of an hour they succeeded in sending the ball home to the Shamrock goal. The most exciting point was now reached, each team had taken two games, and the fifth would decide the contest. After two minutes play—during which the St. Regis men did their best to protect their goal—the ball was sent home, amid loud cheering. The enthusiasm manifested by the spectators at the result of the match was intense. Some of the players were carried in triumph to the tent. After the match a beautiful silver trophy, consisting of flags, crosses and ball, was presented to the Shamrock Champions by Dr. Allen, of Cornwall, on behalf of the Knickerbocker Club of New York. Dr. Allen, in presenting the trophy, made an appropriate speech which was loudly applauded. Cheers were then given for the victors and vanquished, and the crowd dispersed.

THE BRETON BEGGING GIRLS

are two pictures on exhibition at the Paris Salon of 1872—a source from which we have already drawn to fill our pages. The former of the two is by M. Hublin, and represents a scene that the traveller in Brittany will meet with at the church door in every town and village of that pleasant land. Two young girls—orphans, we may suppose—are standing with out-stretched hand by a massive pillar at the church entrance waiting for the contributions of the charitable. The elder girl has her arm round her little sister, and both look with sad, appealing eyes on the passer-by. There is nothing servile or offensive in their manner of soliciting alms. They stand perfectly silent. They are neatly, though humbly dressed, and, in fact, lack every characteristic of the ordinary beggar. The Favourite, or rather, to follow its French name, the Preferred One, speaks for itself. Tiny is getting all the cakes, while poor Pussy sits, unnoticed and uncared for, in the corner. M. Firmin Girard is the artist of this picture.

In this issue appear two illustrations, from sketches by an amateur, of scenery along the line of the Miramichi river. One of these shows the

VIEW FROM THE COURT HOUSE, NEWCASTLE,

looking along the river to the distant hills. Newcastle is a thriving place on the left bank of the river, some thirty miles from the Gulf of St. Lawrence. It stands at the head of navigation for vessels of the larger size, and does a large business in lumber and fish. Shipbuilding is carried on here to great extent, the facilities being unbounded. The prosperity of Newcastle will be largely enhanced by the completion of the Inter-colonial Railway, on the line of which it will be an important station. In the great Miramichi conflagration, which devastated a tract of country 300 miles in extent, the neighbourhood of Newcastle suffered terribly. In the parish, out of 250 houses and stores, only fourteen of the least considerable were left standing, and two vessels on the stocks were destroyed. No traces of the disaster now remain, and the town is rapidly growing in wealth and importance. Our other illustration shows the

MILL AT FRENCH FORT COVE,

a small village situated a mile from Newcastle. We produce in this issue the first of a series of sketches taken on the route

DOWN TO SALT WATER,

by our special artist on the lower St. Lawrence. The down trip has become such a favourite one both with Canadians and Americans, that it affords many opportunities for the delineation of character and the illustration of incident. The voyage itself is so well known, and was so minutely described in our columns last year that we do not feel it incumbent upon us to give any detailed description thereof. The first of our series of sketches shows the transfer of the passengers and baggage from the Montreal boat to the steamboat for Murray Bay.

THE YACHT RACE

between the "Ida" and the "Surprise" was the great feature of the regatta held at Lachine on Saturday last. The great attraction of the day, however, was the match for the lacrosse championship, which drew its thousands, while the attendance at the aquatic contest could almost be counted by tens. The first race on the programme was the open boat sailing race, for which there were six entries—the "Magdala," owned by W. Bawtree; the "Electric," G. Lerner; the "Jenny Lind," D. Ducharme; the "Undine," C. L. Porteous; the "Petrel," J. D. Foreman; the "St. Ann's," and the "Sleepy Nelly," owned by M. Flynn, of Prescott. Distance, seven miles, for a prize of \$50. The race was easily taken by the "Petrel" in an hour and twenty minutes. Several of the boats in rounding Isle Perrot got on the shoals and were obliged to draw out of the race. The yacht race was for a magnificent silver cup, valued at \$300, the distance thirty miles. The entries were, the "Ida," owned by Mr. Eddy, and the "Surprise," owned by Mr. Dawes. At 10:45 the yachts started from the

pier, the "Ida" at once taking the lead. A stiff breeze was blowing at the time from the north-west, but it soon shifted, and for the remainder of the day the wind was very changeable. About 3 p.m. the "Ida" returned, winning the race in 4h. 47m. The "Surprise" came in twenty-eight minutes afterwards, making its time 5h. 15m. Our illustration shows the start, with the "Ida" slightly in advance of her competitor.

Special articles descriptive of
MASTERBUN'S CANADIAN TURBINE,
the
REVERSIBLE WATER FILTER,
and
WEAVER'S SAWING, BORING, AND PLANING MACHINE,
will be found on pages 90 and 92.

THE FASHION PLATE.

