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# AMERICAN Wholesale News

Vol. VI.—No. 24.

MONTREAL, SATURDAY, DECEMBER 14, 1872.

{ SINGLE COPIES, TEN CENTS.  
{ \$4 PER YEAR IN ADVANCE.



THE FAIR CORRESPONDENT.

## THE DOMESTIC DIFFICULTY.

## II.

"While Tom bears logs into the hall,  
 "And milk comes frozen home in pail,  
 "When blood is nipped, and wags be foul,  
 "Then nightly sings the Screeching Owl  
 "'Tu whit, Tu Woo,' a merry note,  
 "Whilst greasy Joan doth keel the pot.

The "Tom" of our days wants an assistant and charges \$1 a cord for two saws and a split; and "greasy Joan" wants her evenings out, leaving her pots unkeeled!

Times you see are changed. How are we as a community to advance with them, and to re-adapt our households to the scarcity of domestic labour which we must all admit? That is the question! Without attempting to solve all the problems at once, we present a few suggestions which may here and there be at once adopted, and others which we may as a community gradually work up to.

## No. I.—THE FUEL DIFFICULTY.

This is one of the greatest bugbears of the domestic servant in small families.

The coal is perhaps purchased on the wharf and sent up in little carts, drawn by little horses, and driven by inhuman if not infernal little carters, who ingeniously "dump" the coal on the spot best adapted to increase the labour of its storage, and to create the greatest possible amount of inconvenience in the meantime to passers by. If possible, the weather chosen is wet, and the time, towards dusk; and the two men with large shovels, who demand the job of putting in your coal, leave you no option but to pay them whatever they choose to demand, rather than allow the coal to lie in the street all night.

Or, you order a load of kindling wood, and pay \$3 for it, including delivery—after a few days you find a quantity of long, rough boards "dopped" down in the street opposite your door, and you are compelled to go out and seek a man or two to haul them into the "wood shed." A snow storm is usually selected for this kind of delivery, because it is essential that your wood should be dry for "kindling purposes."

Now, "Paterfamilias," do you really reckon every year how much your fuel costs you, and how large in proportion is the cost of the labour which you put upon it?

Are any of these "wood yards" situated across an open yard whence Biddy is expected to trail to and fro day by day for her wood?

Are there any families in Montreal, where Biddy is expected to bring in her blocks at night, and pile them up round the kitchen fire, and chop her "kindling" and put it in the oven at bed-time, to get it dry for lighting the fire in the morning? Is it a comely, comfortable, safe, or necessary practice?

In metropolitan cities, it is always necessary to lighten labour, and in this city if our fuel associations, homes of industry and retail tradesmen will take the hint, we venture to predict that an overwhelming success would follow the introduction of European conveniences, in the delivery of fuel to the consumers. Coal should be delivered in sacks after the London usage, and coal cellars should be provided before every house, opened to the footwalk by grids, so as to ensure delivery from the street in a few minutes. Wood should be delivered and stacked within the premises in small convenient blocks, sawn and split by steam power at the yard—a very small percentage on the value would cover the cost of the labour thus applied. Kindling wood should be prepared in small bundles, enough for one fire, with one resined stick and string so placed as to ensure combustion of the whole.

If it is said that this is already the practice of a few, then we reply—"let the exception prove the rule" and be placed within the reach of all.

But the improvements of the future in our city life should go far beyond such conveniences, which after all would only bring Montreal, as a rising metropolitan city, up to the level of the present age. In the future we see results which were regarded as "Utopian" when it was proposed to convey gas into private houses, and to tax a whole community for a water supply. Prejudices melt more slowly, but not less surely, than snow; and the time may come, and we may live to see it, when hot water pipes, as well as gas pipes, will be demanded of every landlord. Hot water is an essential in civilized life.

It is an expensive luxury when each family has to boil its own kettle, but it would be only a little dearer than cold water, if the consumption were as general and the mode of distribution as universal. What would be the saving of labour? An efficient fire brigade would, at each of its principal stations, have a great stationary engine, capable of ventilating sewers, heating dwellings, running small machinery, and heading fires, with a power and economy yet unknown, or if known, yet undeveloped—with a gain to the Corporation and a tenfold gain to the community. In Liverpool, England, hydraulic engines may be purchased from the Corporation, and water-power is on the bill of fare of the Water Committee. Let us not forget that in some of the devices and contrivances of civilized life Montreal is behind the age. We are ready on the fuel question—area coal cellars—sawn and stacked wood—kindling bundles—only *ad interim*; then our City Corporation will supply us with hot as well as cold water.

Next to fuel is the important question of  
 FOOD,

which will be the subject of our next.

## QUEBEC.

(By a Correspondent of The Queen.)

If the readers of *The Queen* could but obtain the magnificent view of the St. Lawrence which I enjoy from my window in the third story of the St. Louis Hotel, they would neither sigh for the dreamy waters of Venice nor the beautiful reaches of the Rhine. The river is grand, beyond my powers of description; it is a fitting inlet for all the ships of the world; a suitable outlet for the great fresh-water seas of the interior of America. The rivers of England are streamlets of reasonable size to flow into it on either side; but none of them would rank with its principal tributaries.

The October weather takes me wholly by surprise; it belongs to sunny Italy rather than to a land famed like Canada for ice and snow. A beautiful haze over the water softens the otherwise too rugged aspect of the opposite shore, and I can just catch the dreamy outline of the mountains in the distance. I know nothing of New York, Boston, or the other great seaports of America; but I am not sorry that I have entered the New World by the portals of St. Lawrence. The evidence of all my senses contradicts the appellation "New World." An antiquarian might demonstrate that our abbeys and cathedrals are centuries older than any buildings of Quebec; but there is a something in the quaint appearance of this town which tells one that it is far more ancient than anything that we have at home. I have seen Chester, but it is comparatively modern, and its wall was built a few years ago. If the blank white chalk cliffs of Dover could be made to bear the grey and venerable appearance of the heights of Abraham; if that city were much larger, and built at the bottom and top and in every accessible portion of the face of the cliffs; if the houses were of all outlandish styles of architecture, if they faced all points of the compass; if the streets had all sorts of turns and twists and zig-zags, if they inclined at all possible angles with the horizon; if all short cuts were by long flights of steps, the laborious ascent of which is like climbing from a lower into an upper world; if it had its mountains, its governor's palace and gardens, its handsome French and its ugly English cathedral, and with all this the beautiful autumnal foliage of the Canadian trees—it would be something like Quebec.

The houses generally have double windows for protection against the cold in winter. There is a movable pane in the outer one, which can be opened for the purpose of ventilation when the weather will permit. The rooms are heated by means of stoves, which can be placed in any part of the room. This method is the same as that used in France, and I think it far preferable to that we have in England, as, in the latter case, the heat nearly all goes up the chimney, while in the former the whole of it is utilized, and an equable temperature is diffused throughout the room. The English method would be well nigh impossible in the depth of the Canadian winter, not only because of the enormous waste of fuel, but because no house could be made thoroughly warm. With the coals at the present prices, it would be well for our English housekeepers to take a leaf out of the Canadian book. Certainly, with proper attention, one-half of the amount of fuel will produce double the effect that we obtain at home. The Canadians, however, think anthracite, a species of hard coal principally from the United States, the best coal. It burns without smoke, and by a self-feeding arrangement of the stove, the fire continues day and night from one month's end to another. Many Canadian houses are heated in every room by hot air or water pipes from a furnace or boiler in the basement; but this is only in very superior establishments.

The streets are unpaved and muddy, and they are frequently crossed by gutters or sewers, protected by a few planks. The footpaths are covered with planks laid lengthwise, except in those places where the declivity is so great that steps are required. Some of these are immense staircases, and all that I have seen are built of wood. Some of the houses have one or more of the outer walls of stone, and the others of wood; a mode of construction I have observed nowhere else. The roofs are also a novelty to me; some of them seem to be small pieces of sheet iron placed like tiles, overlapping each other, and altogether unprotected from the weather by paint or any other substance. They are black and somewhat rusty, but exposure to the atmosphere does not seem to deteriorate them very rapidly. Other houses are covered with small plates of tinned iron, placed in the same manner. These preserve their bright appearance to a remarkable extent, so that the roof of such a house appears as if made of sheets of silvered glass. The French cathedral is covered in this manner, and so are many of the principal buildings. Our London atmosphere would tarnish these unprotected tin plates in a fortnight, and yet they here maintain a very considerable degree of brilliancy for years.

Two-thirds of the inhabitants of Quebec are French—not the French of to-day, but people who speak, and speak well, the language of one hundred and fifty years ago. There are many who understand English, but they evidently entertain much greater respect for the stranger who addresses them in their own tongue. They are very economical in their habits, and will live on less than half the amount that an Englishman of the same class considers necessary. They are polite, obliging, and kindly-hearted; their working people are conscientious but slow workers, and earn less than average wages. They follow the lead of the English-speaking inhabitants to that extent that there is a saying among the latter that every "live man" has to carry a Frenchman on his back. It is very strange that under such circumstances they have preserved so perfectly their French tongue of former days, and their French customs, which amount to a law of the land, and even, to a great extent, among country people, costumes that were French fashions before General Wolfe scaled the heights of Abraham. Their market is consequently a very picturesque sight; they come to it from all quarters on foot, and in various outlandish sorts of vehicles, some of which, I have been gravely assured, are not less than one hundred years old. Of the English-speaking inhabitants more than one-half are Irish, and they are said to be by no means over loyal to the Crown.

The Canadian ladies are forced to do their own housework to a great extent, because of the extreme difficulty of getting servants, or helps, as they are called. Although I believe the troubles of my countrywomen to be great in this respect, I cannot but think that they have reason to congratulate themselves on being more favourably situated than so many others.

Servants' wages are not so high here as further west, but even here they are not only nearly double our home prices.

but the "helps" have to be treated with far greater consideration than is generally given them in England.

The hotel accommodation is very good. A round sum per day is charged, including attendance, bed-room, meals *a la carte*, and every necessary. Wines are, of course, extra, and so are private drawing-rooms, if one requires them. The prices are somewhat less than for the same class of accommodation in England, but not so much less as I should judge that the difference in the cost of provisions would fairly warrant. The meals are taken in a large public room filled with tables, each capable of accommodating six persons. The bill of fare includes dishes never seen in England; besides the varieties of bread which we have, there is one of Indian corn which figures for breakfast. It is light, sweet, and delicious, and, though always eaten hot, it is very digestible. Among other vegetables at dinner, green Indian corn takes a prominent place; it is served up in the ears, each about the size of a half-pint bottle, and having a "cob" about one inch in diameter running lengthwise through the centre. Each guest rubs his hot corn over with butter, peppers and salts it, then taking it by the extremities between the thumbs and fingers of both hands, he bites the corn from the cob. There seems to be no other reasonable way to dispose of the delicacy, but, whatever the skillful and fastidious management of the eater, he seems very much in the unligified position of a dog holding a large bone in his paws and picking it with his teeth; but the peculiar sweet taste of the succulent food is not altogether a bad payment for a little necessary loss of dignity in the manner of eating it. Another delicacy unknown to us at home is the pumpkin pie. The hard part of the pumpkin is pared and boiled to a thick paste, then properly seasoned and flavoured and prepared for the table as an open jam tart. It is served up with pure whipped cream. I would commend this dish to the special attention of any of my countrywomen who may be induced to travel in the Dominion of Canada.

The street vehicles of Quebec seem to be of two kinds. One sort, called the waggon, is a high-mounted, flat-bodied, covered four-wheeled trap; and excepting that it is difficult to climb into, it is passably convenient. The other, called a *calèche*, consists of a very narrow covered body, slung by leather straps to a framework, the front portion of which forms the shafts, the rear portion being attached to the two high wheels on which the rickety thing progresses. It seems to me so top-heavy, and especially on the streets of Quebec so "ramshackley" and dangerous, that I have never ventured to engage one for fear of an upset, and a most undignified and rapid progression by short cuts towards the river bank.

## Our Illustrations.

"THE FAIR CORRESPONDENT."

Like most of Santa's compositions the subject of this picture is taken from the ranks of the English upper classes. It is a fair, fresh English girl, in the evening costume in vogue before chignon mausoleums and naked shoulders came to be *à la mode*. In all probability the face is a portrait, for it was the artist's fancy to reproduce in his pictures the lineaments of those with whom he came in contact—or at least of such of them as had attractive faces. The freshness of the young face, the gracefulness of the pose, and the modest simplicity of the costume contrast favourably with the *blat* air, and the hideous, often outrageous toilettes which too frequently characterize the drawing-room belle of the present day.

PORT MOUTON OR MATOON

is a broad shallow bay making in from the Atlantic and dotted with islands; it is stated to have derived its name from a sheep falling overboard from one of DeMou's ancient clippers. The country surrounding it is by no means inviting, although long settled. Its inhabitants are few and far between, and composed chiefly of fishermen, the land being too rocky and sterile for profitable farming. One of the most noticeable features of Port Mouton is the extensive sand beaches on its southern side. The sand is extremely fine and very white, from a distance it appears as if the district over which it extends had been struck with hoary winter and covered with its usual silvery crystal carpeting. The sand was blown some distance inland; the trees appear planted in it, which adds very much to its wintry aspect. In the rear of these sand hills are the foundations of numerous dwellings extending far into the woods, proving that an extensive colony must have at one time existed here, of which history speaks not a word. Beneath this snow-white beach are the mortal remains of hundreds of human beings. The ruck of a wagon wheel or the shovel of those who occasionally visit this locality for a cargo of sand discloses the mortal remains of "Somebody's darling." Whether this spot was used as a cemetery by the French, or whether these bodies were washed ashore by some terrible shipwreck, is not determined. Spectacle Island close by was clearly a burial place, and is held in much superstition by the fishermen and inhabitants of the neighbouring mainland—very few would have the hardihood to stay there after dark. Headless warriors and grim goblins, of various stripes, are said to "make night hideous" on Spectacle Island.

The sketch is taken from the head of the bay, with the famous sand hills on the right, and Spectacle Island—a sort of double island connected by a narrow isthmus, hence its name from its similitude to a pair of "specs"—to the left. The immediate foreground is occupied by a very characteristic Nova Scotian sea-shore combination—a small store where may be found all things from a "needle to an anchor." The storekeeper chiefly "trales" for the riches of the surrounding sea, giving his wares and tobacco for fish, oil, and fat herring; his medicines (quack of course) for mackerel, and his cottons for codfish—or anything out of which he can see a possibility of doubling his money—"good careful soul" that he is. His fish flakes, fish house, and fishing fleet are all in view. Within a hundred yards of our sketch is a ship-yard and a fine vessel of four hundred tons on the stocks nearly ready for launching, which will add another unit to the enormous fleet now owned by Nova Scotia. It is in just such out of the way little spots as Port Mouton that contribute so much to swell the fishing and shipping interests of that Province.

There are hundreds of small ports, bays, and inlets on the coast of Nova Scotia inhabited by a hard-working and intelligent race of people, who are not only comfortable but comparatively rich; who manage to build, own and sail vessels from ten to one thousand tons; who can talk timber or sugar freights with the most learned on such matters in London or

New York; and when you come to a trade the smartest fellows those two famous cities could produce would have to rise very early to obtain an advantage over the dwellers by the sad sea wave.

#### THE ACCIDENT ON THE WESTERN EXTENSION RAILROAD.

The scene of the fatal accident which occurred on the 23rd ult. on the Western Extension Railroad, and which resulted in the death of two men, was a rock cutting, known as McQuiggan's Cutting, about four miles from Fairville, which is the second station on the line from St. John. The cutting is some 250 yards in length, and is described as very heavy and full of sharp curves. At the time of the accident a construction train, consisting of the engine "Wm. Parks," a tender, and four flat cars, was engaged in removing a number of rocks which had from time to time fallen from the sides of the cutting and accumulated alongside the track. At the time when the men completed the work there, the freight train which left McAdam Junction the same morning was nearly due, and the conductor of the construction train had already got his train into motion when the whistle of the freight train was heard. What then happened is thus described by the St. John Freeman:—The engineer was signalled to put on more steam in order if possible to avoid the collision which otherwise seemed inevitable. McDonald (the driver of the construction train) did as he was directed, but owing to the slippery condition of the rails, the engine did not respond quickly. Almost simultaneously with the last order the freight train appeared in sight around the curve at the other end of the cutting. Murray (the driver of the freight train) as soon as it was possible to see the train ahead of him, was heard to whistle "down breaks." What other precautions he took to avoid the collision is unknown. If he did take any, the grade being so steep here, and the distance to be run from the time he saw the construction train being so short, together with the high rate of speed at which he was going—some put it as great as 25 miles an hour—rendered them ineffectual, and in a very few seconds after the trains came within view of each other, the collision took place. The "Wm. Parks" was at the rear of the construction train; the "Carleton" in front of the freight train. When the conductor of the construction train saw that the accident could not be prevented, he jumped from the train, and almost immediately the crash came. The shock must have been fearful. The "Parks" was driven backward a considerable distance by the force of the shock, was forced from its driving wheels, which were covered by the wreck of the "Carleton," and on bringing up rather suddenly, the coupling, with four rock laden cars, was broken and sent on a considerable distance ahead. The driver and firemen of the "Parks" remained at their posts all the time, and escaped uninjured. The "Carleton" was rendered a complete wreck by the fearful shock. The tender was forced upwards into the cab of the engine, the engine was shattered and twisted, the wheels, &c., were broken and scattered here and there along the track, and the boiler and heavier portion of the works were dragged along, tearing up the track for a considerable distance. The unfortunate fireman and driver, who remained each at his own side of the engine, were completely enveloped by the debris of the tender which fell in on them, and when found were jammed up against the end of the boiler in such a manner that some hours elapsed before their bodies could be extricated. When assistance first reached them they were both alive, but in a frightful condition. Murray was almost literally cut in two, and his intestines protruded from a fearful wound. He was besides right in the way of a volume of escaping steam, which played on his face, and his agonizing cries are described as terrible to listen to. He spoke several times, crying "Oh! my God, have mercy," and mentioning his wife. Sheehan was in a gasping condition, and just before he expired was heard to mention once the name of God. The lower portion of his body was terribly crushed and mangled, and he also was dreadfully scalded about the head and face. Murray was a young man of excellent character, and leaves a wife and one child living in Carleton, to whom his sudden and tragic end must be a heavy blow. Sheehan was also a young man. He was not regularly employed on the road, and had that morning volunteered to take the place of the fireman of the "Carleton," who was unwell. He belonged near Frederickton Junction, whither his remains were sent by instruction of his father. A man named Hamm, one of the men employed on the construction train, jumped at the moment of the collision, and had his arm broken by being struck by the engine "Carleton," and jammed against the rock. One or two others received trifling scratches.

At the inquest which followed, the jury found that the collision was the result of several causes: First, the freight train arrived at the place of collision before the time it ought to have been there, either from leaving Westfield before time or from fast running, or from both. They further express their belief that conductor Taylor (of the construction train) gave the order to leave in time to clear the other train if the other train had not been before time, but believe that it is not advisable for working trains to remain up to the last moment upon a wet rail, and are of opinion that station agents should be notified of the place where the working train is at work, by telegraph, and the station-agents directed to notify all trains that pass; further, they find station-agent Johnston, of Westfield, and conductor Appleby (of the freight train) both to blame for not being more particular about their time.

