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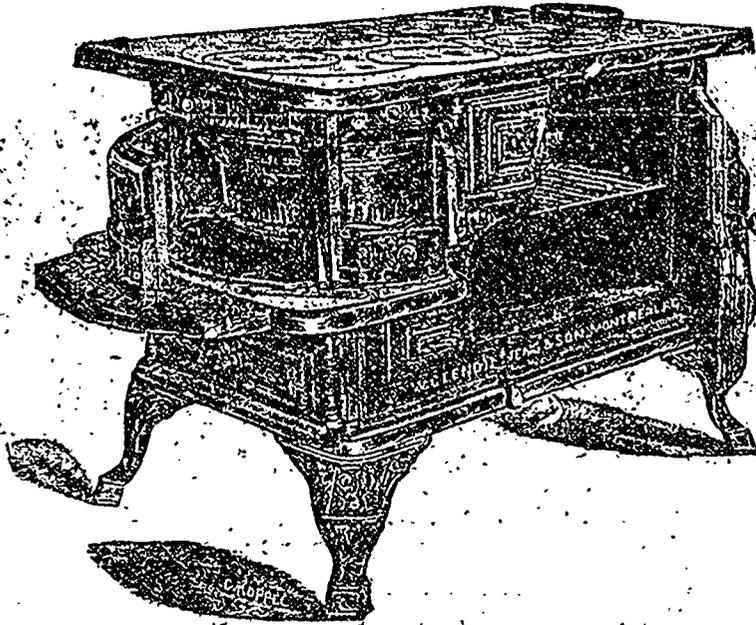


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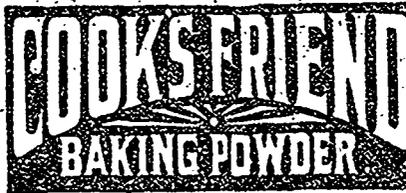
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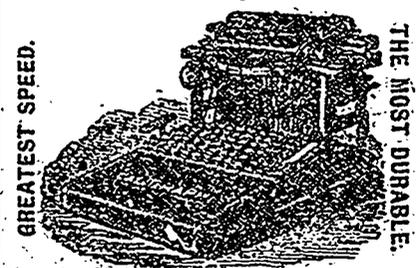


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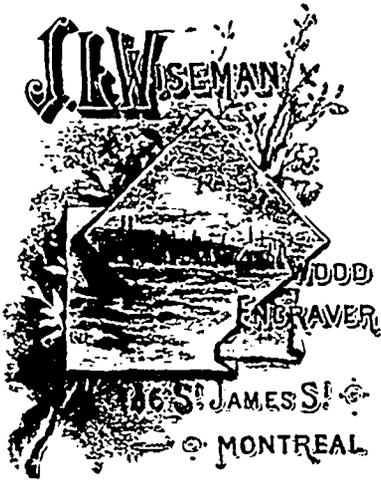
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Canada has made an enormous advance as a Nation among the Nations. Not only does she now occupy the proud position of the Brightest Jewel in the Crown of the British Empire, but her relative standing among other countries is something not always accorded to a colony of such comparative youth. Her development is watched with solicitude abroad, and her resources and future destiny constitute one of the leading questions of the day at home.

Whether that destiny lies in a New Political Connection with Britain; in a Closer Commercial Tie with our Great Neighbour; or in Individual Nationality; it is evident that, as a people, we are now consciously, or unconsciously, engaged in working out that destiny. We ARE a Nation. We DO possess an Individuality. We shall not *drop* into our destiny, but *work* into it. Whatever may be that future, it can only grow out of, and be an improvement upon, our present; and we shall prove ourselves worthy of it only by diligently building up the present.

Much is said and written about our want of patriotic sentiment. We accuse ourselves of a divided affection. So long as our parents retain a greater love for the old regime, than they cherish for the new, it is hard for us in the new, to claim credit for the patriotism we possess. We blame not our parents for *their* love for *their* native country. We make it the excuse for *our* love for *ours*, and we follow their example when we strive loyally to perform every duty which that love requires of us.

It is not a day too soon that "THE YOUNG CANADIAN" undertakes the high and important National duty of fostering a national sentiment among the young, of concentrating it, of animating it with the spirit of vigorous and hopeful life.

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In a specimen number we could only go to the stacks of material and take a few samples of the good things, and of these only a scrap or two. For a page is only a page. It is not a street car. But the scraps tell something of the feast, and the feast provided for the first year is enough to make your eyes sparkle with joy.