Fig. 1. WHITE FIGURED TULLE FICHU. Fig. 2. SWISS MUSLIN FICHU AND SLEEVES.—The fichu is made of Swiss muslin, lace insertion an inch deep, and needle-work insertion of the same depth. It is trimmed on its under edge with a deep Swiss muslin ruffle edged with lace; and on its upper edge with gathered lace. The sleeves are made to correspond.

Fig. 3. GREY SILK DRESS AND SWISS MUSLIN CHEMISSETTE AND SLEEVES.—The dress and low-necked waist are made of gray silk; the chemisette and sleeves of white Swiss muslin arranged in puffs, trimmed with lace insertion, black-velvet ribbon and lace. A blue silk bow is worn at the neck, and similar bows on the sleeves.

Fig. 4. WHITE SWISS MUSLIN BLOUSE.—In front the blouse is brought down like a basque waist. It is trimmed with an inch and a quarter lace insertion, inch and a half and three quarters of an inch lace, and an half-inch open needle-work strips. Bows, belt and sash of ribbon of the same width.

Figs. 5 and 6. COIFFURE IN PUFFS AND CURLS.—For this arrangement the front and back-hair are first separated. The back-hair is then arranged over the pads in puffs as shown in the illustration. Under the chignon thus formed is a row of small curls. The front hair should be waved. It is then parted, and each part again divided on the side. The upper of these is combed downwards, and the lower upwards, leaving the temples free, and the two ends are then wound together and brought over the front of the head in the manner shown in the illustration. A large puff is thus formed immediately over the parting, and the whole is secured in place with a tortoise-shell comb.

Fig. 7. COIFFURE IN PUFFS, CURLS AND CIRCLET.—The hair is first parted from ear to ear. The back-hair and the middle of the front-hair is brought over the pads in puffs, and the short hair in front is made to curl over the forehead. At the sides the hair is drawn back and fastened in the middle of the chignon with a broad bow of coloured ribbon. With this coiffure a gilt circlet should be worn.

Figs. 8 and 9. COIFFURE IN CHIGNON, CURLS AND BRAIDS.—This coiffure can only be made with the aid of false hair. The hair is parted from ear to ear, and the back-hair divided into two parts. Each of these last is wound round a good sized roll, which is fastened as shown in Fig. 9. The middle of the front-hair is arranged in puffs and partly covered with a row of small curls which hang over the forehead. At the sides the hair is combed back and the ends hidden under the chignon. A row of curls are placed beneath the chignon, which is encircled above by a plaited switch, kept in position by a tortoise-shell comb. Two or three long curls should be allowed to hang down the left shoulder.

THE ELECTIONS.

The following is the list of members elected up to Tuesday:—

ONTARIO.		M.	O.	I.
Brockville	Buell.	0	1	0
Carleton	Rochester.	1	0	0
Frontenac	Kirkpatrick	1	0	0
Grenville, S.	Brouse.	0	1	0
Hastings, W. R.	Brown	1	0	0
Hastings, N. R.	Bowell.	1	0	0
Kingston	(Sir John A. Macdonald.	1	0	0
Lennox	Cartwright.	0	1	0
Lincoln	Merritt.	1	0	0
Lambark, N. R.	Galbraith.	0	1	0
Norfolk, N. R.	Charlton.	0	1	0
Northumberland, W. R.	Cockburn.	1	0	0
Ottawa City	(Currier.	1	0	0
Prescott	Lewis.	1	0	0
Simcoe, N. R.	Hagar.	1	0	0
South Simcoe	McCarthy.	1	0	0
York, N.	W. C. Little.	1	0	0
	Dodge.	1	0	0
QUEBEC.				
Bellechasse	Fournier.	0	1	0
Compton	Pope.	1	0	0
Dorchester	Langevin.	1	0	0
Huntingdon	Scriven.	1	0	0
Joliette	Baby.	1	0	0
Kamouraska	Pelletier.	0	1	0
Laval	Blanchet.	1	0	0
L'Assomption	Bellerose.	1	0	0
Montmagny	Taschereau.	0	1	0
Ottawa County	Wright.	1	0	0
Portneuf	St. George.	0	1	0
Quebec East	Tourangeau.	1	0	0
Quebec County	Chauveau.	1	0	0
Quebec Centre	Cauchon.	1	0	0
Quebec West	McGreevy.	1	0	0
Saguenay	Price.	1	0	0
St. Maurice	Dr. Lacerte.	1	0	0
Stanstead	C. C. Colby.	1	0	0
Sherbrooke	Brooks.	1	0	0
Three Rivers	Maedougall.	1	0	0
NEW BRUNSWICK.				
Northumberland	Mitchell.	1	0	0
Total		30	9	0

CANADIAN PROGRESS.

A fine steamer, intended for the pioneer boat of a new line between St. John, N. B., and Boston, has just been completed at the port first named.

A new steamer for the People's Line is to be built at Fredericton this approaching season, and will be on the model of the "City of Fredericton."

The St. Lawrence and Ottawa Railroad are going to extend their Chaudiere Branch line across Pooley Gully to the lumber yards at the river, where the cars can be loaded at the docks.