#### THE MONTREAL ST. ANDREW'S SOCIETY'S BALL.

The "gathering of the clans"—mustered in peaceful array to celebrate the festival of Scotland's Saint—took place this year on the 2nd of December, St. Andrew's Day falling upon a Saturday. On the evening of that day a large assembly of the sons and daughters of "Auld Scotia"—with something more than a sprinkling of representatives of other nationalities—met in the large dining-room of the St. Lawrence Hall, which had for the occasion been transformed into a ball room, and was prettily decorated with evergreens, flags, bannercets, and shields bearing emblematic designs. Dancing commenced shortly after nine o'clock, and was kept up with much vigour and spirit until an early hour. At the supper-table a haggis occupied a prominent place, and during supper the piper of the Caledonian Society discoursed pleasantly—to Gaelic ears. The great feature of the evening was, of course, the Reel and Strathspey, which elicited hearty applause from the lookers-on, and which furnished our artist with a subject for a characteristic sketch. The ball was an unqualified success, and added one more to the long list of triumphs achieved by the St. Andrew's Society of Montreal.

*Apropos* of this Society, we understand that the membership—though already very large—might still be considerably and advantageously increased. There are many Scotchmen in the city who have not yet joined, and who, doubtless, on having the matter set before them, will no longer hesitate to enlist themselves under the blue and white banner of St. Andrew.

#### "COMMUNISM."

It is not often that Communism can be made the subject of an attractive picture, but it must be confessed that in this case Herr Sonderland's treatment has proved an exception to the rule. The illustration speaks sufficiently for itself. The original attracted much attention and much favourable criticism at the time of its first exhibition.

#### THE NORMAL SCHOOL, TORONTO.

is one of the most attractive places of resort in the capital of Ontario—attractive not only on account of the literary, art, and scientific treasures stored within its walls, but also, and more especially in summer, on account of its favourable position and charming surroundings. It stands in the centre of an open square of about seven acres and a half of ground, bounded by four of the prettiest streets in the city; on the north by Gerrard, on the south by Gould, east by Church, and west by Victoria Streets. The grounds are handsomely laid out and contain a large variety of specimens of Canadian and foreign trees and shrubs. The main building, of which a very fine view is given in the illustration, has a frontage of something over 184 ft. The front is of the Roman-Doric order of Palladian architecture, having for its centre four pilasters of the full height of the building, with pediment surmounted by an open Doric cupola, of the extreme height of 95 feet. The principal entrance, leading to the offices of the Educational Department, is immediately under the cupola. In the centre of the building is a hall, or vestibule—open to the roof and lighted by a lantern—with a gallery around it which on the north side gives access to the theatre. Upstairs a suite of rooms is devoted to a museum of Paintings, Statues, Charts, Prints, School Apparatus, etc., etc.

The history of the Normal School system in Ontario, and of the establishment of the Toronto institution, will, doubtless be found of interest. In 1836 the first movement was made aiming at the establishment of a Normal School for the training of teachers, but no detailed plan by which that object could be accomplished was recommended to the Legislature until ten years after, when the Rev. Dr. Byerson, the Chief Superintendent of Education, presented his "Report on a System of Public Elementary Instruction for Upper Canada." Practical effect was given to these recommendations by the passing of a School Law—embodying the general features of the system detailed in the Report—appropriating \$6,000 for furnishing suitable buildings, and an annual grant of \$8,000 for the support of the Normal School, which, by another provision of the Act was placed under the management of a Council of Public Instruction and the Chief Superintendent of Education. The first attention of the Council, on its appointment in July, 1846, was directed to procuring suitable premises for the Institution; and application was made to the Government for permission to occupy the Government House of the late Province of Upper Canada, at Toronto, until proper buildings could be erected. The application was granted; and after the necessary arrangements had been completed, the Normal School for Upper Canada was opened on the 1st November, 1847, in the presence of a large number of gentlemen from different parts of the Province. The removal of the Seat of Government from Montreal to Toronto, in 1849, necessitated the removal of the Educational Department and Normal School to some other premises, and the adoption of measures for the immediate erection of buildings for the Establishment. Accordingly the Legislature at its session in 1850 appropriated \$60,000 for the purchase of a site and erection of buildings, and an additional \$40,000 in 1852—making in all \$100,000. The corner stone of the new buildings was laid on the 2nd July, 1851, by His Excellency the Earl of Elgin and Kincardine, in the presence of the members of the Legislature and the citizens of Toronto, and the premises were formally opened by a public meeting in the theatre of the Institution, on the 24th November, 1852. In 1857, a handsome new building, facing Gerrard Street, was erected for the Normal School, at a cost, including fittings, of about \$34,000; and it was transferred from the main building to the new one in the following year.

The establishment consists of the offices of the Department, Educational Depository and Museum; a Normal School and two Model Schools; the former, the school of instruction by lecture; the latter, the school of instruction by practice. The students in the former are teachers-in-training, whose ages vary from 16 or 18 to 30, while the pupils in the latter are children between the ages of 5 and 16 years. In the Normal School the teachers-in-training are instructed in the principles of education and the best methods of communicating knowledge to the youth placed under their care—are "taught how to teach;" in the Model Schools they are taught to give practical effect to those instructions, under the direction of teachers previously trained in the Normal School. The Model Schools are designed, by both the system of instruction pursued and general arrangement, to be the model for all the public schools in the Province.

#### MEDICAL FACULTY M'GILL UNIVERSITY, NEW BUILDING.

The building recently erected by the Governors of McGill University for the use of their Medical Faculty, is a large square structure in the modern English style of architecture, having a frontage of 80 feet, with a depth of 85 feet, and an elevation of 48 feet from the ground to the top of the cornice. The roof, which is half Mansard and broken by three pediments, gives a further elevation of 7 feet. It is built of Montreal cut limestone in conformity with the other college edifices, and presents a firm, substantial appearance. We understand that it cost the large sum of \$27,000, and has been presented by the Governors of the University to the Medical Faculty for its exclusive use. This is, perhaps, not more than should be done for this Faculty, when it is stated that for years the Medical Faculty was the most efficient department of the University, and has continued its existence and usefulness, depending alone on fees received from the students attending its classes. Not one single Professorship in this Faculty carries an endowment, and in the past the members of the Faculty were sometimes called upon to contribute towards defraying current expenses.

On the south side is the main entrance, facing Sherbrooke

Street. Having ascended the flight of stairs in front and crossed the lobby, you first meet two apartments, one on either side, each of which are lofty and commodious, and are fitted up for a library and museum respectively.

Behind these are the Chemical class-room, with the Professors' room; the former 30 feet by 46 feet, seated to hold 250 comfortably; and the Laboratory, 32 feet 6 inches by 32 feet, for the Practical Chemistry class.

This latter presents the appearance of work. Here each student is supplied with gas jet, water tap, sink, a separate table, and comfortable cupboard to lock away his apparatus, besides these there is a balance room supplied with the best and most accurate instruments. No expense seems to have been spared to ensure to the student of Practical Chemistry every facility for following out his studies in this department.

On "the first floor," or one above the last, is the General Class-room, on the right hand side of the landing. It is 33 feet wide by 43 feet 2 inches deep. It has 11 tiers of seats, arranged as in the other class-rooms, in trilateral shape, with desks and backs, regularly graded, and able to contain 200 persons. Into it two doors open, the uppermost one being exclusively for the convenience of students. Close by are two side rooms, one for the use of the professors, the other for the Materia Medica Cabinet. On the opposite side is another class-room, the Anatomical, 32 feet 10 inches by 43 feet, and seated for 250. It is supplied with seven tiers of seats, and is well lighted with front and side windows and glazed skylight. Behind is the Dissecting-room, 56 feet 10 inches long, and 30 feet 2 inches broad, provided with sink, lift, as well as all other essential appointments, and having its floor covered with lead. At its end are two small rooms, one for the Professor, and the other, which opens into it, for the Demonstrator.

The building is heated with hot water and the temperature of all the rooms is exceedingly pleasant and uniform.

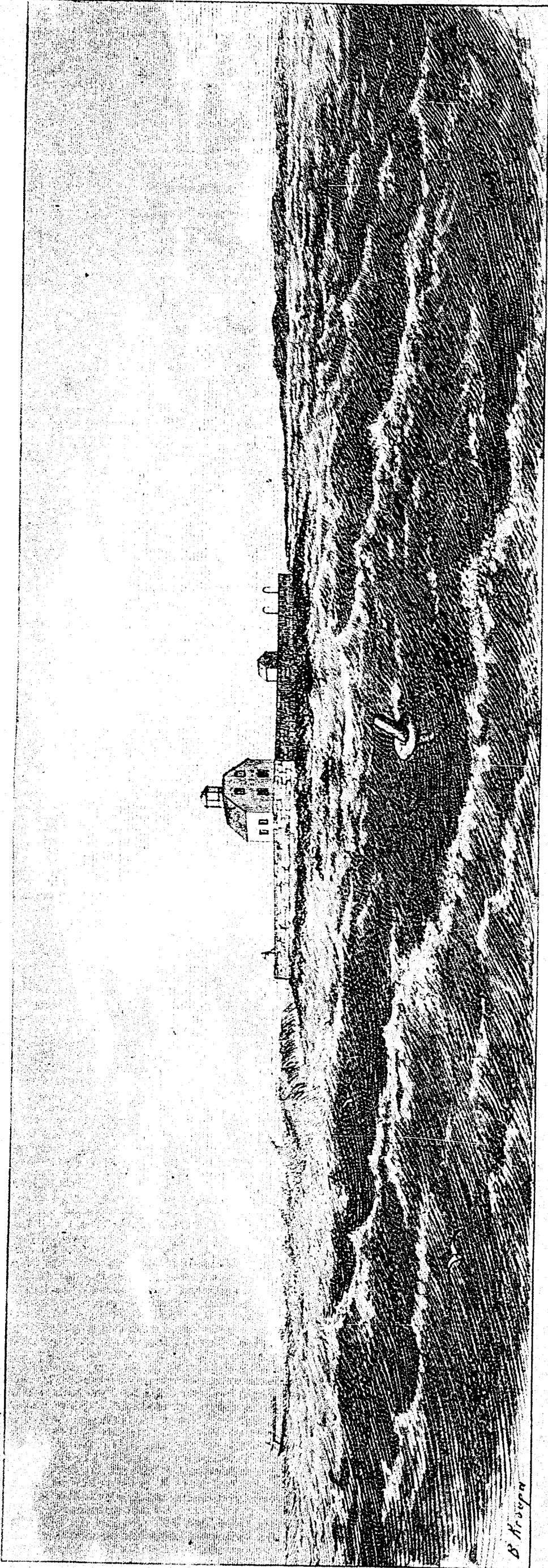
The comfort of the student has been especially considered. Not only has he well-heated, well-lighted, and well-ventilated class-rooms, but a large waiting-room is at his disposal, to which during his leisure moments he can retire and there employ his time profitably without interruption. We believe it is the intention of the Governors of the University to lay out the grounds in and around the building, when it will be appearance and usefulness one of the finest buildings for medical purposes in the Dominion of Canada.

The Medical Faculty of McGill University is the oldest Medical School in the Dominion. It was originally established by the attending physicians of the Montreal General Hospital as early as the year 1822. This action of the medical staff of the Hospital for the establishment of a Medical School connected with that institution, was seconded by the Governors of the Hospital, and received further recognition from His Excellency Lord Dalhousie, the Governor-in-Chief of British North America.

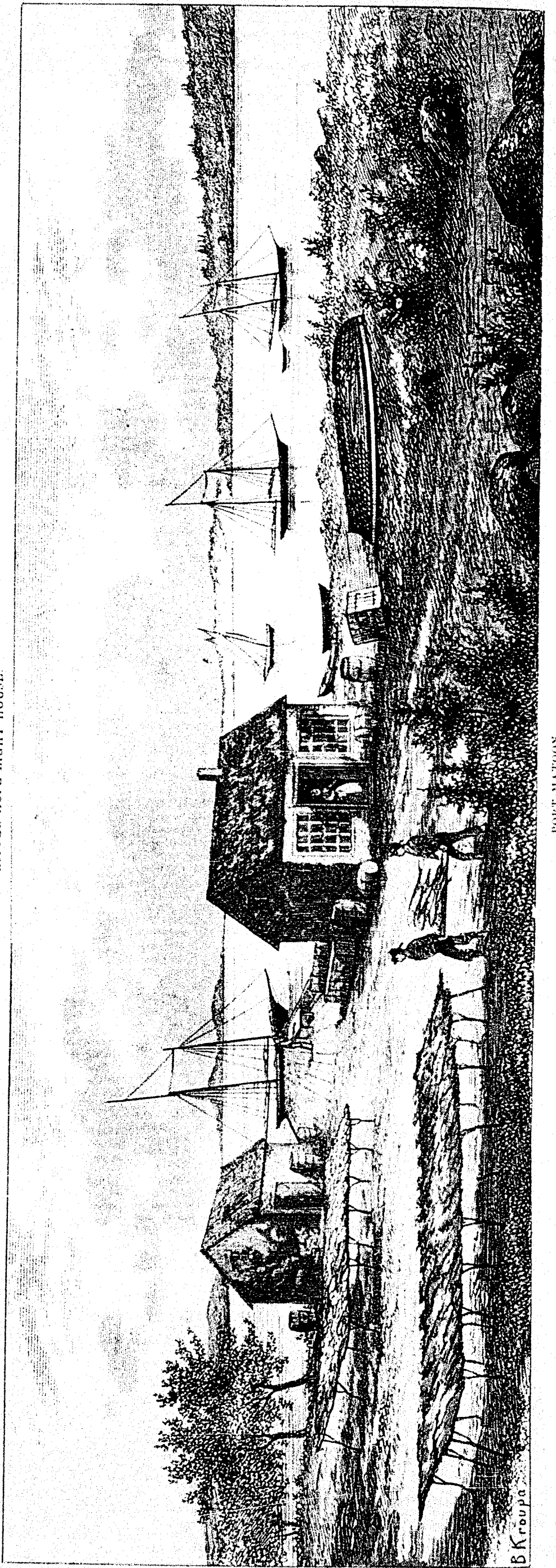
It appears that the first course of lectures on the various branches of Medical and Surgical Science was delivered during the winter of 1824 and '25, by what was then termed the Montreal Medical Institution. The number of students who attended this course of lectures was twenty-five. The Montreal Medical Institution became in 1828 the Medical Faculty of McGill College. Since that period regular courses of medical instruction have been given, if we except a hiatus of two sessions during a period of great political excitement. The number of medical students at that early period was limited, seldom were there more than thirty attending the medical lectures. Five years subsequently, or in 1833, we find it recorded that the University of McGill College conferred her first degree in course, that of Doctor of Medicine and Master of Surgery, on one single candidate for her honours. Since then over six hundred individuals have received from McGill University her honours in medicine and surgery.

The following pen-and-ink photograph of Moltke is curious: "While going to church I noticed near me a new uniform of a general officer, some one who at first impressed me as the youngest, blondest, and slenderest general officer I ever saw, and I tried to divine how promotion could have been so rapid in an army where everything is regular. I looked again, and the quick, elastic step, the slender, almost womanly waist, contrasted strangely with his rank which I now noticed to be that of full general. On looking into his face, I was still more surprised to recognize General Von Moltke. We continued on the remaining hundred yards to the chapel-door together. He is a man of few words, of a singularly youthful expression of countenance and eye; and although one knows that he is seventy years of age, and heavy time-lines marks his face, it is hard to shake off the idea that he is a boy. He has a light and nearly transparent complexion, a clear blue eye, flaxen hair, white eyebrows, and no beard. He speaks good English, and on calling at his room I found him very affable, and full of sagacity and accurate knowledge. In his room were a few chairs, a desk, on which was displayed a map of France, and not another scrap of anything to be seen."

While alarm is felt in England, France, and Germany lest there should be a failure of fuel through the exhaustion of the coalbeds of Europe, a similar fear begins to prevail in Russia, which depends almost wholly upon wood. The rapidity with which the forests are being cleared in some of the provinces threatens a severe and not very distant scarcity of the indispensable material. Some of the papers propose to substitute coal for wood in the production of steam, and blame the rail-ways for using the former when they might employ a mineral combustible. The *Exchange Gazette* lately printed a series of articles on the subject. According to these the cost of wood for building and heating purposes on the banks of the Volga has advanced almost a hundred per cent. The same quantity that brought from four to five thousand roubles in 1865 is now worth from eight to nine thousand. Experiments in the neighbourhood of the Volga in 1863 in search for coal gave no result. But other mineral combustibles have been found in some quarters near the same river. There is a quarry in the province of Samara which supplies a combustible schist containing a large amount of inflammable gas. The compulsory use of this substitute for wood is advocated. Meantime a meeting of proprietors and sylviculturists is being held at Moscow, and it is expected that stringent rules will be adopted by them to regulate and moderate the felling of wood for railways, distilleries, and sugar manufactories, which are at present consuming at a rate that heralds speedy exhaust.—*Pall Mall Gazette*.



LITTLE HOPE LIGHT HOUSE.



PORT MATOON.

SKETCHES  
IN THE  
MARITIME  
PROVINCES.

SKETCHES IN THE MARITIME PROVINCES.—BY E. J. RUSSELL.

No. 3.—LITTLE  
HOPE.