Look out for us then in the holiday season, and we shall be on the look out for you. We shall work day and night to know you, to please you; with help in your lessons; advice in your work; stories in your leisure; games in your evenings; guidance in your clubs; what to read; how to dress; how to keep well; where to go for your holidays; how to make home happy and useful; how to make one dollar go as far as two; how to write shorthand; how to make the country proud of you; and eventually, how to become the Prime Minister. To do this you must let us know you. You must work hand-in-hand with us. No use in having these good things if they cannot reach you; and to reach you we must know you. We want every Canadian boy and girl, every young man and young maiden, to send us their name and address and we will forward a sample copy, and confidential terms as to commissions. Send to-day.

"THE YOUNG CANADIAN" PUBLISHING CO.,  
Box 1896, MONTREAL.



The Dominion Parliament will soon be meeting again in Ottawa. It is a busy time for the Members. The great questions which affect the whole country are discussed there, and the interests of any of the Provinces in so far as they affect those of any other Province. YOUNG CANADIANS have not been taught to bother themselves about these things. This is a great mistake. It is the duty of all our intelligent boys and girls to think a little of what is going on. No Canadian is too young to begin. Few more interesting and profitable topics of household chitchat could be reserved for our Canadian tea-tables than what is best for the country we love so well. Just think of our great Sir John, or our great Mr. Laurier, with perhaps Lady Stanley listening in the Gallery, as they tell Parliament that the sharp eyes of a million YOUNG CANADIANS are watching everything, and that at a million Canadian firesides all public words and deeds shall be praised and imitated. Nothing will be a greater reward to our Parliaments than their approval, as we are sure nothing can be a greater disappointment than their disapproval.

## Topics of the Day.

### OUR CANADIAN FLAG.

BY SIR DANIEL WILSON, C.M.G., LL.D.

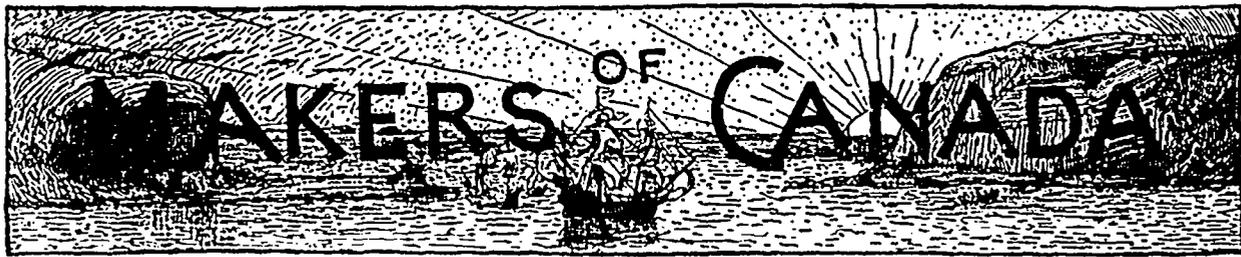
**T**HE rank is anew claimed for Canada, in the prospectus of "THE YOUNG CANADIAN," as "The Brightest Jewel in the Crown of the British Empire." While cherishing a genuine Canadian spirit, with all its eager longings for a grand future for our Dominion, we can still rest proudly in our share of the common glories of the great Empire of which Canada forms so important a member. We cannot divorce ourselves if we would from the grand and glorious historic memories which are our inheritance as Canadians.

But there is one thing we stand in need of, and that is A FLAG, AND DISTINCTIVE HERALDIC BEARINGS of our own. England, Scotland, Ireland, and each Province of the Dominion has its Arms. But as for Canada as a political unit, all that has been done is to patch together the heterogeneous blazonry of Quebec, Ontario, Nova Scotia, New Brunswick, and all the other Provinces, into a conglomeration that lacks all distinctive significance. Every additional Province increased its obscurity, till already it looks, for all the world, more like an ill-matched bit of patch-work bed cover, than a genuine Dominion Flag. When Assiniboia, Regina, and all the prospective Provinces of our great North-West follow in the wake of Manitoba and British Columbia, all discernible meaning will vanish from the multiform piece of nondescript quarterings.

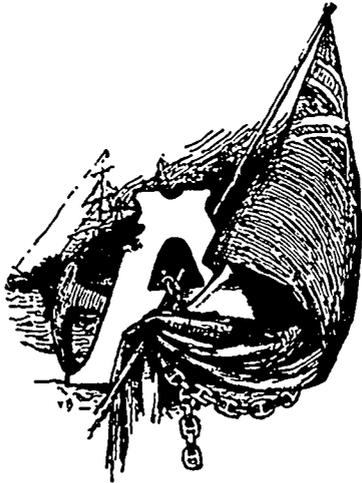
Yet there should be no difficulty in devising a piece of genuine historical and emblematic heraldry for the Dominion as a loyal member of the Empire. It might be blazoned thus:—

- 1st Quarter: The Union Jack.
- 2nd Quarter: On a field argent, six fleurs de lys, three and three.
- 3rd Quarter: On a field azure, seven maple leaves, gules, two, three, and two.
- 4th Quarter: On a field or, within a double tressure, the Beaver proper.