Shipbuilding is being carried on with much vigour in the Lower Provinces. We learn from the Halifax papers that several new vessels have recently been launched, and more will be ready before long.

The G. T. R. R. Co.'s new iron ferry-boat, the "International," has been launched at Port Erie. The boat is very broad and flat, with a bow having much the shape of a spoon. The iron of which she is constructed varies in thickness from 3/4 to 1/2 of an inch. Her length is 228 feet, beam 40 feet, or 55 feet over the guards, and depth of 14 feet.

Notice is given in the Ontario Gazette that application will be made for a charter of incorporation for the "Lybster Cotton Manufacturing Company," for the manufacture of cotton goods and other textile fabrics. The capital stock of the Company is \$250,000, all of which has been subscribed. The factory will be located in Grantham Township, Lincoln County.

The Brockville and Ottawa Railway has increased its freight business greatly. As an evidence of this success, we quote the following statistics in regard to the lumber trade of the line:—Seventy to eighty car loads of lumber are shipped to Brockville every day, giving a total of over 2,500 per month for lumber alone. They have contracts to ship eighty million feet of lumber. Twenty million feet of lumber will be shipped over this road in the next three months. A line of barges in connection with the railroad make three trips weekly to Oswego with lumber.

The South Eastern Counties Junction Railway, the Sherbrooke Gazette reports, is now doing an active business between West Farnham—where it connects with the Stanstead, Shefford, and Chambly Road—and Richford in Vermont. They send both passenger and baggage car into Montreal, so that there is no change of car between Montreal and Richford. The contractors are busily engaged in the construction of the road between Richford and Newport, at which latter place connection is made with the Conn. & Pass. R. R., and when completed will give the shortest through route from Montreal to Boston.

It is pleasing to learn there is increasing activity at some, if not all, of the coal mines of Cape Breton. The shipping of coal at Port Caledonia is brisk, and bids fair to treble the largest quantity shipped there in any former year; and we understand that the Halifax Coal and Iron Company are now building a railway from their mines at Big Glace Bay to that port, which is nearly ready to pass their coal over it, and will enable them to ship more coal and to better advantage than formerly. Three vessels recently delivered at the Glasgow and Cape Breton's Company's pier at Sydney machinery of the value of over £30,000 stg. The town of Sydney, so long stagnant, is beginning to stir.

The Liverpool Advertiser says the people of Queen's County, N. S., own forty lumber mills, of which three are steam mills, and forty-three gangs, distributed over the Counties of Queen's, Shelburne, Yarmouth, Annapolis, Hants, and Halifax. The cost of these mills may be estimated at an average of twenty thousand dollars each, including dams, booms, etc., and about twenty-five men employed by each gang mill the year through, in cutting and hauling logs, stream driving, and manufacturing lumber. Each gang may safely be estimated to cut three million feet annually, making a total of, say, one hundred and twenty-nine million for forty-three gangs, which, at the average of \$12 per thousand, would amount to over one and a half million dollars. Besides, there is in connection with most of these mills, more or less machinery for manufacturing laths, pickets, clapboards, shingles, staves, box shooks, and barrel staves, and planing, tonguing and grooving machines.

AN UNMANAGEABLE ECHO.—Up in the Lehigh Valley there is a hotel keeper who has a mountain about a quarter of a mile from his house, and it occurred to him that it would be a good idea if he could fix things so that a magnificent echo would be heard from the mountain by persons who stood at his hotel and halloed. He thought the phenomenon might attract visitors.

He engaged a boy named Jim Simms, who lived over on the mountain, to be on hand every day from twelve to two, and to secrete himself behind a little clump of trees, and when he saw anybody on the roof of the hotel, and heard them calling, to repeat their words fifty or sixty times in a voice which should grow fainter and fainter. He made Jim practise, and the result was splendid. So one day the landlord announced that he had discovered that a noble echo could be heard from the roof of the hotel. He took a lot of people up to let them enjoy the discovery.

The guests called for half an hour, but without hearing any echo. The landlord was crimson with rage; but just as he was about to give it up the voice of Jim came sailing over the river to this effect: "Bin down to the spring fur mother, Fire away, now, I'm all right." The guests smiled. The landlord glided down-stairs and tore over to Simms's, where he shook James up a few times, and gave him a lecture and some fresh instructions. In a few days the landlord rushed up a new crowd of guests to hear the echo. It worked grandly for a while, but all of a sudden it stopped in the middle of an impressive reverberation. In vain the callers strove to awake the echo. It was dumb. But, presently, in answer to an exceedingly boisterous cry, the following strain was wafted across from Mr. Simms: "You come over here and make him gimme my knife, and then I'll holler. He's a settin' on me." The landlord dropped down-stairs and charged over to the mountain. There was Mr. James Simms lying prone upon the ground, with a big boy holding him down and whacking him. Mr. Simms and his antagonist had engaged in a game of mumblepeg, during which the big boy had seized Mr. Simms's knife, and Jim all at once lost his interest in the echo business. The landlord went home, ascended the stairs, and nailed the trap door fast. No more echoes for him.