Little Hope is a small islet on the Atlantic coast of Nova Scotia, about twenty miles westward from Halifax. It lies a short distance off Port Mouton or Matoon, and three miles from the nearest point of the main land. In 1886 the Local Government of the Province caused a light-house to be erected thereon, which has been of immense service to coasting and other craft. Consequently the wrecks on Little Hope and the shoals that surround it have been far less frequent. The briny god, however, became jealous of such an infringement of his wrecking privilege, and in his stormy moods threatened by his gradual encroachments to wash away such an insignificant barrier to his mighty power. As the territory of Little Hope is composed chiefly of sand, and is not larger than a good sized croquet ground, elevated but a few feet above the sea level and guarded only by straggling low lying boulders, it can easily be imagined how some Saxby tidal wave could affectually wipe out from the face of creation this lonely islet, with its light-house, light-house keeper, his wife and all. In order to avert such a calamity the Dominion Government caused to be erected during the past summer a substantial sea wall of well ballasted crib work on three sides of the island, with a frontage of over 300 feet of solid square timber, close faced: the crib is 10 ft. wide, with stringers 8 ft. apart; it has a depth of 18 ft., nearly half of which is sunk in the foundation, which had to be excavated. It is all thoroughly iron fastened and decked over with heavy



RIDING A ROLLER AT LITTLE HOPE.—BY E. J. RUSSELL.

plank. The heaviest seas that come rolling in here during tempests break on the shoals at some little distance from the island proper, otherwise granite would not stand the pressure. The works now erected for the preservation of Little Hope are considered sufficiently strong, and will answer the purposes for which they are intended. The cost of this wooden wall was \$12,000. The contractors were Messrs. Cochran & Co. The weather of the past summer at Little Hope was immensely favourable for the carrying out of such an enterprise. Pleasant days by the week and month aided the contractors in their arduous undertaking. Cargoes of iron and immense rafts of timber had to be landed on the island, besides the provisions and even water for the men employed. The landing can only be safely accomplished in very calm weather, otherwise your boat is likely to swamp among the breakers that forever beat among the rocks and sands of Little Hope. Those accustomed to boating on this coast watch every seventh roller, which is the largest; run in on the second or

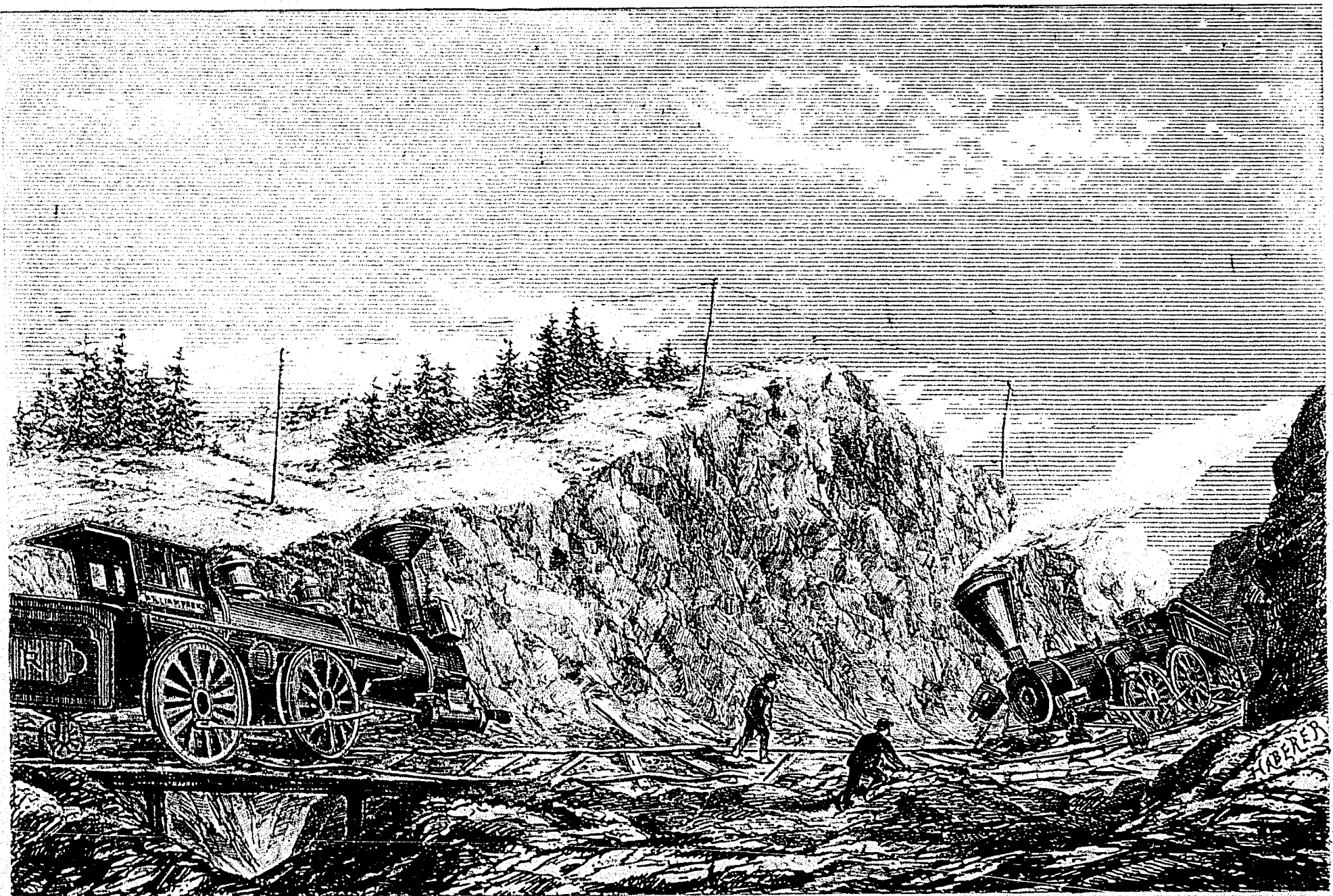
third; jump from the boat immediately it touches the beach; then run her up the landing before number seven comes roaring upon them—otherwise a wet jacket is a sure thing.

The light-house keeper and his wife are the only inhabitants on the island; he is an elderly man, and manages to fill up his long weary vigils by reading. He will not be cold this winter, for a recent wreck supplied him with a gratuitous supply of coal—say thirty or forty chaldrons. The breakwater was pronounced complete by Henry Perley, Esq., Government Engineer, in October, ere the autumnal gales set in. The difficult and dangerous task of towing and general transportation was confided to a powerful tug belonging to the enterprising town of Liverpool, whose captain, "every inch a sailor," was well calculated for the work assigned to him.

(For description of Port Matoon see page 370.)

The largest canal in the world is one in China, which passes over two thousand miles of country and alongside forty-two cities. It was commenced as far back as the tenth century.

"I can say papa and mamma" represents perhaps the newest thing out in the form of artistic mendicity in London. A child of very tender age is deposited on a pavement, and this is written in chalk by its side. When any coppers are dropped into the child's lap they are removed by the impudent knave who set the trap and remains on the watch.



COLLISION ON THE WESTERN EXTENSION R.R., N. B.—FROM A SKETCH BY E. J. RUSSELL.

CALENDAR FOR THE WEEK ENDING SATURDAY,  
DECEMBER 21, 1872.

SUNDAY.	Dec. 15.—	Third Sunday in Advent. ISAAC Walton died, 1683.
MONDAY.	" 16.—	J. Selden born 1584. Whitfield born, 1714. Malesherbes born, 1721. Weber born, 1786.
TUESDAY.	" 17.—	Beethoven born, 1770. Sir Humphry Davy born, 1778. First Lower Canada Parliament met, 1792. Bolivar died, 1831.
WEDNESDAY.	" 18.—	Ember Day. Prince Rupert born, 1619. Lord Elgin's Administration closed, 1854. Samuel Rogers died, 1855. Great Western RR. opened to Petrolia, 1865.
THURSDAY.	" 19.—	Scheele born, 1742. Capt. Parry born, 1790. Fort Niagara captured, 1813. Turner died, 1851.
FRIDAY.	" 20.—	Ember Day. First Railroad Car arrived at Bytown, 1854.
SATURDAY.	" 21.—	St. Thomas, Ap. & M. Boccaccio died, 1375. Kepler born, 1571.

METEOROLOGICAL OBSERVATIONS taken at St. Beaver Hall, Montreal, by THOS. D. KING, for the week ending Dec. 8, 1872.

Mean Temp. A. M. P. M.	Max. Temp. of day.	Min. Temp. previous night.	Rel. Hum. 9 A. M. P. M.	Mean height of Bar.	Gen. Direction of Wind.	State of Weather.
Dec. 8	33	24	88	30.61	SE to NE	Overcast.
9	33	24	88	30.64	W	Snowing.
10	33	24	88	30.10	W	Clear.
11	33	24	88	30.63	Variable.	Snowing.
12	33	24	88	30.10	W	Cloudy.
13	33	24	88	30.14	SE	Snowing.
14	33	24	88	29.52	SE	Snowing.
MEAN	33.7	24.9	21.9	30.17		

Extreme Range of Temperature, 23.0; of Humidity, 29.0; of Barometer, 30.71 inches. Maximum height of Barometer on the 7th, 30.20; Minimum height on the 8th, 29.49.

Whole amount of snow during the week, 9.50 inches, equivalent to 6.66 inches of rain; equivalent to 21,492 gallons of water per acre.

NOTE.—Cloudy and overcast during the week. On the 4th a few hours bright sunshine with blue sky and cirrus clouds during the morning.

### OUR CHRISTMAS NUMBER.

The Christmas number of the

#### "ILLUSTRATED NEWS"

will be unusually attractive. It will contain a variety of seasonable sketches and engravings: a series of

#### DEER HUNTING SCENES,

illustrative of Camp Life in the Canadian Forest; and illustrations apropos of

#### THE DOMESTIC QUESTION.

A special feature of this number will be a set of

#### CHRISTMAS STORIES

BY CANADIAN AUTHORS.

Full particulars in our next.

The undersigned has much pleasure in acquainting the public that he has entered into arrangements with Mr. Johnston, C.E., of Montreal, for the early publication of his large "Map of the whole Dominion, from Newfoundland to Vancouver Island, with the Northern and Western States."

This Map is approved and recommended by the highest Geographical Authorities in Canada as being the most accurate, comprehensive and useful Map yet made. It will be the special care and aim of the undersigned to place this valuable work before the Canadian public in a style commensurate with its great merits, early in the ensuing year.

GEO. E. DESBARATS.

[See Prospectus.]

### AGENTS WANTED.

The Proprietor of this paper wishes to secure the services of two responsible, active, intelligent business men to take charge, the one of the North-western Ontario, and the other of the Eastern Ontario Agencies of THE CANADIAN ILLUSTRATED NEWS. Exclusive territory and liberal percentage given. Satisfactory references or adequate security required. Apply at once to

GEORGE E. DESBARATS,

CANADIAN ILLUSTRATED NEWS OFFICE,  
Montreal.

### TO CONTRIBUTORS.

Contributors are requested to take notice that any MS. sent to the Editor on approval must be accompanied by the name and address, in full, of the author.

Rejected MSS. will not be returned unless accompanied by stamps to defray postage.

### NOTICE TO INTENDING SUBSCRIBERS.

Persons and Clubs sending in their names NOW, accompanied by \$4.00 for each subscription, will receive THE CANADIAN ILLUSTRATED NEWS from the date of their remittance to 31st December, 1873.  
16th November, 1872.

### OUR CHROMO FOR 1873.

We are happy to state that we are preparing a fine Chromo for presentation to our subscribers for 1873. The subject and execution being thoroughly Canadian and very artistic, will no doubt please our numerous patrons. It represents a Snow-shoe Party by Moonlight, halting at a farm-house near the Mountain of Montreal, and is taken from a photograph by Notman, coloured by Henry Sandham. It will be printed on plate paper, and be the size of a double page illustration in THE NEWS. We hope to distribute it early in January to our subscribers; and we take this opportunity to request an early renewal of all subscriptions, and trust that our friends will exert themselves to send us each a few new names. The price, \$4.00, is henceforth strictly payable in advance. One remittance of \$20.00 entitles the sender to six copies for one year, which will be addressed separately if desired.

### NOTICE.

Notice is hereby given that Mr. T. O. Bridgewater is not and has not been for some time past agent for this paper, and that payments made to him will not be recognized by this office. In Western Ontario Mr. W. Rowan is at present our only travelling representative.

### CANADIAN ILLUSTRATED NEWS.

MONTREAL, SATURDAY, DECEMBER 14, 1872.

The mission of Sir Bartle Frere to Zanzibar with the object of putting an end to the iniquitous slave trading which has for some years past been carried on on the West Coast of Africa, is a subject deserving of more than passing notice, inasmuch as it involves some very delicate questions of international law, for the successful settlement of which all the discretion and tact of an experienced diplomatist will be required. This the British Government has tacitly acknowledged in the appointment of Sir Bartle Frere—whose long services in India, and great experience in Eastern affairs, point him out as the man of all others best fitted to conduct the disagreeable and difficult negotiations which may be expected to arise with the Sultan of Zanzibar.

The movement for the suppression of the East African slave trade is no new one. For some time past this horrible traffic has engaged the attention of eminent publicists and humanitarians. It has been the theme of much comment in the English press, and has been reported on by a Special Commission representing the principal departments of the British Government, and by a Select Committee of the Imperial House of Commons. Little, however, was done beyond talking, until Mr. Stanley arrived in England, bringing with him communications from Dr. Livingstone, urging the Government to take immediate steps for the repression of the traffic. Dr. Livingstone's representations, strengthened by Mr. Stanley's account of the horrors he himself had witnessed, so wrought upon the popular feelings that hesitation became no longer possible. An expedition was fitted out, and Sir Bartle Frere was commissioned as special envoy to the Sultan of Zanzibar, with orders to put an end to the slave traffic—by treaty if possible; if not, by other means.

Unfortunately, as already stated, there are several obstacles to the successful termination of any negotiations that may be entered upon. For the proper understanding of these it will be well briefly to describe the system of the slave traffic as carried on on the East Coast. The principals in the business are certain wealthy Banian merchants, whose head-quarters are in the island of Zanzibar, and who are themselves protected British subjects. These merchants make a business of speculating in the slave-trade—and a very safe speculation it has proved hitherto. They lend money to the Arab slave-dealers, who organize slave-stealing expeditions into the interior of the continent. The atrocity of the business lies mainly with these Arabs, who are absolutely pitiless and reckless of human life, and, for the sake of a handful of captives, will burn a whole village and slaughter two-thirds of the inhabitants. When they have collected a sufficient cargo of their human wares they return to the coast and ship for Zanzibar, where they divide the profits with the Banian merchants. And this under the very noses of the British cruisers; for by the treaty at present existing between England and the Sultan of Zanzibar, the former is pledged to allow the free passage of slaves in Zanzibar waters. What the profits of the traffic are may be judged from the statement of Mr. Stanley—and there is no reason to suppose it to be exaggerated—that every dollar put into the business multiplies a hundred-fold. Of course the revenue derived from this traffic is very considerable, and the Sultan is naturally loth to abolish a practice which contributes so largely to swell his treasury. This brings us to the second difficulty with which the British envoy will have to contend. By the terms of the arbitration, conducted some ten years ago

by the Indian Government between the Sultan of Zanzibar and the Imaum of Muscat, it was agreed that the former should pay to the latter an annual tribute of \$40,000. The Sultan claims that in order to meet this yearly draw upon his exchequer he is entirely dependent upon the revenue due to the slave trade. But he further half intimates his willingness to co-operate with Great Britain in the suppression of the traffic provided either that compensation for the loss of the revenue therefrom be guaranteed him, or that he be absolved from his engagement with Muscat. It has therefore been suggested as the simplest solution of the difficulty—and this, it is understood, is the view taken by Sir Bartle Frere—that England should assume the responsibility of the payment of the yearly indemnity. This proposal has met in certain quarters with vigorous opposition. It is objected that England should not be made to pay for the luxury of doing good. As was pointed out by the Bishop of Winchester at a recent public meeting, the loss occasioned the Sultan by the suppression of the slave-trade will be more than compensated by the returns of the legitimate traffic which has recently sprung up, and which would receive a new impetus by the abolition of slave-trading. But by far the most general feeling appears to be in favour of the immediate repeal of the disgraceful treaty with Zanzibar, and of the adoption of vigorous measures for the suppression of the slave trade. Mr. Stanley's words at the meeting alluded to may be taken as the embodiment of the sentiments entertained by the large majority of Englishmen:—"Tell the Imaum that we make no terms in this new crusade, that we will not pay him a farthing for the abolition of the heinous traffic. If he wants any indemnity from Zanzibar, let him exact it at the point of the sword, and know that he will have to do so in the teeth of English cruisers armed with English guns."

Yet another difficulty—and one which seems to have escaped general notice—is pointed out by the Daily News as lying in the impossibility of stopping the demand for slaves. This is an obstacle that did not exist—at least to so great an extent—in the case of the Western slave-trade, where furthermore England was helped in her efforts at repression by the fact that the Governments whose subjects were willing to buy slaves, and thus fostered the trade, were pledged to its suppression. In the case of the East Coast it is otherwise. Slavery is an Asiatic institution, and the whole Eastern world regards the slave-trade as a legitimate traffic. The suppression of slavery in the East would be a revolution in the social system of the Oriental world—a revolution which would be one of the greatest benefits bestowed on humanity, and for the accomplishment of which the English expedition to Zanzibar has the best wishes of all civilized peoples.

### NEW BOOKS.

ISOLINA; or, The Actor's Daughter. By E. O. S. Philadelphia: J. B. Lippincott & Co. Montreal: Dawson Bros. pp. 479.

Were it not for its great length "Isolina" would undoubtedly be a success. But in this respect, and in that of the number of characters introduced, it strongly resembles one of those interminable Chinese plays, the representation of which drags its slow length over weeks and frequently over months, until the interest of the spectator flags, and he becomes heartily sick of the whole affair. The book is a description of the trials and troubles of that sorely over-worked drudge, the English governess. Isolina is the daughter of a popular actor by whose death she and her mother—a hapless, helpless, Mrs. Nickleby kind of a body—are thrown upon their own resources. Isolina becomes in time a governess, and as she is by no means deficient in personal attractions, she incurs the suspicions of her employers as harbouring designs on every eligible young man who comes near her. A weary life the poor girl leads, though her dark, thorny path is not altogether uncheered by the kindness and encouragements of her friends. Finally she succumbs to a disease of the lungs, which carries her off just as a happier life appears to be dawning upon her. With the exception of the defects already mentioned, and a slight tendency on the part of the author to prose, the book is interesting enough. It is chiefly valuable for the insight it gives of the struggles and temptations, the snubbings and insults to which the large majority of resident governesses are exposed.

VICTOR NORMAN, RECTOR. By Mrs. Mary A. Denison. Philadelphia: J. B. Lippincott & Co. Montreal: Dawson Bros.

The thanks of the fiction-reading public are certainly due to Messrs. Lippincott & Co. for publishing such a very charming novel as "Victor Norman." The majority of works of this class are generally irredeemably worthless, or at best but indifferently good. It is therefore a real pleasure to be able to introduce to our readers a book which needs but its own merits to recommend it. Mrs. Denison's novel is one of this kind. It is marred neither by trashy sentimentality nor doubtful morality. The characters have nothing unreal in their composition, and the plot, without being too perplexing or too impossible, is sufficiently ingenious to maintain the readers' interest without flagging to the end of the book. There is a mystery, of course, in the story—a mystery which hedges in the Rev. Victor Norman, Rector of Bogwood, and causes him to be looked upon with suspicion even by the best of his parishioners. But the rector is an honest, conscientious man, and though often sorely tempted to leave his charge, labours on in his sacred vocation through good report and through evil report, until the mystery is satisfactorily solved and the clergyman comes out of the ordeal with unblemished honour, and with new claims upon the respect and love of his flock. We have no hesitation in recommending the volume as well worthy of perusal.

## Notes and Comments.

## Miscellaneous.

## News of the Week.

The ability to walk a plank—not in the nautical sense of the phrase—and to pronounce unhesitatingly and correctly the words "truly rural," have from time almost immemorial been regarded as infallible proofs of sobriety. But it has been reserved for a witness in an English law-court to propound a test for sobriety which far outshines in originality and reliability the old-fashioned ordeals hitherto in vogue. At the Swindon Petty Sessions the other day, James Amos was charged under the New Licensing Act with being drunk, and refusing to leave a public-house. He denied that he was drunk, and called a witness. The witness, a woman, gave this testimony. She was certain, she said, that the defendant was not drunk, because if he had been so the first thing he would have done on coming home would have been to abuse his wife. He did not do this; therefore she knew he was sober. This curious evidence did not weigh with the Bench; they found the man guilty.