Such a heraldic combination would tell of the history and growth of the Dominion; with the Imperial emblem of Union, the Lilies of France, the Maple of Canada, and the Beaver, a favourite emblem of the land of the old *coureur de bois*, and of the trappers of the great fur companies who laid the foundation of the North-West, and carried their enterprise beyond the Rocky Mountains. It would, moreover, present a distinctive flag, pleasing to the eye, and expressive in its emblematic heraldry. If a better can be suggested, let Young Canada try its hand, and devise a flag significant and acceptable to all. It involves no slight on the Imperial flag of the Empire that for a thousand years has floated in triumph by sea and land. We have already a Canadian flag, but one lacking all character, suggestive of no distinctive national or historical significance; and in no way calculated to awaken Canadian sympathies if it met our eyes in other lands. If we are to have a flag at all, let us have one that shall symbolise this Young Dominion; even as the Red Cross and the Leopards of England, the Ruddy Lion and the Thistle of Scotland, the Harp and the Trefoil of Ireland mark the distinctive individuality of those older members of the British Empire, "The Mother of Nations."



ONE OF OUR BRIDGES OVER THE OCEAN.



GREY SKY. A blockade of cabs and wagons on the wharf. A few imposing policemen. A fuss of steam-whistles. An array of navy blue and gold button authority, and a crowd of passengers stepping on to a very black looking thing called "a tender,"

to be swiftly carried out to a monster steamship waiting in the Mersey.

Two gentlemen, father and son, are among the number.

"Yes," said Fred Hamilton to his father, dropping his valise on the deck, "yes, we shall connect with the Grand Trunk or the Canadian Pacific Railway next Saturday; or what do you say to the Richelieu Steamer from Montreal? It ought to be moonlight, and a sight of a canal barge and old Michel lazily turning the crane at the locks would do a fellow good after all this."

"Quietly, quietly, young man," replied his father a little dolefully, "we're not there yet. Who knows the ups and downs of life before we sniff the pine woods of Ontario. It wouldn't take much to induce me to change places with Knubbs in the Kingston Penitentiary just now."

Fred laughed. "Ups and downs? Oh, there's *no* motion in the 'Parisian.' She has side-keels, running two-thirds of the length of the ship, midway between the keel and the water level. She is as steady as Gibraltar. Only look at her length—450 feet; that's as long as a terrace of 18 houses

each 25 feet wide. Last year we crossed in her with 150 cabin, 120 intermediate, and over 1,000 steerage passengers, and still we had each one-half more deck-room than you would have in any other ship that leaves Liverpool. Last trip she carried 211 cabin passengers, the largest list ever embarked between Liverpool and Montreal. Look at that for a promenade. I call her the 'Queen of the Ocean,' with her hull of steel, and her five feet between her skins. Chief officer told me last run that the Allans were the first to build large Atlantic Steamers on this plan, as well as the first to build of steel."

"Skins?"

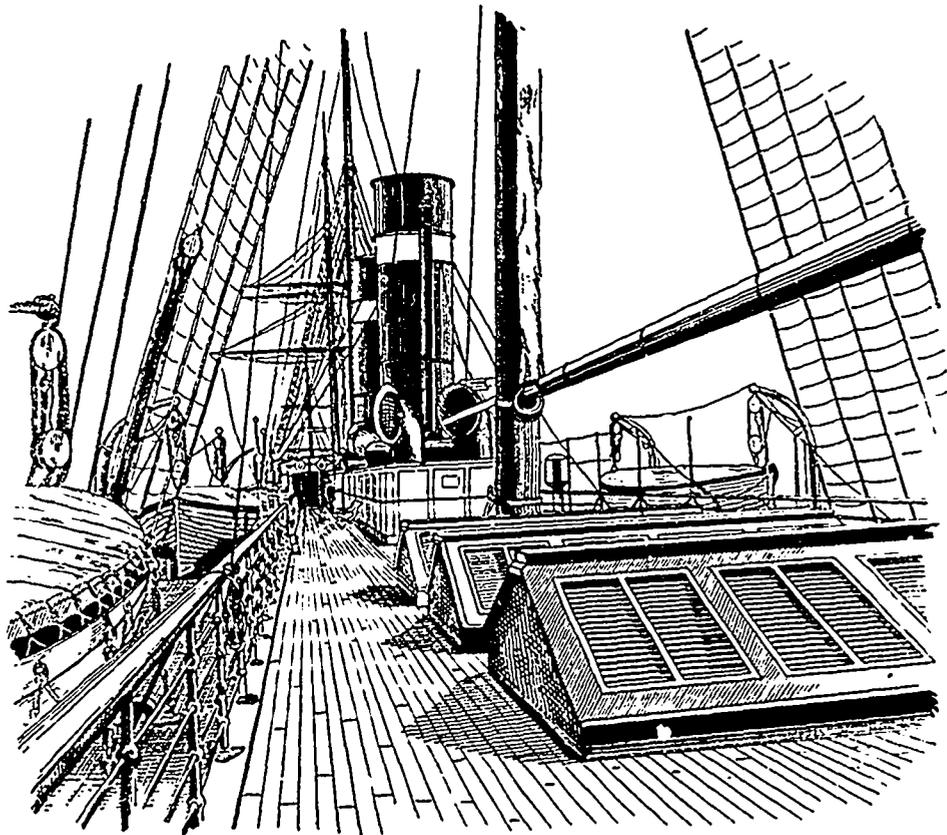
"Yes, that's the word; *the skin of the ship*. She has two skins, and the space between is divided into watertight compartments, so that in case——"