Reform Associations are certainly not wanting in England. If we may credit the *Court Journal*, there is a whole multitude of reform societies in the country, each with its own pet remedy for the ills under which the nation is supposed to be suffering. Sir Charles Dilke and his friends desire to extend household suffrage to the counties, and to re-distribute seats on the present basis. Messrs. Odger, Lucraft, and the rest want equal electoral districts and manhood suffrage; and this is the policy of the National Association of Miners, with its 68,000 members, and the Agricultural Labourers' Union, with its 36,000 members. The Reform Union of Manchester goes in for household suffrage in the counties, and a re-distribution of seats on the present county and borough system, with the addition of Cobden's plan for dividing a constituency into wards, and giving to every voter only one vote. Far different are the plans proposed by Mr. Knatchbull-Hugessen and Mr. Walter Morrison. The first would make the county the electoral unit, and merge borough and county into one, giving each voter as many votes as his county returns representatives. Mr. Morrison's is an adaptation of Mr. Hare's scheme of proportional representation.

Talking of reforms, one of a new and startling character is about to be the subject of agitation among the London working-men—no less than the abolition of canvassing at elections. Mr. Watkin Williams, the member for Devonshire, writes to the *Times* that a petition praying for legislation to this end is about to be presented to Parliament. He thinks such a law would be a blessing, and "anyone who could accomplish it would deserve a statue." He has himself tried to frame the clauses and definitions necessary to carry out the object, but "has not succeeded to his satisfaction."

Mr. Sutton, the superintendent of the Central Division of the London and North-Western Railway, has satisfactorily established his claim—if not to a statue such as Mr. Williams would erect in honour of the successful legislator against the practice of election canvassing—at least to the enduring gratitude of his fellow-men, and especially to those who are unfortunate enough to live in the neighbourhood of railway stations. For Mr. Sutton has devised a new arrangement of signalling by which the abominable screeching of engines is done away with, except for pilot engines. From all the departure platforms telegraph wires have been laid down communicating with the pointsmen's signal-boxes at each end of the station. When a train is ready to start the superintendent unlocks the signalling-box and signals in what direction the train is going. On receiving the signal that a train is ready to start, the pointsman shows the signal "line clear," and the driver starts his train without any preparatory whistling.

Timid pedestrians have at last found an able champion in no less a personage than an English judge. In summing up a "run-over" case recently brought before him, Mr. Justice Hannen gave it to be understood by cabmen and other drivers of vehicles that the roadway is not their exclusive property, and distinctly affirmed the right of foot-passengers to cross the streets in case of necessity without injury to life or limb. The case before him, he said, well illustrated the impression which existed in the minds of many people that the roadway was intended solely for the use of vehicles, and that those who chose to walk in the road did so at their peril; the law, on the contrary, being that foot-passengers were as much entitled to use the road for the purpose of passing along or across it as those who were driving, and that, although the former were bound to take reasonable care that they were not run over, the latter were also bound to take like care that they did not drive over any one; the degree of care varying with the circumstances of the case, greater care being necessary in proportion to the increase of danger. During the sleighing season cases of furious driving and run-overs are so very frequent, that we may be pardoned for drawing the attention of magistrates to Mr. Justice Hannen's ruling—and also for expressing a hope that careless and vicious drivers will be visited with the full rigour of the law.

"The Revolution" is a meaningless phrase so much in vogue among a certain class of discontented demagogues at home, that it is satisfactory to find that the users of the word have received a decided snub from a political thinker of such an advanced type as Mr. John Stuart Mill. In acknowledging the receipt of a copy of "The Law of Revolution," a pamphlet published by, and embodying the political programme of, the Nottingham branch of the International Society, Mr. Mill says that he finds therein much of which he approves and little from which he positively dissents, but cautiously observes that it is impossible for him to say to what extent he should concur in the practical measures which the association might propose in order to bring the principles into operation. He asks, too, what advantage there is in designating the doctrines of the association by such a title as "The Principles of the Political and Social Revolution." The phrase has no abstract meaning in English, and in French it seems to mean the political ideas of any person who happens to be using it. There is no real thing called the "Revolution," nor any principles of the "Revolution." He concludes by expressing his pleasure at seeing their hearty recognition of the claims of women to equal rights; and of mitigation in proportion to their numbers.

It is expected that the Oxford and Cambridge boat race will take place on Saturday, April 6.

It is stated that Mr. Gladstone and Mr. Disraeli have been created baronets by the Emperor of Brazil.

The first Iron-clad ever built in Turkey, the "Moukademli-Khalr," or "Happy Beginning," was launched from the Imperial Arsenal at Hasskein on the 25th Oct.

A novelty was announced at the Aosta Theatre on the occasion of a benefit. At the close of the performance two pigeons, each with a bank note for £200 under his wings, were to be let loose in the house, the money to belong to whoever could catch them.

A curious "personal" comes from England. A few years ago, it will be remembered, the financial world was astounded by the failure of Overend, Gurney & Co. By the death of Mrs. Taylor, the divorced wife of John Henry Gurney, the lady's fortune of \$2,500,000 becomes vested in the trustees of that firm, and will be applied to the benefit of their creditors.

The Union Pacific Railroad is preparing for snow-storms. At Omaha there is being built an immense snow-plough, the largest and most powerful in the world. The monster will weigh fifty tons, and its entire length is thirty-two feet. It will cost \$5000, and will doubtless prove efficacious in clearing out the most stubborn drifts; but if it ever jumps the track, what an undertaking it will be to get it on again!

What were the Communists who destroyed Paris? Nine were shoemakers, six were condemned thieves, four unfrocked priests, four working jewellers, four hunchback and four halt, three loafers, two liberated convicts, two assassins, two forgers, two actors, two acrobats, two keepers of disreputable houses, two one-eyed men, one stable boy, a concierge, a rabbit-skin merchant, a cooper, a staymaker, and five madmen! What a respectable governing body!

The Paris *Figaro* tells us of an Englishman, Sir Thomas F., who has passed through that city on his way to Bordeaux, where he has chartered a large vessel, "Le Moustique," for an expedition of a singular nature—no less than to pick up from the bottom of the Pacific the body of his wife, who, dying on her homeward voyage from Australia, had been thrown overboard, with a cannon ball attached to her feet. Having taken the exact bearings of the spot at the time, he now proposes to return there, and, with the help of innumerable grapnels, regain possession of Lady F.'s remains.

The following trick is said to have been played upon a couple of Geneva tradesmen the other day by a man of gentlemanly appearance. He entered a confectioner's shop and ordered 55 small pasties. He then went into a ready-made clothes establishment and chose an overall, price 75 francs, asking for a young man to accompany him to his hotel, when he would pay him. The overall was packed up and the young man followed the stranger. On passing the confectioner's shop the latter opened the door and said:—"Give him 75, not 85;" then, addressing the young man, he said:—"Give me the parcel; you have no need to come any further; the gentleman there will pay you the money." The packet was given up, the stranger disappeared, and the young man and the confectioner were left to discover that they had been duped.

A curious little paper appears in Jersey, *Le Drapeau Blanc*. It consists of only four small pages, and the paper is thin, so that the whole affair may be conveyed in a letter posted to France, in which country it is intended that the little print shall be circulated. It is a staunch advocate of Henri Cinq, as his partisans delight to call the Comte de Chambord. The editor proudly writes in this particular number:—"Notwithstanding the refusal of M. Thiers & Co. to allow my journal to circulate in France, I still find a way of bringing it every week under the notice of many who are devoted to the principles of monarchy and of national liberty." And he steadily advocates the cause of the *Roi légitime*, whose "white banner" gives the name to this little news-letter, for it is really too small to be called a news-paper, and whose portrait affords its first page.

Johnson, the swimmer, whose attempt to swim across the English Channel recently attracted so much attention has turned up in a new rôle. He is now exhibiting at the South London Palace, where, although he has no opportunity of exhibiting his unrivalled dexterity as a swimmer, inasmuch as he is limited to the area of a glass tank not more than twice his own length, he does nearly everything that the majority of bathers do not do under water. He eats bread and drinks milk, he smokes a cigar, he walks like an alligator, he writes legibly on a slate, he turns an infinity of somersaults, he dances the "Cure" upside down, and he stays so long in a suppliant attitude while the band plays "Sweet Spirit, Hear my Prayer," that one is almost tempted to believe either that the water is an illusion, or that Mr. Johnson is really a merman. There is no vulgar puffing or blowing when he rises to the surface; in short, Mr. Johnson thoroughly understands, aquatically, the *ars elare artem*.

To what extent the horse may be endowed with any power of reasoning may be a question; but the intelligence he sometimes exhibits is certainly something more than instinct. Some months ago a poor dog, having been pelted with sticks and stones by cruel boys until his flesh was bruised and his leg fractured, limped into a stable. In one of the stalls was an intelligent young horse, which seemed touched by the distress of the dog. He bent his head and inspected the broken leg; with his forefeet pushed some straw into a corner of the stall, and made a bed for the dog. An affectionate intimacy was at once established between the horse and the dog. One day, when the horse was eating the bran mash which formed part of his feed, he gently caught the dog by the neck, and with his teeth lifted him into the trough. For weeks the two friends fed together, and the invalid grew strong. At night the horse arranged a soft bed for the dog, and encircled him with one of his forelegs, showing the utmost carefulness. Such humanity might well be emulated by the human race.

A complete return, given by the Strasburg Journals, of the result of the late "option" tells us that of about 85,000 inhabitants at the time of the decision 2,032 adults gave notice of retaining their French nationality, involving in their choice families amounting to over 4,700 souls. But of these notices 550 were cancelled or withdrawn on second thoughts, reducing the total number of persons thus made foreigners in their own city finally to 3,239, of the males of whom 1,185 are over twenty years of age. The greater part of the 3,239 who are to abide by the consequences of the option are returned, including, of course, all those of tender years, or of no occupation. But there are 141 shopkeepers, 451 artisans, 151 labourers, 53 civilian and 70 military pensioners, 43 of scholastic profession, 17 physicians, 3 apothecaries, 14 employés of the late French courts and police, 10 of other public offices, 22 lawyers, 20 of special occupations not before named. One manufacturer only is in the list, and no clergyman, with the exception of two of the forbidden Jesuit order. On the whole, therefore, the German view very naturally is that the option has made no serious difference in the industrial aspect of the city, and its effects are chiefly felt in the professional class, where vacancies will be most easily supplied.—*Full Mall Gazette*.

**THE DOMINION.**—The formal opening of a branch of the Canada Central Railway from Renfrew to Pembroke, took place on Wednesday week.—Hon. Alex. Morris, lately Chief Justice of Manitoba, has been appointed Lieut.-Governor of that Province and of the North-West Territories. The appointment meets with universal approbation.—Samuel Hume Blake, Q. C., succeeds Mr. Mowat as Vice-Chancellor of Ontario, and Mr. Isaac F. Jones, of Goderich, is named Deputy Judge for the County of Huron.—It is stated that Miss Rye is to receive a subsidy for each child brought out and apprenticed in Ontario.—The *Bay Verte* canal survey, between Moncton and Shediac, was finished on the 28th ult. Ten miles of the ground are reported to be at an elevation of 125, and in comparison with the more easterly routes especially the Lapianee long lake and Tlndish route, are said to be out of the question altogether.—The Ontario *Gazette* contains a proclamation from Lt.-Governor Howland further proroguing the Ontario Legislature from 7th December to January 8.—Archbishop Taschereau of Quebec has left for Rome.—The revised census returns give Ontario 1,820,355 of a population; Quebec, 1,191,575; Nova Scotia, 387,800; New Brunswick, 235,777.—There are prospects of an amicable adjustment between the two great companies holding charters for the Pacific Railway.—The Peel County by-law, granting a bonus of £7,000 to the Credit Valley Railroad, has been passed by a large majority.—The Dominion Board of Trade will hold its annual meeting at Ottawa under the Presidency of Col. McGivern, commencing on the 15th January. It is expected that the President and Secretary, and possibly some other members of the National Board of Trade of the U. S., will be present.

**UNITED STATES.**—Horace Greeley's funeral took place on the 4th inst., and was largely attended.—The report of the Secretary of State on contingent expenses shows that during the fiscal year, ending with June last, the contingent expenditures for foreign intercourse and missions amounted to nearly \$30,000. £325,000 were paid to satisfy the Hudson Bay and Puget Sound indemnity, \$292 was paid to B. C. Davis as the bearer to England of the Alabama Treaty. The Treaty case cost \$58,200, and the freight in it was \$78. The aggregate cost of cable telegrams was \$6,600.—The first through train over the new Milwaukee and St. Louis R.R., arrived in Chicago on the 2nd.—The Chicago Board of Trade have expelled Munn and Scott, who were convicted of having caused false returns to be made of the quantity of grain in store in their elevators by setting false bottoms in some of the bins.—The St. Louis *Democrat* has a special from Port Gibson, Indian territory, which says that a bill has passed the Cherokee National Council, which banishes all white men from the nation. It has created much excitement and great dissatisfaction. The question now agitated is whether the Chief will sanction or veto the bill.—It is proposed to build a Printers' monument to Horace Greeley.—A war of extermination against the California Indians is about to be inaugurated.—It is stated that Schuyler Colfax will succeed Mr. Greeley in the editorial chair of the *Tribune*; while Mayor Hall takes the control of the *Herald* during Mr. Bennett's absence in Europe.—The application of steam for propelling canal boats is being thoroughly tested on the Erie Canal. What is known as the Dawson self-propelling boat has completed a second trip through the canal, and her owner now claims the State award of \$100,000 for introducing steam into vessels used in canal traffic.

**GREAT BRITAIN.**—A large republican meeting was held in Hyde Park on the 1st. Messrs. Odger and Bradlaugh were the principal speakers. A resolution condemning the Public Parks regulations bill was adopted, and a petition drawn up asking for the resignation of Commissioner Ayrton.—The number of emigrants that left Liverpool during November exceeds that of the previous month by 2,000.—The Gas Works in the town of Newport, Monmouthshire, exploded last week. Several persons were instantly killed, and a large number injured, some fatally.—All the stokers employed by four or five of the largest gas companies in London struck work last week, ostensibly because two of their number were unjustly discharged. Five hundred of them have been summoned to appear before the Police Court, under the Masters and Servants Act. The summonses of several of the strikers charge them with conspiracy. The companies show no disposition to concede the demand of the strikers, and the latter announce that they are determined not to resume work until their demands are taken back. Meanwhile the absence of gas is severely felt throughout London. At night the city is in a state of partial darkness, and several of the theatres were compelled to omit their performances. The inhabitants are filled with consternation and dread, and the irritation against the striking stokers is very great.—Mr. Ronayne, a nationalist, has been elected member of Parliament for Cork.—The Town Council of Glasgow has voted the freedom of the city to the Rt. Hon. Ben. Disraeli.—One of the most terrible storms known in England for some years past raged in many parts of the country on Sunday last. Many vessels were driven on shore and wrecked; and several towns were flooded.

**FRANCE.**—The crisis in France is over. M. Thiers has re-organized his Cabinet, thereby securing the support of the Right and Left Centres.—The appointments of M. Gouillard to be Minister of the Interior; M. Leon Say, Minister of Finance; M. Bourton, Minister of Public Works; and M. Calmoué, Prefect of the Department of the Seine, are announced.—The new French election law will make it obligatory to every elector to vote.

**GERMANY.**—Nearly all the newly-elected Peers have taken their seats in the Upper House of the Diet.—The Reform Bill finally passed the Upper House of the Diet on Monday. Vote, 116 yeas; 91 nays.

**ITALY.**—The waters of the River Po have again overflowed their embankments and inundated the country around Turin. At last advices the flood was spreading.—Sir Bartle Frere has arrived in Rome on his way to Aden to join the British expedition for the suppression of the slave trade on the African coast. He was received by the King, who gave him a gold medal bearing the Royal effigy, and asked him to present it to Livingstone as a pledge of his esteem.

**SPAIN.**—A Royal decree has fixed the emission of a new loan to the amount of 250,000,000 pesetas for the 12th inst.—A despatch from Bayonne, in the Department of the Basses Pyrenees, says 260 Carlists entered Spain from France on the 8th.—There is much excitement in Malaga over the apprehension of a Carlist demonstration in that city. Many families are leaving, and troops are being quartered in the Custom House and Cathedral.—The Cortes has rejected the motion for the immediate consideration of the resolution to impeach ex-Minister Sagasta.

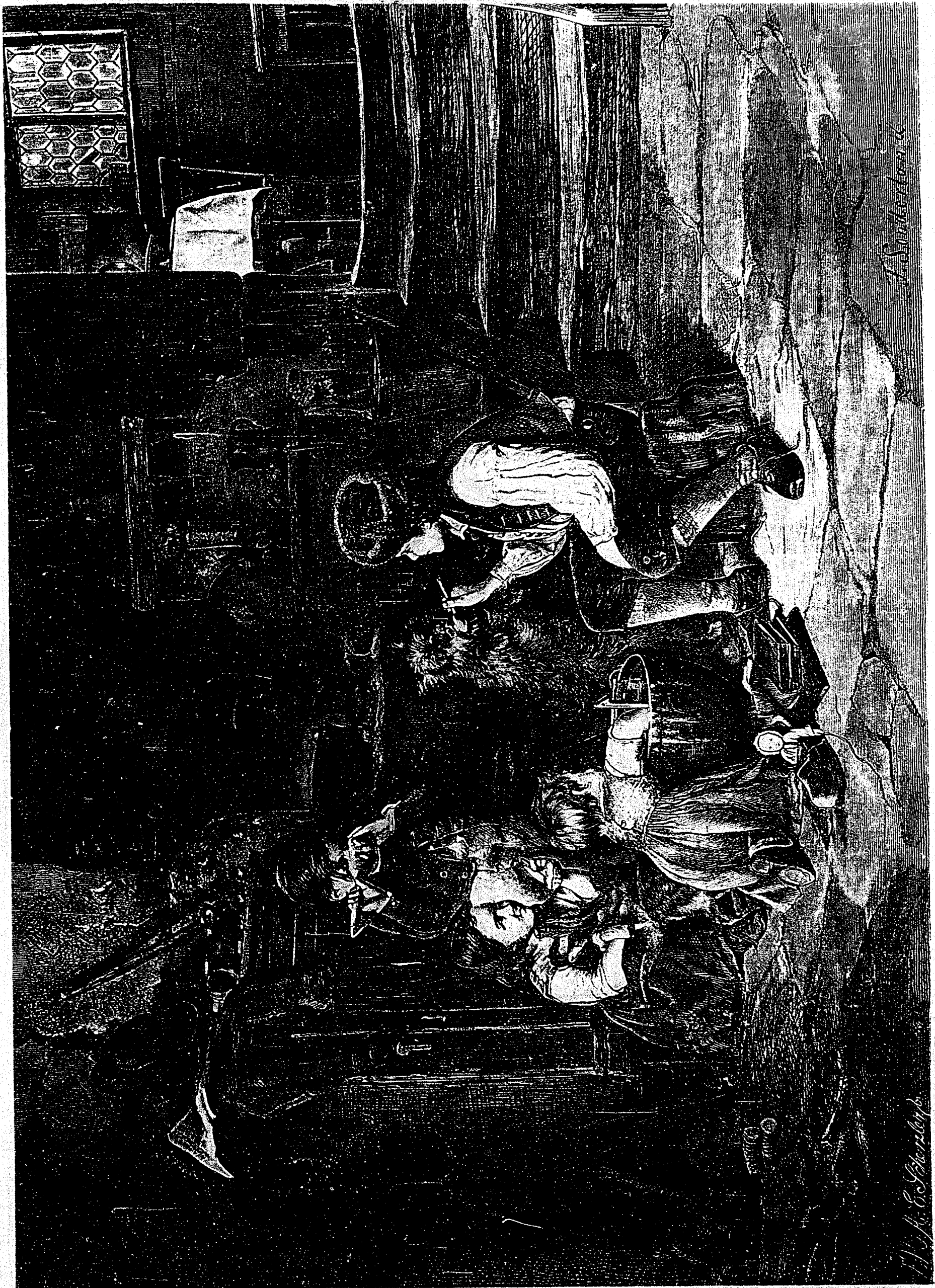
**SWITZERLAND.**—The election for President and Vice-President of the Swiss Confederation for the year 1873 has resulted in the choice of M. Ceresole for the former office, and Dr. Schenk for the latter.

**AUSTRALIA.**—A conflagration in Auckland, New Zealand, destroyed buildings and other property to the value of \$100,000.





MONTREAL.—THE ST. ANDREW'S SOCIETY'S BALL.



"COMMUNISM."

H. S. G. G. G.

H. S. G. G. G.

# Science & Mechanics.

## WEATHER PROGNOSTICS.

In these days we ought to be thankful that the zeal and devotion to the cause of meteorology of such men as Commander Maury, Professors Henry and Kingston have brought about the organization of a system of telegraphic warnings, and our Minister of Marine and Fisheries, the Hon. Peter Mitchell, has decreed the establishment of a meteorological service in the sea and lake ports of the Dominion, and that the Magnetic Observatory at Toronto shall be the grand centre of telegraphic alliance, from which daily bulletins are to be issued, and the seaman and agriculturist are to be forewarned of any severe storm which is about to traverse the district. The best ideas penetrate the minds of men but slowly, and there are unfortunately many navigators and persons interested in shipping and agriculture who are indifferent to these warnings and always ready to cry "Cui Bono." They cannot comprehend the great advantages that would result to our rural districts from a knowledge of the weather based upon observations more certain than the usual signs. We should like to see the day, and hope we may, when every county, if not every village, will possess the necessary meteorological instruments and a paid observer, obtained either by a moderate assessment or a contribution from the townships, so that the farmers may, through the observer, foresee and pre-announce the approach of disastrous atmospheric disturbances, and not be dependent upon proverbial rules and prognostics of atmospheric changes deducible from the motions of animals, the observance of plants and flowers, and the appearances of the sky. Some of these proverbial rules are found scattered among numerous works of natural history, and they are very popular among the lower classes, and may not be found, we hope, altogether uninteresting to a certain class of our readers. Therefore we have collated a few of them.

It was long ago observed by the ancients that, from the peculiar motions and habits of many animals, the consequence, probably, of their sensations of pain or of pleasure, a very accurate judgment might be formed of the approaching changes of the weather; neither has this escaped the notice of some of the modern meteorologists.

Some animals express signs of uneasiness previous to an alteration of the weather long before there are any visible signs of change, and often when they have no opportunity of observing what is going on abroad. Dogs, for instance, closely confined in a room, frequently become very drowsy and stupid before rain. A leech, confined in a glass of water, has been found by its rapid motions or its quiescence to indicate wet or fair weather.

Rain may be expected when the swallow flies low and skims backwards and forwards over the surface of the earth and waters, frequently dipping the tips of its wings into the latter. Pliny enumerates among the signs of "Hirundo tam juxta aquam volitans ut penna sepe percutiat."

When bees do not go out as usual, but keep in or near to their hives, or when ducks, geese and other water-fowl, are unusually clamorous, we may also expect wet.

If abroad, after long continued dry weather when the sky is thickening and rain approaching, we may frequently observe cattle stretching out their necks, and snuffing in the air with distended nostrils; and often before storms, assembled in the corner of a field, with their heads to the leeward. See Pliny's Natural History, xviii. 35. "Boves caelum olfactantes sequi lambentes contra pium."

When cocks crow at uncommon hours and clap their wings a great deal, it is said to be a sign of rain. If toads come from their holes in great numbers; if moles throw up the earth more than usual; if bats squeak and enter the houses, or if mice contend together and squeak much, according to many authors we may expect rain.

The garrulity of crows, ravens, and rooks, and the hooting and screeching of owls often indicates a change of weather. The missile thrush frequently sings particularly loud and long before rain. It is, from this circumstance, called in some parts of England the "storm-fowl." Magpies before and during wind fly about in small companies, and make a fluttering noise.

When the sea-gulls come in numbers to shore and make a noise about the coast; or when at sea they alight on ships, the sailors consider it a sure foreboding of a storm. These circumstances were known of old—see Virgil and Pliny. Before storms, too, the porpus, dolphin, and grampus come to shore in large bodies. When dolphins play about the surface of a calm sea, Pliny observes, wind may be expected from that quarter from which they have come. Some authors have added tame swans flying against the wind as a sign of rain.

The subject of prognostics from plants, flowers, and the appearances of the sky we shall give in our next number.

Another startling discovery has been made by a Paris medico, namely, a method of killing animals and human beings by introducing air into their eyes. This system has been tested by experiments at the Veterinary School of Alfort, which have proved perfectly successful, the operation only lasting a few seconds, appearing to cause no pain, and leaving no trace whatever of the manner of death.

The following are medical signs of dreams, as published in a medical work:—Lively dreams are, in general, a sign of nervous action. Soft dreams, a sign of slight irritation of the brain; often, in nervous fever, announcing the approach of a favourable crisis. Frightful dreams are a sign of determination of blood to the head. Dreams about blood and red objects are signs of inflammatory conditions. Dreams about rain and water are often signs of diseased mucous membranes and dropsy. Dreams of distorted forms are frequently a sign of abdominal obstructions and disorders of the liver. Dreams in which the patient sees any special part of the body suffering, indicates disease in that part. Dreams about death often precede apoplexy, which is connected with determination of blood to the chest.

**SAND-ENGRAVING ON GLASS.**—The *BUILDER* notices a new step of progress in this curious mechanical art. "It consists in the substitution of the force of mere gravitation for that of steam or blast power. A box, or hopper, of suitable dimensions, is placed near the ceiling of the room, and from it depends a small tube of about 8 ft. long. No machinery whatever is used. The sand or emery-powder to be used for engraving is placed in the hopper, and regulated by a slide at the top; it falls down through the tube, under the end of which is held the glass, watch-case, cup, or other object to be engraved. In a few minutes the designs are cut with a great degree of exactness and beauty. Sufficient protection is afforded by designs of paper being pasted upon the surface to be engraved, or by writing or drawing the design on the glass with gelatinous or india-rubber ink. The cutting-powder is used over and over again, being transferred from the tray in which the work is placed to the hopper."

Experiments have been made in Australia with the view of finding means of clearing the muddy waters of reservoirs. The purest waters are, as a rule, those in which mud and organic matter remain longest in suspension. Water stood in a bottle, in the laboratory, for more than six months, without depositing the clay held in suspension. The soluble matter was chiefly chloride and carbonate of sodium, and was present in only small quantity. Another water stood for three months with like results. Both waters contained more clay than organic matter, and were rendered clear by an addition of chloride of calcium. One part of this salt in 1,000 of water cleared it in less than an hour; 1 part in 2,500 of water, in five hours; 1 part in 5,000, in six hours; 1 part in 10,000, in twenty-four hours. When, however, the water contained more organic matter than inorganic or clayey matter in suspension, the calcium salt did not act so readily, but was aided by an addition of lime: as little as two grains of quick lime cleared a gallon of water in twelve hours. Three or four grains of alum or chloride of aluminum answered the same purpose; but there are many objections to the use of alumina salts.

# Courrier des Dames.

## FANCY COSTUMES.

We supplement the list of fancy costumes recently published in this column with a few more suggestions, offered by correspondents of the *Queen*, which will doubtless be found acceptable:—

**Neapolitan Fish Girl.**—Short skirt of red and white, made either of cotton or some woollen material; three bands of black velvet on this. Black velvet Swiss bodice, laced in front over a thick white muslin, low square-cut bodice, the sleeves coming to the wrist, set in a loose band; a small muslin apron, with rows of some bright-coloured ribbon round it; grey stockings, with coloured cloaks, shoes with large gold buckles, and gold earrings and coral round the neck. The head-dress is made of cardboard, six inches square, covered with silk, and a sash half a yard long falling at the back, and edged with rows of bright-coloured ribbon; the hair plaited with bows of ribbon behind the ear. The net and fish are slung at the back.

**Italian Dress.**—Short skirt of pink, bordered with yellow ribbon, edged each side with black velvet, a strip of ribbon coming from each side of the waist and finished off with a bunch of yellow ribbon half-way down the skirt. A white apron round the waist, and a scarf of yellow tied loosely. A white Garibaldi body made high to the throat and finished off at the wrist with lace and ribbon; over it a square corset body of black velvet, with mere shoulder straps, beads round the neck, or beads and ribbon in the hair, or the Italian square head-dress, as described above. In the Roman dress, a long apron turned down half a yard at the top, is indispensable, and a Roman scarf round the waist is an improvement.

**Charlotte Corday.**—Lamartine gives the following description of Charlotte Corday's dress: "Her head was covered with a Normandy cap, the lace of which flapped on her cheeks; a large green silk ribbon pressed the cap round her brow. Her hair escaped from it into the nape of her neck, and some curls floated down." The description is correct, but it is a mistake to call the cap a Normandy one. It was of the shape which has been re-introduced of late into France, and goes by her name; having a full muslin crown, with lace round it, which lays plain on the top of the head, and is very much filled at the ears and back. It is, in fact, of the same form as that we are accustomed to see on Marie Antoinette in the pictures which represent her in prison. Round the crown is a band of ribbon, with a bow on the right side, made of four deep loops and two ends. Her dress was a short white one, with a scanty skirt, having a gathered flounce or frill round it; a handkerchief or fichu over her neck was folded down to the waist, and tied behind. Some describe it as of silk, but it is more generally represented as of white muslin, worn over a short-waisted bodice.

## GOSSIP.

The chignon, with its appendages, has gained a champion in the person of a Parisian journalist. "It is the fashion now-a-days," writes this gallant defender of 'women's rights,' "to rail against false hair. As for me, I frankly avow that I prefer any amount of borrowed plumes to the frightful rat's tail due to Nature's gift. If the plain of St. Denis were to be planted with magnificent trees brought from some distant forest, it would, thanks to these very trees which it never produced, offer a far more pleasing appearance than it does in its present miserably bare condition." Very good, monsieur, but what about M. Lindeman's *Gregartinde*, with their nodostiles, psoroseperms, and pseudo-naveicelle?

A lady African traveller, and a lady climatologist, have lately made their appearance on the European stage. The first of these is a Swedish Countess, Madame Skenns, who has recently arrived in Paris with the intention of organizing a new expedition—a feminine one—for the succour of Dr. Livingstone, as she thinks the work done by Mr. Stanley is not sufficient. She states that she well knows Central Africa, which she explored in company with her husband; and she alleges that she is personally acquainted with all the chiefs of the country. These are advantages her sister "scientist" does not enjoy. This is Madlle. Louise Michel—an *ex-communarde*—who has been condemned to exile in New Caledonia, and who has made arrangements with the Geographical Society to send them the results of the observations which she expects to make on the climate and productions of this hitherto unexplored region.

A writer from across the border has, like all other writers, his solution of the *Servant Girl* Question. His theory has the merit of originality to recommend it, while it strikes at the root of the question, "Can anyone tell me," he asks, "why, when Eve was manufactured from one of Adam's ribs, a hired girl was not made at the same time to wait on her?" Because Adam never came whining to Eve with ragged stockings to be darned, a collar string to be sewed on, or a glove to be mended "right away, quick now!" Because he never read a newspaper until the sun went down behind the palm trees, and then stretching himself yawned out: "Ain't supper most ready, my dear?" Not he. He made the fire, and hung over the tea-

kettle himself, we'll venture, and pulled the radishes, peeled the bananas, and did everything else that he ought to do. He milked the cow, fed the chickens, and looked after the pigs himself. He never brought home a dozen friends to dinner, when Eve hadn't any fresh pomegranates, and the mango season was over. He never stayed out until eleven o'clock to a "ward meeting" hurrahing for an out-and-out candidate, and then scold because poor dear Eve was sitting up and crying inside the gates. He never played Allards, nor never drove fast horses, nor choked Eve with cigar smoke. He never loafed around corner groceries, while solitary Eve was rocking little Cain's cradle at home. In short, he didn't think she was specially created for the purpose of waiting on him, and wasn't under the impression that it disgraced a man to lighten his wife's cares a little. That's the reason that Eve did not need a hired girl, and we wish it was the reason that none of her fair descendants did.

A hint on cleaning kid gloves is always sure to be acceptable. The best method is to immerse the gloves in benzine in a well-stoppered bottle, leaving them there for a short time. They are then to be taken out, and after squeezing them to remove the excess of the liquid, they must be hung over a cord in a strong draught to dry. The smell of the benzine can be got rid of by laying the gloves upon a plate placed over a pot filled with boiling water, over which a second pot is to be inverted to secure a sufficiently high temperature. The heat of the boiling water will drive out the residue of the benzine and carry off all its odour. The gloves are then to be brought to their original shape by means of an ordinary stretcher. It should of course be borne in mind that this operation must be performed at a distance from any fire or flame, where there can be no danger of the benzine lighting.

A novel style of advertising has been adopted in Paris, and considerable amusement has been created by the appearance of a number of ducks, holding in their beaks small three-coloured flags, on the white stripe of which was written, "Buy the D—vermicelli. — St. No. —." An enterprising tradesman had made no less than eighty-four of these unlucky birds swallow a small ball, to which the flags were attached by a string, so as to keep them in a proper position.

The *Echo* states that a sister of Mr. Spurgeon is preaching with much success at Willingham, in Cambridgeshire, where her husband is a Baptist minister. The cases from Willingham tried before the local bench have decreased to such an extent that the police authorities have expressed their thanks to the lady preacher as being the instrument of the improvement.

Rhymes to conclude with. The "A B C upon a Ball"—by Mr. Greenwood. "The Amateur Casual"—is not new, but it may be unknown to some of our readers:

- "A was an Angel of blushing eighteen;
- B is the Ball where the Angel was seen;
- C is the Chaperon who cheated at cards;
- D is the Deutemps with Frank of the Guards;
- E is the Eye which those dark lashes cover;
- F is the Fan it peeped wickedly over;
- G is the Glove of superlative kid;
- H is the Hand which it spitefully hid;
- I is the Ice which the fair one demanded;
- J is the Juvenile who hurried to band it;
- K is the Ketchief, a rare work of art!
- L is the Lace which composed its chief [part];
- M is the old Maid who watched the girls [dance];
- N is the Nose she turned up at each glance;
- O is the Olga just then in its prime;
- P is the Partner who wouldn't keep time;
- Q is a Quadrille put instead of the Lancers;
- R the Remonstrances made by the dancers;
- S is the Supper, where all meet in pairs;
- T is the Twiddle they talked on the stairs;
- U is the Uncle who "thought we'd be going;"
- V is the Voice which his niece replied "No!" [in]
- W is the Waiter who sat up too late;
- X is his Exit not rigidly straight;
- Y is a yawning fit caused by the ball;
- Z stands for Zero, or nothing at all."

Liszt, the celebrated pianist, fell in love with a jeweller's daughter. A Prague Journal thus describes the courtship:—"One morning the jeweller, coming to the point with German frankness, said to Liszt, 'How do you like my daughter?' 'She is an angel.' 'What do you think of marriage?' 'I think so well of it that I have the greatest possible inclination to it.' 'What would you say to a fortune of three million francs?' 'I would willingly accept it.' 'Well, we understand each other. My daughter pleases you; you please my daughter; her fortune is ready—be my son-in-law!' 'With all my heart.' The marriage was celebrated the following week."

**WE SAY THEY ARE GOOD.**—The Shoshonee Pills are manufactured with the utmost care, scrutiny, and exactness, from the very active principles, doubly refined and purified, of such of the choicest remedial agents of the vegetable kingdom as to possess them of properties that only meet in harmony the exigencies of every ingredient entering into the composition of the Shoshonee Remedy, and also that give the Pills themselves more desirable qualities for general use than any family pill before the public. On account of the extreme mildness and yet great certainty in action of the Pills, as well as their strengthening and healing effects on the stomach and bowels, and in fact the whole system; along with their permeating and restorative action on the liver, kidneys, skin, &c., we say on account of their superior qualities the Pills are placed on sale as a Family Medicine.

## NAIRN'S ROAD LOCOMOTIVES.

Table giving results of experiments with Nairn's Locomotives, conducted by the makers, Messrs. J. & T. Dale, Kirkcaldy.

Nominal HP.	Diameter of cylinders.		Gross tractive force in lbs.	Net weight of engine.	Water in tank.	Gross load on a level at 2 miles per hour.	Gross load on a level at 4 miles per hour.	Gross load on a level at 6 miles per hour.	Gross load on an incline of 1 in 30, at 2 miles an hour.	Gross load on an incline of 1 in 20, at 2 miles an hour.	Gross load on an incline of 1 in 10, at 2 miles an hour.
	in.	in.									
4	4 1/2	8	2700	4 15	10	36	18	12	20	15	10
6	5 1/2	8	4000	5 3	15	52	26	17	28	21	14
8	6 1/2	9	5400	5 1	20	70	35	23	38	28	19
10	7 1/2	10	6700	7 15	25	90	45	30	48	36	24
12	8	10	8000	9 0	30	108	54	36	60	45	30
15	9	12	10100	10 0	35	135	67	43	75	54	36
20	10 1/2	12	12800	12 0	40	176	87	60	93	70	47
25	11 1/2	14	16700	13 0	50	220	100	76	110	82	55

THREE TIMES.

By the Author of "Lady Audley's Secret," Etc.

CHAPTER I.

THE FIRST TIME.

"POSITIVELY the last night of Herr Rudolph Prusinowski and the performing lions! Positively the last night! For the benefit of Herr Rudolph Prusinowski. Under the distinguished patronage of Their Majesties Queen Victoria, the Emperor of China, the Cham of Tartary, His Serene Highness the Grand Duke of Baden, Simeon Muddlebrain, Esq., M. P., the Mayor and Corporation of Spindlecum, and other august personages too numerous to mention. Come early. Positively the last time. Come and see the lions. Herr Rudolph Prusinowski, the favourite of crowned heads and the *élite* of Europe. Take notice! The great Prusinowski has had the honour of performing before the Mikado of Japan. The world-renowned Prusinowski has been decorated with the Order of Rouge et Noir by the Grand Duchess of Selzerwasserburg. Don't miss the lions!"

The above sentences, and many others of the same character—in which a picturesque fancy, aided by the experience of a public career, trifled with the sobrieties of fact and tripped lightly across the borderland of fiction—appeared in gigantic black letters upon a yellow poster on the side wall of the Queen's Theatre, Spindlecum, and in the streets and market-place, upon the quays, and in the back stints of the same town. Spindlecum was a large manufacturing town—a town that did a good deal of business in the export way, and had much commerce by land and sea, and Spindlecum could boast of two theatres: the Royal, an elegantly-appointed edifice in a side-street off the quay, with a stone portico surmounted by a bust of Shakespeare; a house about which elderly inhabitants of Spindlecum cherished traditions of Edmund Kean, and where Macready and Harley were remembered as stock actors, but a house which had never paid a manager within the memory of man: and the Queen's, a vast barn-like building, with a lofty roof supported by iron girders, three tiers of boxes, and Alpine heights in the way of galleries, which, contemplated from the broad valley of the pit, seemed inaccessible to the foot of man. The Queen's was making a fortune for its managers. There was a sixpenny pit, and there was a threepenny gallery, whereby the house was never empty, and on Mondays and Saturdays overflowed with noisy human life. The audience at the Queen's was critical, but on the whole good-natured; requiring plenty of life and movement in the pieces, and what may be called showy action in the performers. The Queen's liked stars, and was tolerably universal in its appreciation of these luminaries: this week clamorous in their applause of some stalwart Othello or loud-voiced Hamlet, next week gaping entranced upon the contortions of a family of acrobats; now crowding to see Mr. Reginald Montmorency and his celebrated mare Black Bess in the grand spectacular drama of "Dick Turpin, or the Ride to York," anon rushing to behold Signor Poloni and his striped Zebra of the Prairie.

A man with a pale sallow face, blue chin, and close-cut hair sat in a lounging attitude upon a low wall opposite the stage-door of the Queen's, smoking a meditative pipe, and contemplating the big yellow poster with a dreamy fondness. He had a little group of satellites about him, also close-cropped, blue-chinned, and tobacco-consuming; minor lights in the dramatic heaven, the stock company of the Queen's, who were thrown a little into the background by the lions, shuffling through a preliminary melo-drama nightly, before an audience, who beheld them with impatience, and heard them sometimes with derision, eager for the grand business of the evening.

"I think that ought to hit 'em up," said the Herr thoughtfully (he spoke excellent English for a foreigner, but seemed scarcely to have acquired the language in the most aristocratic or æsthetic circles). "The Mikado looks well, doesn't he?"

"First rate," replied Mr. de la Zouche, the walking gentleman. "Was he a nice kind of chap, the Mikado?"

Herr Prusinowski turned his contemplative eyes upon the inquirer with a look of placid scorn.

"You ain't so jolly green as to suppose I ever set eyes upon him," he said, knocking the ashes out of his pipe. "I was never in Japan in my life; never nearer than a japan candlestick. The Mikado is a safe card, he is; who's to ask any questions about him? And so's the Cham of Tartary; I always bring out them two for the last night. Queen Victoria's legitimate business. I did perform once before the royal servants, and got a siver from the royal secretary. That is immediate patronage."

"I expect you'll have a clipping house, cully," remarked Mr. Tiddikins, the low comedian, a small man with a falsetto voice.

"I look forward to it, Tiddikins; and if it goes over eighty, I'll stand a supper, mind that."

There was a subdued murmur of applause. "Hot or cold?" replied Mr. de la Zouche. "Hot," replied the lion-tamer. "None of your cold fowls and 'am, your pastry and rubbish, for me. A sirloin of beef at top, and a prime goose at bottom, a veal pie and a stewed steak at the sides, and plenty of smoking hot vegetables; a prime old stilton and a bowl of salad to wind up with, and as much champagne as you can swallow, with brandy-and-water to settle it on your stomachs. That's what I'll do, at the Lion and Lamb, if the house goes over eighty when the half price to the boxes is in."

This time the applause was louder. "I always said you were a jolly good fellow, Bill," said Mr. Tiddikins, "and I don't mind how often I say it again."

It is to be observed that Mr. Tiddikins addressed the distinguished Rudolph by the simpler cognomen Bill, one of the playful licenses of friendship, no doubt.

"How did it happen, old fellow?" asked Mr. Tiddikins.

Herr Prusinowski stopped to fill his pipe before answering the question. It was four o'clock upon a blazing July afternoon, rehearsal was over, Her Majesty's servants of the Queen's Theatre, Spindlecum, had dined in the intervals of the day's work at their several lodgings, and had nothing particular to do with themselves until tea-time. An actor of this class has generally a rooted aversion to going home.

"Well, you see," the lion-tamer began in a leisurely way, stopping to take a few preliminary whiffs after those three words of prelude, "I was at Manchester nigh five years ago, and it was my last night and my 'ben,' as it might be to-night." A pause and a few more puffs. "We was doing first-rate business, fizzing, and I don't think I was ever in such high spirits in my life. My pockets were stuffed with money that I'd been taking about the town for tickles,

"For I had a half share clear of expenses, same as here. Lizzie—that's my wife, you know—was proud to think I was going to have such a good box audience, for it isn't every box audience as will take to wild beasts. You may get schools and pious people, that object to the drama, but consider a man putting his head into a lion's mouth improving—there's quite a run upon lions in the Scriptures—but as a rule, your boxes are shady. So my Liz was proud of my dress-circle that night."

"I wonder whether it's the mayor and his family," she said, speculating about that big private box.

"No," I told her, "it's a gentleman and a stranger, no name."

"Well, the night came, a sweltering hot summer evening, such as it will be to-night. The performance began with one of your talkee-talkie penteeel comedies, and was so full and noisy the actors couldn't hear themselves speak. They got through it somehow, there was a short overture, and the curtain went up for my performance. The three lions discovered in a forest, to slow music, which gets a round for them, and gives me my entrance and reception."

"You know the beasts, they were the same three I've got now—Brown, Jones, and Robinson. Old Brown's a harmless old chap enough, not a sound tooth in his head, and no more harm in him than in an elderly jackass; Jones is a deep old dodger, but there isn't much harm in him; but Robinson's a nasty-tempered beast, a brute you never can be sure of, an animal that will lick your hand one minute, and be ready to snap your head off the next."

"Well, I got a first-rate reception; I thought the gallery would have never left off applauding; and the sight of the house, crammed to the ceiling, made me almost giddy. Perhaps it was the heat of the place, which was like an oven; perhaps, as I'd been standing treat or being stood for off and on pretty well all day. I may have taken a little more than was good for me; anyhow, I felt the house spinning round me, just as if I'd been some duffer of a novice, instead of the old stager I am."

"I looked at the family box O. P., curious to see who'd taken it. There was only one gentleman there, a man of fifty or thereabouts, with a cadaverous lantern-jawed face, and light reddish hair, very straight, combed neatly on each side of his forehead. He was dressed in black, regular evening dress, white choker and all complete, and, do you know, the instant I set eyes upon that man, he gave me a turn."

"That was a queer fancy," said Mr. de la Zouche, helping himself to tobacco from the Herr's gutta-percha pouch, which lay open on the wall.

"Perhaps it was; but if that night was to come over again, I should have the fancy over again," replied Prusinowski. "I was partly his own looks, I think, partly the way he looked at me; not like the rest of the audience, all good nature, expecting to be amused, but with a steadfast ravenous kind of look, that made my blood run cold. 'That's a man who'd like to see something happen to me,' I said to myself."

"I didn't give way to the fancy all at once. I began the performance; but I stole a glance at my sandy-haired, pale-faced gentleman now and then, and always found him looking at me in the same way. He had large, light-grey eyes, very light, and very prominent. I can see them now, and they followed every move I made, like a cat's following a mouse. He never moved his eyes from me, he never applauded; he sat in a half-crouching attitude, leaning over the front of the box, watching me, and he made me feel as if I had a ton weight tied to each of my legs. Everything went well for some time, though I felt I'd never done things worse. Brown and Jones behaved beautifully; but just towards the last, when I had to put my head into Robinson's mouth to bring down the curtain, I saw that the brute was in one of his nasty tempers. I suppose the heat had put him out—I know the perspiration was pouring down my face—or perhaps he didn't like the look of that cadaverous gentleman in the private box. How, he turned nasty, and when I wanted to collar him, bounced away from me."

"The house turned as still as death all in a moment, and I could see the audience was frightened. I gave a look at my gentleman in the box. He was leaning a little farther over the cushion, with something like a smile on his face. Such a smile; I could fancy any one going to see a man hung smiling like that."

"Bray to not be vrightened, ladies and shentlemens," I said in my broken English (old Sauerkraut, the ophecleid at the Lane, taught me that dodge) "id is nozing. Te peasant vill to all I veesh;" and then I gave Robinson a pretty smart cuff, and began to drag his jaws open.

"The brute snarled, turned upon me, and in the next instant would have had his teeth in my shoulder, if I hadn't given the signal for the curtain. Half a dozen carpenters rushed upon the stage and helped me to tackle him. We had him safe in less than a minute; but just at that one moment, before the curtain dropped, it was as near as a toucher."

"There was a good deal of applause; not that I'd done anything to deserve it, for the business of putting my head in the brute's



HE WAS LEANING A LITTLE FARTHER OVER THE CUSHION, WITH SOMETHING LIKE A SMILE ON HIS FACE.

"It's wonderful how those animals draw," said Mr. de la Zouche thoughtfully, as if he were contemplating the feasibility of setting-up on his own account as a lion-tamer. "You've been here three seasons, Prusinowski, and, egad, the people ain't tired of 'em yet. They seem as eager as ever. One would suppose they like to see a poor beggar hazard his life every night."

"There's something in that," replied the Herr. "If it wasn't for the danger, the wild-beast business would be as flat as ditch-water."

"Were you ever frightened?" asked the walking gentleman. "I know what a plucky fellow you are, and that you handle those three brutes as if they were so many tabby cats; but still sometimes, you know, a man's nerve must fail. Come, now, Prusinowski, were you never frightened?"

"Never but once," answered the lion-tamer, and then I thought it was all over with me."

He grew suddenly grave, gloomy even, at the mere recollection waked by the walking gentleman's inquiry.

"Never but once," he repeated, "and God grant I never may be so again! When a man in my trade loses his head, it's all up with him."

and I hadn't a place to let in my dress-circle. "Why, Bill," says my little woman, when I kept running in and out of our lodgings between whiles at rehearsal—we was close agen the slum—taking her in a handful of money every time, 'you seem as if you was bewitched; I don't like to see you like that. I had a Scotch friend once as said it was a bad sign—a sign of something going to happen."

"Lord love your little foolish heart," I answered, "it's a sign of nothing except that I'm going to have a screaming house to-night. I don't suppose there'll be a corner you can screw yourself into if you want to see me. For she's a rare one for going in front of a night, you know, is the missus."

Mr. de la Zouche and Mr. Tiddikins murmured their acquaintance with this domestic fact. Herr Prusinowski smoked his pipe for a minute or so, and then went on:

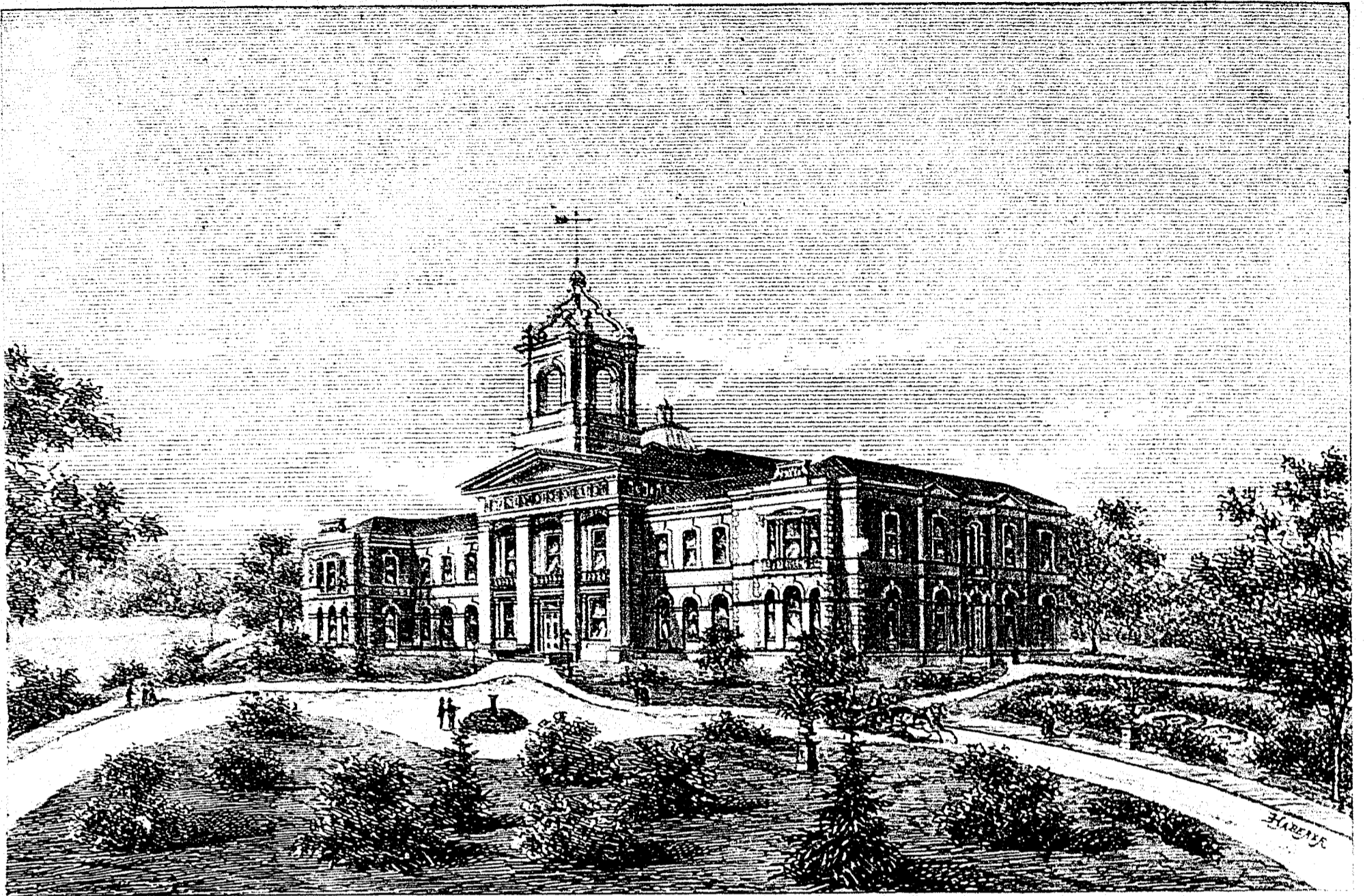
"Why, there's the family box," she said.

"That's a large private box on the opposite prompt, that don't often let, unless there's Italian Opera, or Charles Mathews, or something out of the common."

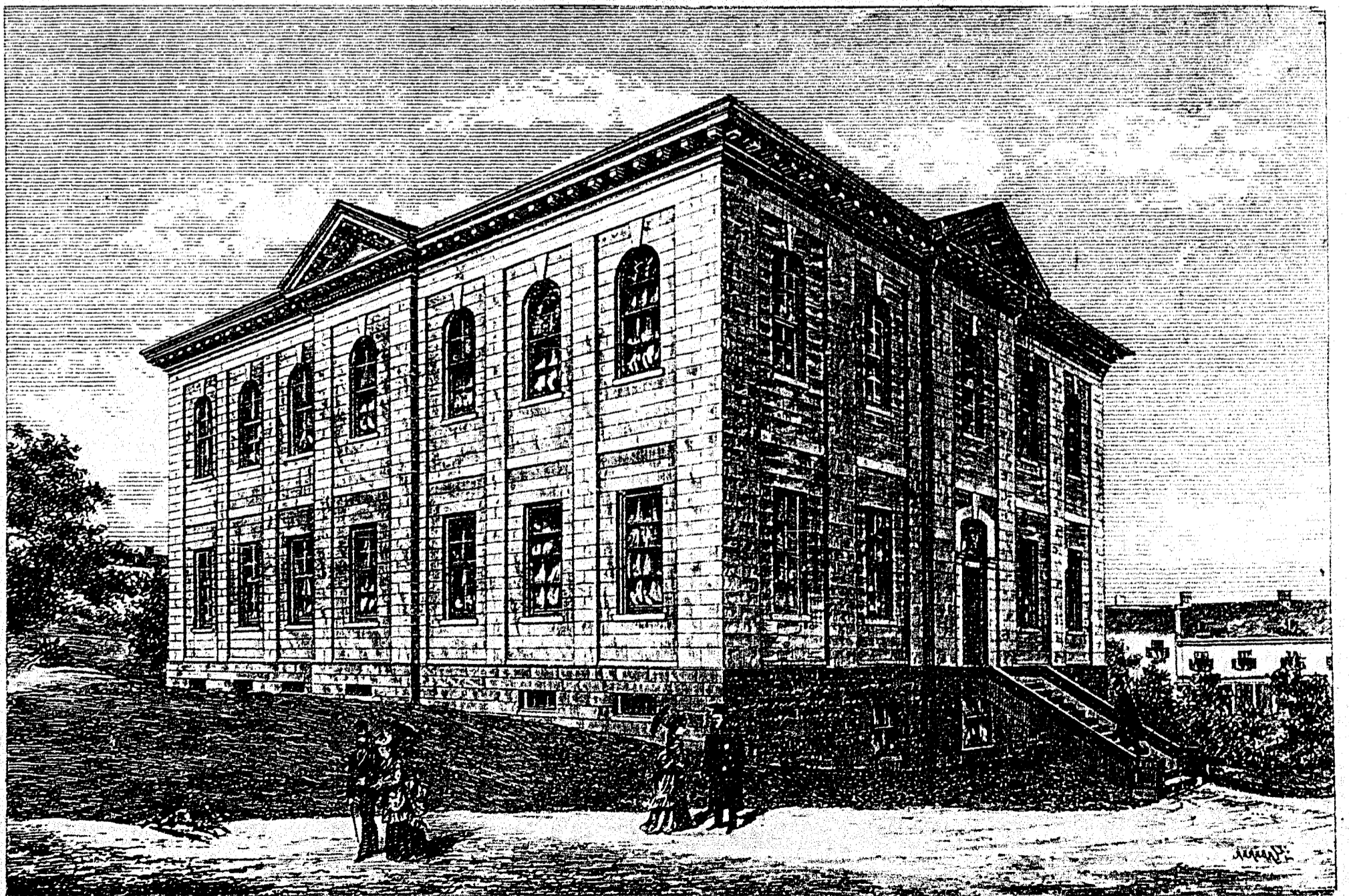
"No, there ain't," I answered, laughing.

"What!" cried the missus, "is that let too?"

"Let this morning," said I, "and there's the money—three pound three—thirty-one-and-six of which comes to us."



TORONTO.—THE NORMAL SCHOOL.



MONTREAL.—THE NEW BUILDING OF THE MEDICAL FACULTY OF MCGILL COLLEGE.

SCIENCE AND MECHANICS.

NAIRN'S SIX-HORSE POWER ROAD LOCOMOTIVE.

On this page we reproduce from *Engineering* three illustrations of one of Nairn's road locomotives, constructed by Messrs. J. & T. Dale, of Kirkealdy, the particular engine shown being one built by the makers for New Zealand. Fig. 1 is a side elevation, Fig. 2 an end view part in section, and Fig. 3 a plan half in section.

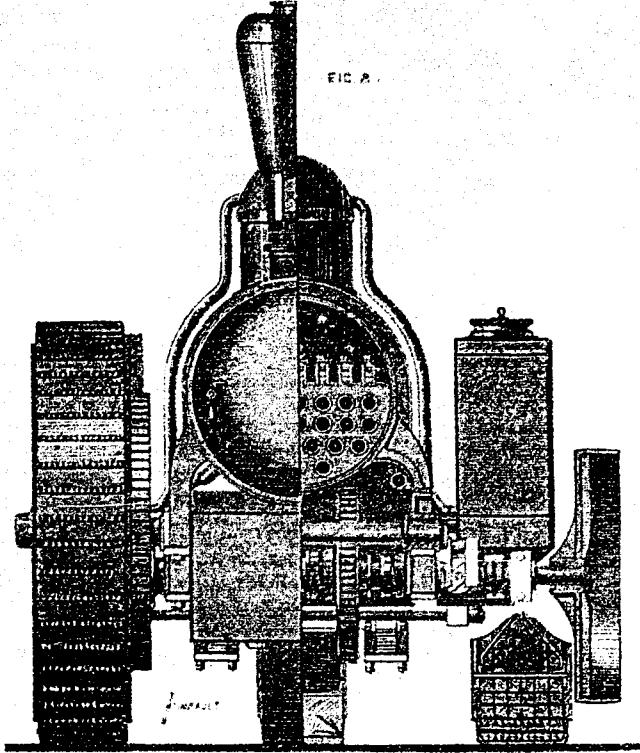
The following is the description of the locomotive given by *Engineering* :

The boiler is of the ordinary locomotive type, the barrel being 2 ft. 3 in. in diameter and 6 ft. long, and fitted with twenty-two 2½ in. wrought-iron tubes. The total heating surface is 98 sq. ft., and the grate surface is 2.8 sq. ft. The seams throughout are double rivetted, and the working pressure is 120 lb. per square inch. The chimney is fitted with an efficient spark catcher, making the locomotive perfectly safe both for towns and for farm purposes.

To the firebox end of boiler is attached a wrought-iron girder frame, which forms the front part of engine; an angle iron turntable is fastened to this frame, the upper part being bored out to receive a corresponding angle iron turned to fit it. Upon this last-mentioned angle iron are fixed two ordinary laminated springs which carry the front of the engine upon the front or steering wheel. The steering is performed by means of a steel rack bolted to the turntable, a pinion gearing into this rack being actuated by a worm and worm-wheel on the top of the column, immediately in front of the driver; this arrangement does away with the upright bracket and fork, which were found to be always in the way.

The cylinders are 5½ in. in diameter with a stroke of 8 in., and are placed horizontally and fastened to the wrought-iron girder frame under the bunkers; they are, along with the valve gear, placed altogether outside the framing, so that any part can be easily got at for repair or cleaning; the gearing also is so arranged that any part of it can be got at without difficulty. Two side brackets of cast malleable iron are bolted to the boiler for the purpose of carrying the gearing and driving wheels, and to these is attached the drawbar.

The gearing is entirely of cast malleable iron, thus insuring



strength and lightness. There are two speeds provided, the slow gear having a ratio of 14 to 1, and the fast gear a ratio of 8 to 1. The gearing is so constructed that either driving wheel can be thrown out of gear when turning sharp corners; this is done from the foot plate without stopping the en-

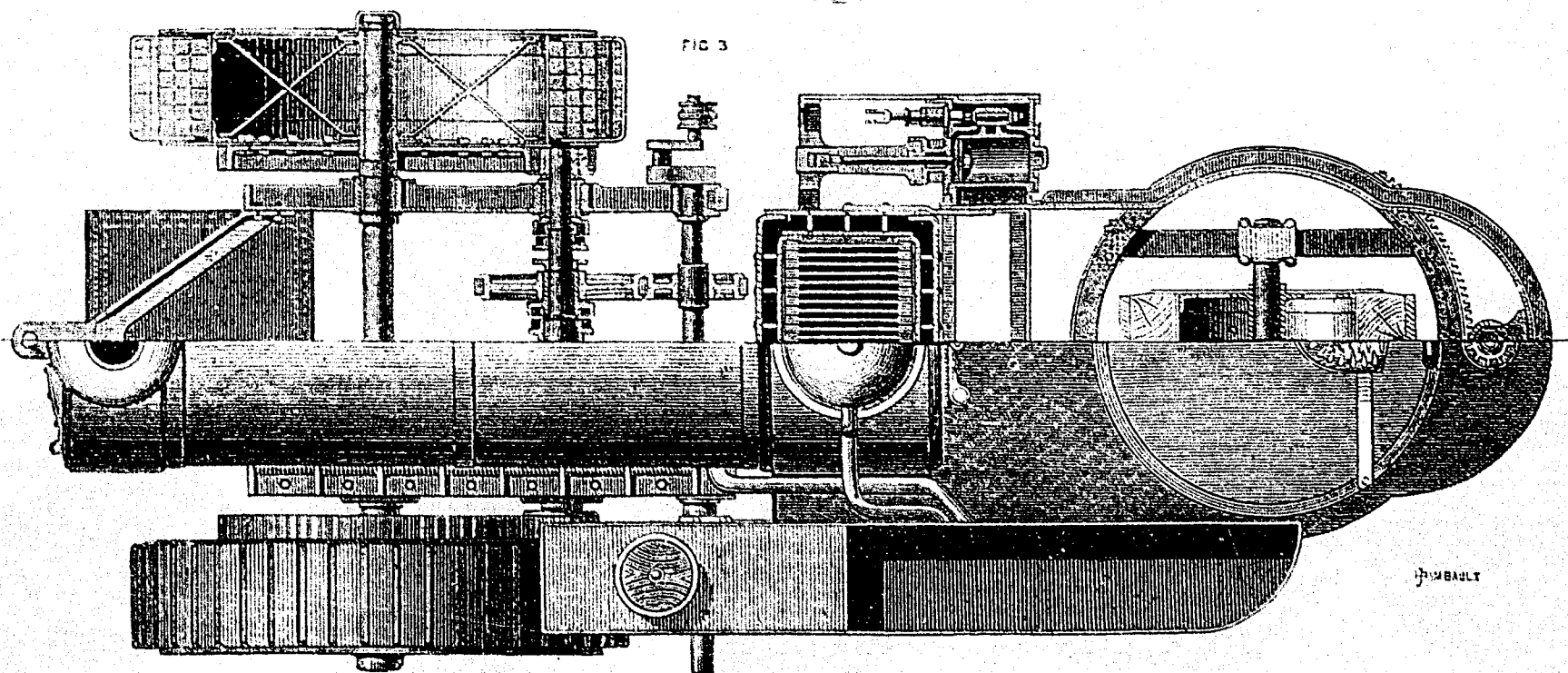
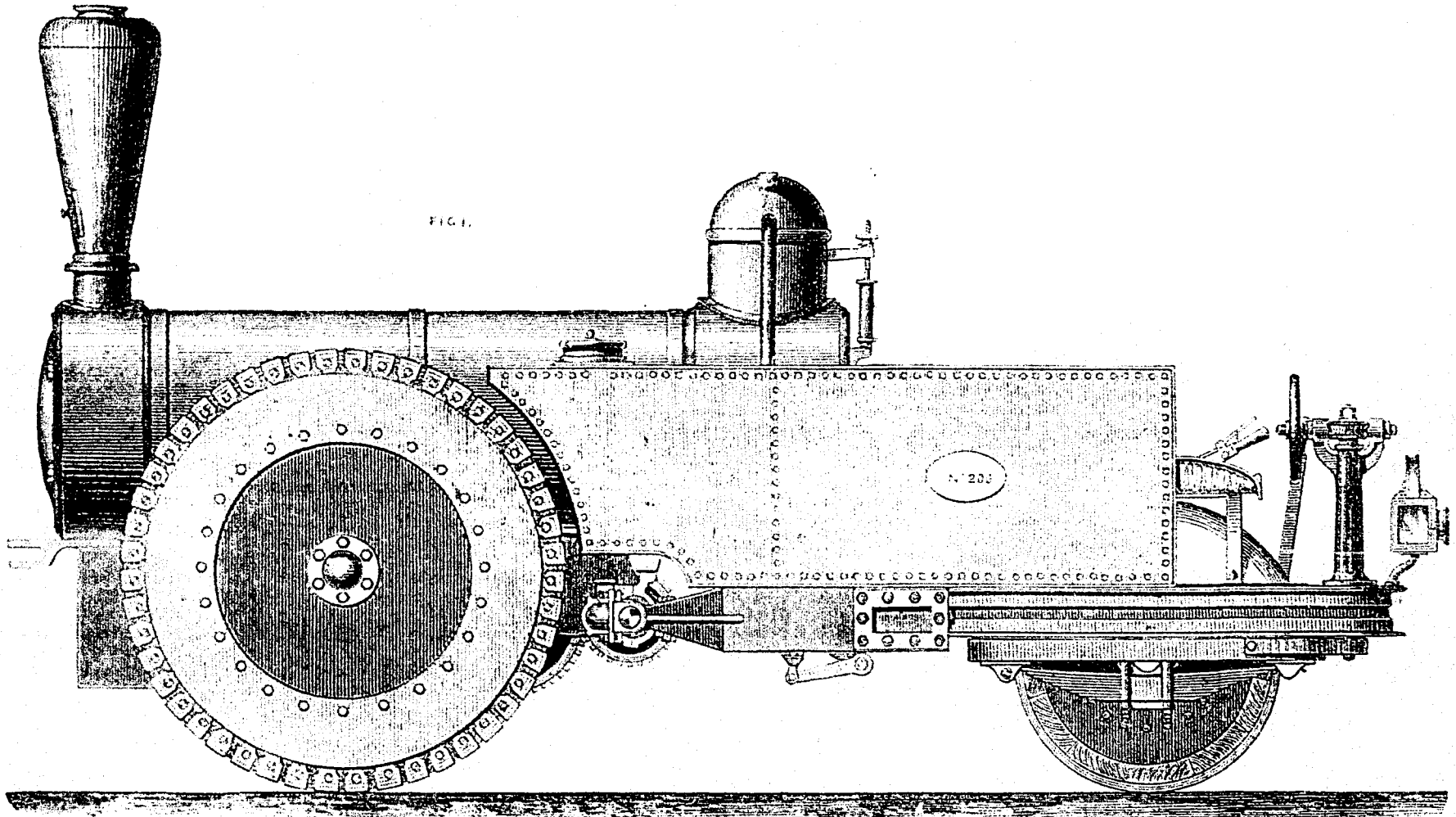
gine, the change of speed is likewise effected in the same manner.

In order that the locomotive may be used as a stationary engine the crank shaft is extended at one end and supported by an outside bracket, beyond which is keyed the driving pulley; a small portable governor of simple construction is provided for fixing at the top of the boiler, the engine may be thus converted from a locomotive to a stationary one in a few minutes.

Between the side frames is a small tank upon which the feed pump is fixed, and this is connected to two tanks above, of which the bunkers form a part; there is thus provision made for about 15 cwt. of water. The driving wheels are 5 ft. diameter by 12 in. over the shoes; the tyres are constructed, as shown, with three layers of coir rope, measuring in all 6 in. thick, while between each layer and the next is placed a thin sheet of rubber for the purpose of keeping the layer apart. The outer part of the tyre is composed of hard tarred hemp rope in three layers, and measures 3 in. in thickness; in the centre of this band, and corresponding to the protecting shoes, are woven in thin iron pipes which serve as bolt holes for the shoe bolts; sometimes rubber is used, and sometimes wool for the inner tyre, but coir is found to serve the purpose equally as well, being quite as elastic and durable at a fraction of the cost. The shoes, as will be seen, are quite independent of each other, there being no working parts to wear out.

On each flange of the wheel are rivetted light steel segments with projections which fit between the shoes, by which means the strain is equally distributed round the wheel on the shoes and outer tyre alone, the inner tyre merely being subject to compression at that part next the ground. It is claimed that this arrangement does away with the greatest objection hitherto found against all wheels having elastic tyres, namely, that of the whole wheel becoming useless upon the breaking of the links connecting the shoes. The shoes in this arrangement will, it is stated, last for years without any repairs being necessary. The front or steering wheel is filled with hard wood and hooped.

On page 378 will be found a table giving the results of repeated trials carried out by the makers with engines of this class.



NAIRN'S SIX-HORSE POWER ROAD LOCOMOTIVE.

mouth was in the bill, and the audience had been swindled out of that; but they evidently knew I'd been in danger, and they called me before the curtain. I looked up at that white-faced devil in the private box. He was standing up, rubbing his hands in a satisfied kind of way, as if he had seen what he wanted to see; and as I passed just under him he said in a slow measured voice that gave me the shivers:

"A narrow escape, Herr. Very well done indeed! I congratulate you."

"I gave him a look, which he ought to have understood if he didn't, made my bow to the house, and went off the stage. Robinson was quiet enough by this time. My man, Joe Purdy, had walked him off to his box, and there he was growling over his shin-bones, as wild a lion as you'd like to see. 'Only let me get you safe back to London, my friend,' says I, 'and I'll take you down to Jamrack's and swap you for something better tempered. Talent is all very well; but temper's worth all the talent in the world.' However, that's five years ago, and there's Robinson still performing with me. The brute has such a wonderful gift for his profession! and his heart and soul's in it too. Take that animal in the middle of the day, when he ain't particular hungry, and he's a decent fellow enough, but come between him and his business, and you'll find out what a lion is. He's the vainest beast out, and cuts up rough if he don't get a round of applause for every trick he does. But, Lord bless you, there's no such thing as genius without vanity. He's been a fortune to me first and last, has that animal. Brown and Jones are nothing more than supers to him."

"You didn't see any more of your friend in the box?" inquired Mr. de la Zouche, who was not particularly interested in these praises of the gifted Robinson.

"Curse him, no! By the time I'd changed my clothes he had left the house. I went round to the box-office to see if the box-keepers could tell me anything about him. No; he was a stranger. He had taken his box that morning, finding there was no stall to be had, and paid his three guineas without a question."

"Now I daresay you'll think me an out-and-out fool when I tell you I couldn't sleep that night, nor many nights after, for thinking of that man. I couldn't get his pale cheeks and lank jaws and light grey eyes, with that horrid gloating look in them, out of mind. 'That's a fellow who'd go to see a man hung,' I said to myself. 'That's a man who'd stand by to see his fellow-creatures hung, drawn, and quartered, and enjoy it—especially the drawing.' I hadn't a doubt in my mind that he was on the look-out for an accident all the evening; I hadn't a doubt in my mind that it was through him I made a mess of it at the end."

"Did you never see him again?" asked the low comedian.

"Never; God forbid I ever should, for I've a notion that if I did, it would be the death of me. I'm not a nervous man in a general way, nor superstitious either; but I'd give up the biggest haul I ever made by a benefit rather than act before that man."

"A queer notion," said the humorous Tiddikins.

"A very queer notion," echoed the gentlemanly De la Zouche.

He was not a fine actor, the walking gentleman, belonging rather to that class of performers who is contemptuously likened to a stick, and his dramatic path had been by no means strewn with roses; yet he was fain to congratulate himself that it had not been beset by lions. He had been somewhat inclined to envy Rudolph Prusinowski the distinction and prosperity of his career; but just now it occurred to him that there were two sides to the picture. He rubbed his shoulder thoughtfully, and was glad to think that he was exposed to the assaults of no fiercer animals than those rampant tragedians who snubbed him when he played Horatio, and made light of him in Cassio, but who melted a little on their benefit nights, and treated him to beer.

(To be continued.)

M. Ponchet, in his great work "The Universe," says that "Anatomically and physically speaking, the human mechanism is very rude and coarse compared to the exquisite delicacy revealed in the organism of certain animals. But in us, the intellect, the real sceptre of the universe, predominates over the apparent imperfection of matter. Through it man alone approaches the chosen creatures who shine near the throne of the Eternal, and form a bond of union between heaven and earth. If in his structure he belongs to our sphere, he seems already to elevate himself towards the Supreme Essence by the splendour of his genius. A grand and philosophic truth, and yet how comparatively small the number, and rare the genius, displayed in proportion to the number of the earth's inhabitants. Were man to conform more to the laws of health and of nature, and be less addicted to the gratification of his passions, it would not be necessary to advertise Fellows' Compound Syrup of Hypophosphites as a restorative for the powers of the brain and nervous system, while the world's progress in enlightenment would indeed be marvellous."

REGISTERED in accordance with the Copy-right Act of 1883.]

## THE NEW MAGDALEN.

BY WILKIE COLLINS.

SECOND SCENE—Mablethorpe House.

### CHAPTER X.

A COUNCIL OF THREE.

FOR a moment Horace stood thunderstruck, looking in blank astonishment at Lady Janet. His first words, as soon as he had recovered himself, were addressed to her:

"Is this a joke?" he asked sternly. "If it is, I for one don't see the humour of it."

Julian pointed to the closely written pages of the consul's letter.

"A man writes in earnest," he said, "when he writes at such length as this. The woman seriously gave the name of Grace Roseberry, and when she left Mannheim she travelled to England for the express purpose of presenting herself to Lady Janet Roy." He turned to his aunt. "You saw me start," he went on, "when you first mentioned Miss Roseberry's name in my hearing. Now you know why." He addressed himself once more to Horace. "You heard me say that you, as Miss Roseberry's future husband, had an interest in being present at my interview with Lady Janet. Now you know why."

"The woman is plainly mad," said Lady Janet. "But it is certainly a startling form of madness when one first hears of it. Of course we must keep the matter, for the present at least, a secret from Grace."

"There can be no doubt," Horace agreed, "that Grace must be kept in the dark, in her present state of health. The servants had better be warned beforehand, in case of this adventuress or madwoman, whichever she may be, attempting to make her way into the house."

"It shall be done immediately," said Lady Janet. "What surprises me, Julian (ring the bell, if you please,) is, that you should describe yourself in your letter as feeling an interest in this person."

Julian answered—without ringing the bell. "I am more interested than ever," he said, "now I find that Miss Roseberry herself is your guest at Mablethorpe House."

"You were always perverse, Julian, as a child, in your likings and dislikings, Lady Janet rejoined. "Why don't you ring the bell?"

"For one good reason, my dear aunt. I don't wish to hear you tell your servants to close the door on this friendless creature."

Lady Janet cast a look at her nephew which plainly expressed that she thought he had taken a liberty with her.

"You don't expect me to see the woman?" she asked, in a tone of cold surprise.

"I hope you will not refuse to see her," Julian answered quietly. "I was out when she called. I must hear what she has to say—and I should infinitely prefer hearing it in your presence. When I got your reply to my letter, permitting me to present her to you, I wrote to her immediately, appointing a meeting here."

Lady Janet lifted her bright black eyes in mute expostulation to the carved cupids and wreaths on the dining-room ceiling.

"When am I to have the honour of the lady's visit?" she inquired, with ironical resignation.

"To-day," answered her nephew, with impenetrable patience.

"At what hour?"

Julian composedly consulted his watch. "She is ten minutes after her time," he said—and put his watch back in his pocket again.

At the same moment the servant appeared, and advanced to Julian, carrying a visiting card on his little silver tray.

"A lady to see you, sir."

Julian took the card, and, bowing, handed it to his aunt.

"Here she is," he said, just as quietly as ever.

Lady Janet looked at the card—and tossed it indignantly back to her nephew. "Miss Roseberry!" she exclaimed. "Printed, actually printed on her card! Julian, even my patience has its limits. I refuse to see her!"

The servant was still waiting—not like a human being who took an interest in the proceedings—but (as became a perfectly bred footman) like an article of furniture artfully constructed to come and go at the word of command. Julian gave the word of command, addressing the admirably constructed automaton by the name of "James."

"Where is the lady, now?" he asked.

"In the breakfast-room, sir."

"Leave her there, if you please; and wait outside within hearing of the bell."

The legs of the furniture-footman acted, and took him noiselessly out of the room. Julian turned to his aunt.

"Forgive me," he said, "for venturing to give the man his orders in your presence. I am very anxious that you should not decide hastily. Surely we ought to hear what this lady has to say?"

Horace dissented widely from his friend's opinion. "It's an insult to Grace," he broke out warmly, "to hear what she has to say!"

Lady Janet nodded her head in high approval. "I think so too," said her ladyship, crossing her handsome old hands resolutely on her lap.

Julian applied himself to answering Horace first.

"Pardon me," he said, "I have no intention of presuming to reflect on Miss Roseberry, or of bringing her into the matter at all. The consul's letter," he went on, speaking to his aunt, "mentions, if you remember, that the medical authorities of Mannheim were divided in opinion on their patient's case. Some of them—the physician-in-chief being among the number—believe that the recovery of her mind has not accompanied the recovery of her body."

"In other words," Lady Janet remarked, "a madwoman is in my house, and I am expected to receive her!"

"Don't let us exaggerate," said Julian, gently. "It can serve no good interest, in this serious matter, to exaggerate anything. The consul assures us, on the authority of the doctor, that she is perfectly gentle and harmless. If she is really the victim of a mental delusion, the poor creature is surely an object of compassion, and she ought to be placed under proper care. Ask your own kind heart, my dear aunt, if it would not be downright cruelty to turn this forlorn woman adrift in the world, without making some inquiry first?"

Lady Janet's inbred sense of justice admitted—not over-willingly—the reasonableness as well as the humanity of the view expressed in those words.

"There is some truth in that, Julian," she said, shifting her position uneasily in her chair, and looking at Horace. "Don't you think so too?" she added.

"I can't say I do," answered Horace, in the positive tone of a man whose obstinacy is proof against every form of appeal that can be addressed to him.

The patience of Julian was firm enough to be a match for the obstinacy of Horace.

"At any rate," he resumed, with undiminished good temper, "we are all three equally interested in settling this matter at rest. I put it to you, Lady Janet, if we are not favoured, at this lucky moment, with the very opportunity that we want? Miss Roseberry is not only out of the room, but out of the house. If we let this chance slip, who can say what awkward accident may not happen in the course of the next few days?"

"Let the woman come in," cried Lady Janet, deciding headlong with her customary impatience of all delay. "At once, Julian—before Grace can come back. Will you ring the bell this time?"

This time Julian rang it.

"May I give the man his orders?" he respectfully inquired of his aunt.

"Give him anything you like, and have done with it!" retorted the irritable old lady, getting briskly on her feet, and taking a turn in the room to compose herself.

The servant withdrew, with orders to show the visitor in.

Horace crossed the room at the same time—apparently with the intention of leaving it by the door at the opposite end.

"You are not going away?" exclaimed Lady Janet.

"I see no use in my remaining here," replied Horace, not very graciously.

"In that case," retorted Lady Janet, "remain here because I wish it."

"Certainly—if you wish it. Only remember," he added, more obstinately than ever, "that I differ entirely from Julian's view. In my opinion the woman has no claim on us."

A passing movement of irritation escaped Julian for the first time.

"Don't be hard, Horace," he said, sharply.

"All women have a claim on us."

They had unconsciously gathered together, in the heat of the little debate, turning their backs on the library door. At the last words of the reproof administered by Julian to Horace, their attention was recalled to passing events by the slight noise produced by the opening and closing of the door. With one accord the three turned and looked in the direction from which the sounds had come.

### CHAPTER XI.

THE DEAD ALIVE.

JUST inside the door there appeared the figure of a small woman dressed in plain and poor black garments. She silently lifted her black net veil, and disclosed a dull, pale, worn, weary face. The forehead was low and broad; the eyes were unusually far apart; the lower features were remarkably small and delicate. In health (as the consul at Mannheim had remarked) this woman must have possessed, if not absolute beauty, at least rare attractions peculiarly her own. As it was now, suffering—sullen, silent, self-contained suffering—had marred its beauty. Attention and even curiosity it might still rouse. Admiration or interest it could excite no longer.

The small thin black figure stood immovably inside the door. The dull, worn, white face

looked silently at the three persons in the room.

The three persons in the room, on their side, stood for a moment without moving, and looked silently at the stranger on the threshold. There was something, either in the woman herself or in the sudden and stealthy manner of her appearance in the room, which froze, as if with the touch of an invisible cold hand, the sympathies of all three. Accustomed to the world, habitually at their ease in every social emergency, they were now silenced for the first time in their lives by the first serious sense of embarrassment which they had felt since their were children, in the presence of a stranger.

Had the appearance of the true Grace Roseberry aroused in their minds a suspicion of the woman who had stolen her name, and taken her place in the house?

Not so much as the shadow of a suspicion of Mercy was at the bottom of the strange sense of uneasiness which had now deprived them alike of their habitual courtesy and their habitual presence of mind. It was practically impossible for any one of these three to doubt the identity of the adopted daughter of the house, as it would be for you who read these lines to doubt the identity of the nearest and dearest relative you have in the world. Circumstances had fortified Mercy behind the strongest of all natural rights—the right of first possession. Circumstances had armed her with the most irresistible of all natural forces—the force of previous association and previous habit. Not by so much as a hair's breadth was the position of the false Grace Roseberry shaken by the first appearance of the true Grace Roseberry within the doors of Mablethorpe House. Lady Janet felt suddenly repelled, without knowing why. Asked to describe their own sensations at the moment, they would have shaken their heads in despair and would have answered in those words. The vague presentiment of some misfortune to come had entered the room with the entrance of the woman in black. But it moved invisibly; and it spoke, as all presentiments speak, in the Unknown Tongue.

A moment passed. The crackling of the fire and the ticking of the clock were the only sounds audible in the room.

The voice of the visitor—hard, clear, and quiet—was the first voice that broke the silence.

"Mr Julian Gray?" she said, looking interrogatively from one of the two gentlemen to the other.

Julian advanced a few steps, instantly recovering his self-possession. "I am sorry I was not at home," he said, "when you called with your letter from the consul. Pray take a chair."

By way of setting the example, Lady Janet seated herself at some little distance, with Horace in attendance standing near. She bowed to the stranger with studious politeness, but without uttering a word, before she settled herself in her chair. "I am obliged to listen to this person," thought the old lady. "But I am not obliged to speak to her. That is Julian's business—not mine." "Don't stand, Horace! You fidget me. Sit down." Armed beforehand in her policy of silence, Lady Janet folded her handsome hands as usual, and waited for the proceedings to begin, like a judge on the bench.

"Will you take a chair?" Julian repeated, observing that the visitor appeared neither to heed nor to hear his first words of welcome to her.

At this second appeal she spoke to him. "Is that Lady Janet Roy?" she asked, with her eyes fixed on the mistress of the house.

Julian answered, and drew back to watch the result.

The woman in the poor black garments changed her position for the first time. She moved slowly across the room to the place at which Lady Janet was sitting, and addressed her respectfully with perfect self-possession of manner. Her whole demeanour, from the moment when she had appeared at the door, had expressed—at once plainly and becomingly—confidence in the reception that awaited her.

"Almost the last words my father said to me on his death-bed," she began, "were words, madam, which told me to expect protection and kindness from you."

It was not Lady Janet's business to speak. She listened with the blandest attention. She waited with the most exasperating silence to hear more.

Grace Roseberry drew back a step—not intimidated—only mortified and surprised. "Was my father wrong?" she asked, with a simple dignity of tone and manner which forced Lady Janet to abandon her policy of silence, in spite of herself.

"Who was your father?" she asked, coldly.

Grace Roseberry answered the question in a tone of stern surprise.

"Has the servant not given you my card?" she said. "Don't you know my name?"

"Which of your names?" rejoined Lady Janet.

"I don't understand your ladyship."

(To be continued.)

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—AND—  
**DOUBLE-BEDDED ROOM.**  
**Friday, Dec. 13,**  
**GRAND DUCHESS,**  
—AND—  
**Young England.**  
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Yours truly,  
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Feb. 5, 1872. 6-24 a

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With whom particulars are lodged. 6-24 d



**Welland Canal Enlargement.**  
NOTICE TO CONTRACTORS.  
CONTRACTORS are hereby informed that the Plans, Specifications, &c., of the nine Locks, Weirs, and other works, on the new portion of the Welland Canal, between Thorold and Port Dalhousie, will not be ready for inspection before Friday, the 20th instant.  
By order,  
F. BRAUN, Secretary.  
Department of Public Works,  
Ottawa, 7th Dec., 1872. 6-24 b



**TO CONTRACTORS.**  
INTERCOLONIAL RAILWAY.  
THE COMMISSIONERS appointed for the Construction of the Intercolonial Railway hereby give Public Notice that they are prepared to receive Tenders for Track-laying and Ballasting on the following Divisions, viz:  
No. 1, on Sections 3, 4, and 15,—a distance of about 75 miles.  
No. 2, on Sections 16, 10, and 20,—a distance of about 45 miles.  
No. 3, on Sections 21, 22, and 23,—from the Mismach River to Moncton, a distance of about 75 miles.  
All the above sections are in the Province of New Brunswick.  
Specifications and forms of Tenders can be obtained at the Office of the Chief Engineer at Ottawa, and at the Offices of the Engineers at Rimouski, Dalhousie, New Castle, and Moncton.  
Sealed Tenders marked "Tenders," and addressed to the Commissioners, will be received at their Office in Ottawa, up to 12 o'clock Noon on FRIDAY, the 31st of January, 1873.  
A. WALSH,  
ED. B. CHANDLER,  
C. J. BRYDGES,  
A. W. McLELLAN,  
Commissioners.  
Intercolonial Railway,  
Commissioners' Office,  
Ottawa, Nov. 30th, 1872. 6-24 d  
N.B.—Separate Tenders will be required for Divisions Numbered 1, 2 and 3.

**CUSTOMS DEPARTMENT,**  
OTTAWA, 19th November, 1872.  
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Commissioner of Customs.  
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THE COMMISSIONERS appointed for the Construction of the Intercolonial Railway give Public Notice that they are prepared to receive Tenders for the erection of Passenger and Refreshment Buildings, Freight Building, and Engine House, at Campbellton, N. B., and for Passenger and Refreshment Building, at New Castle, N. B.  
Plans, Specifications, and forms of Tender may be seen at the Office of the Chief Engineer, Ottawa, and the Engineers' Office at Rimouski, Dalhousie, New Castle, and Moncton.  
Tenders may be for the whole, or any less number of these Buildings, and will be received marked "Tenders for Buildings," at the Commissioners' Office, Ottawa, up to 12 o'clock Noon, on FRIDAY, the 31st January, 1873.  
A. WALSH,  
ED. B. CHANDLER,  
C. J. BRYDGES,  
A. W. McLELLAN,  
Commissioners.  
Commissioners' Office,  
Ottawa, Dec. 4, 1872. 6-24 d

**Welland Canal Enlargement!**  
NOTICE TO CONTRACTORS.  
SEALED TENDERS, addressed to the undersigned, and endorsed "Tender for Welland Canal," will be received at this Office until Noon of FRIDAY, the 10th Day of JANUARY next (1873), for the construction of Nine (9) Locks and Nine (9) Weirs—the excavation of the Lock and Weir Pits connected with them—the intervening Reaches, Race-ways, &c., on the new portion of the WELLAND CANAL, between Thorold and Port Dalhousie.  
The work will be let in sections: four of which numbered respectively 9, 10, and 11, are situated between St. Catharines Cemetery and the Great Western Railway, and Sections Nos. 15 and 16 are situated between Brown's Cement Kilns, and what is known as Marlett's Pond.  
Tenders will be received for certain portions of the enlargement and deepening of the prism of the Canal above Port Robinson, and for the removal of part of the West bank of the "Deep Cut," &c., &c.  
Maps of the several localities, together with Plans and Specifications of the works, can be seen at this Office, on and after FRIDAY, the 13th Day of DECEMBER next, where printed forms of Tenders will be furnished. A like class of information relative to the works north of Marlett's Pond may be obtained at the resident Engineer's Office, Thorold; and for works south of Allanburg, Plans &c., may be seen at the resident Engineer's Office, Welland.  
All Tenders must be made on the printed forms, and to each must be attached the actual signatures of two responsible and solvent persons, residents of the Dominion, willing to become sureties for the due fulfilment of the contract.  
The Department will not, however, bind itself to accept the lowest or any Tender.  
By Order, F. BRAUN, Secretary.  
Department of Public Works,  
Ottawa, 2nd Nov., 1872. 6-22 d

**CANADA CENTRAL**  
—AND—  
**Brockville & Ottawa Railways.**  
GREAT BROAD GAUGE ROUTE TO OTTAWA.  
ON AND AFTER MONDAY MAY 20, 1872.  
TRAINS WILL RUN AS FOLLOWS:—  
LEAVE BROCKVILLE.  
EXPRESS at 8:00 A.M., arriving at Ottawa at 1:00 P.M., and at Sand Point at 1:40 P.M.  
MAIL TRAIN at 8:50 P.M., arriving at Sand Point at 9:45 P.M.  
THROUGH OTTAWA EXPRESS at 3:30 P.M., making a certain connection with Grand Trunk Day Express from the East and West, arriving at Ottawa at 7:20 P.M.  
LEAVE OTTAWA.  
THROUGH WESTERN EXPRESS at 10:00 A.M., arriving at Brockville at 1:50 P.M., and connecting with Grand Trunk Day Express going East and West.  
BOAT EXPRESS at 4:20 P.M., arriving at Brockville at 9:35 P.M., and at Sand Point at 9:10 P.M.  
EXPRESS at 6:30 P.M., arriving at Sand Point at 9:45 P.M.  
ARRIVE AT SAND POINT at 1:40 P.M., 8:10 P.M., and 9:45 P.M.  
LEAVE SAND POINT at 6:00 A.M., 11:40 A.M., and 3:30 P.M.  
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H. ABBOTT, Manager.  
Brockville, 16th May, 1872. 6-21 f

**INSOLVENT ACT OF 1869**  
And its Amendments.  
CANADA  
Province of Quebec, } SUPERIOR COURT.  
District of Montreal. }  
The undersigned has filed in the office of this Court a consent by the Creditors to his discharge, and on FRIDAY, the SEVENTEENTH Day of JANUARY next, A.D. 1873, he will apply to the said Court for a confirmation of the discharge thereby effected.  
Montreal, 11th Dec., 1872.  
PIERRE GRAVEL,  
By Cassin & Lacoste,  
His Attorneys ad litem.  
6-24 a

**PROSPECTUS**  
OF A  
**NEW, GENERAL, AND DETAIL MAP**  
OF THE  
**WHOLE DOMINION OF CANADA,**  
FROM  
**NEWFOUNDLAND**  
TO  
**VANCOUVER ISLAND.**  
WITH THE  
**Northern and Western States.**  
BY  
**J. JOHNSTON, C.E., MONTREAL.**  
TO BE PUBLISHED IN THE EARLY PART OF 1873  
BY  
**GEO. E. DESBARATS.**

Size of Map, about 7 ft. x 5 ft. Extending (East and West) from Newfoundland to Manitoba and (North and South) from Hudson's Bay to latitude of New York, drawn on a scale of 25 miles to the inch, and compiled from the latest Astronomical Observations, Official Surveys, and Records of the Departments of Crown Lands as well as from County Maps, Local and Railway Surveys. From Manitoba to Vancouver Island will be delineated on a scale of 50 miles to the inch. This arrangement of the Map admits of the old Provinces of Upper and Lower Canada, New Brunswick and Nova Scotia being mapped on a scale large enough to show accurately all bona fide surveys. The Great N. W. Territory and British Columbia—where comparatively little has been done in the way of actual survey—a smaller scale answers every purpose. The whole Map is thus kept within the dimensions best adapted for general office use.

The following are some of the most important details, which have been collated with great care, from the latest Official Plans and Reports:—Recent Explorations and Surveys in the "N. W. Territory;" New Boundary Lines; Electoral Districts and Divisions; New Townships and Mining Locations; all New Railways; Canals and Colonization Roads; the "Free Grant Lands," and New Settlements; Elevations of the Inland Waters and Mountainous regions above the Sea—marked in feet—and the correct delineation of all prominent Topographical features.  
In connection with the General and Detail Map, there will be two SUPPLEMENTARY OR COMMERCIAL MAPS exhibiting the relative geographical position of the Dominion and other countries, showing the great Routes of Travel both by Land and Water; shortest lines of communication; Telegraph lines in operation and projected; distances, &c., &c., with much other new and valuable information.  
The explored route for the Canadian Pacific Railway with its connections—East and West—with accompanying Profile, will be accurately laid down from data supplied by the Government Engineer; also, the Route of the Northern Pacific Railway (United States), of which a correct plan of the actual location, specially prepared for this Map, has been sent to Mr. Johnston by the Chief Engineer.

ALL ADDITIONS AND CORRECTIONS WILL BE MADE TO DATE OF PUBLICATION.  
Mr. Johnston has been engaged on the compilation and drawing, unremittably, for a period of nearly four years. Neither labour nor expense has been economized in the endeavor to gain for this great Geographical and Topographical work the merit of being the STANDARD MAP OF CANADA for many years to come.

The manuscript has been submitted to the following eminent authorities, receiving their unqualified approval and recommendation:—  
ANDREW RUSSELL, Esq., Geographer to the Dominion Government.  
LIEUT.-COL. DENNIS, Surveyor-General, Ontario.  
THOS. DEVLIN, Esq., F.R.G.S., Surveyor-in-Chief, Ontario.  
SANDFORD FLEMING, Esq., Government Engineer-in-Chief.  
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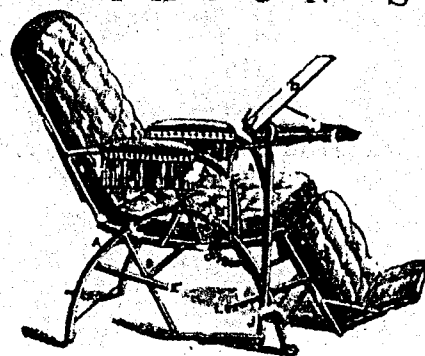
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