"In case of coming on another steamer or an iceberg?" suggested Mr. Hamilton, senior, as he thought again of the prisoner in the penitentiary.

"Well, in case of rubbing on anything not so soft as a sponge, you know, only *one* skin of *one* compartment gets knocked, and the ship goes on as if nothing had happened."

"And the iceberg?" persisted the old gentleman.

"Oh, your friend, the iceberg; that's *its* lookout. I guess it will insure in the Liverpool and New York Iceberg Insurance Co. before it comes across our track again. We don't insure *icebergs* on the St. Lawrence route."



THE PROMENADE.



MR. MONTAGUE ALLAN.

"Well, well, you see it's all so different now. In my day we took things coolly; made up our minds to a couple of months on the trip; learned the boatswain's yarns by heart, and almost forgot the colour of the grass. Magnificent ships they were, too, those old clippers of the Allans, comfortable, well-built, carefully-handled boats. As new vessels made their appearance with all the improvements of advancing science, you should have seen how proud we were of them. Why, your Uncle Fred and I preferred them for years after steamships were put on."

"Oh, to be sure; you had no steam in those days," said Fred. "By George, how did you do? And what a plucky thing of the Allans! It must have been a big venture."

"I remember it well," replied his father, straightening himself with the freshening breeze. "About 1820 they started their clippers."

"So long ago as that?"

"Yes. It is one of the oldest lines in existence, and running a fleet of ships for thirty years taught them a thing or two, you may be sure. It was about 1850 when the Government woke up to the occasion. The Allans then knew the Canadian trade well. They tendered for a service of steam and got it."

Mr. Hamilton was warming to his subject. In youth we live in the future. When we are no longer young we live in the past. Fred had eyes and ears only for the present.

"Lucky dogs, again," said he; "just in time to pass the Bar. The gates are open only two hours before, and shut exactly at, high-water. Fifteen minutes more and we should have had to lie to till the next tide. But there's the dinner bell. I have my sea-appetite already."

\* \* \* \* \*

"Hilloh, dad! This or the Provincial Penitentiary, eh? Mails and passengers on at Merville! Four days out! No ups and downs! A briny ocean bath every morning! Four-times-four, that's sixteen meals you have discussed already! The Company shan't make much out of *you* this run," and Fred shook all over with fun. "And can't these fellows cook? Did you ever see people eat as they do here?"

"Might have been washed overboard for anything *you* cared, you young scamp," replied his father fondly, having missed the boy's attentions for a day or two.

"Me? Oh, I? I have had a rare time. Not a hole or corner of the ship I have not been into. Splendid fellows the Captain and Officers. Little would you think as they pass around that their heads are so full of business all the time. What a creation an Atlantic Liner is!

And how few of us bother to think much about it! Floating Palace? No. Floating City comes nearer the mark," continued the young Canadian with enthusiasm.

"The Allan ships are all built on the Clyde, and of iron and steel, with the compartments I told you about. They carry no cattle on their passenger steamers. The fleet numbers thirty-two just now, with a total burthen of—let me see; where's my note book? Yes—110,000 tons. It's almost incredible. And if you add eight sailing vessels, running to the East Indies, the tonnage mounts up to 122,492. Where another company's ship would be called the 'Paris' or the 'Sardinia,' the Allan goes by 'Parisian' and 'Sardinian.' The 'ian' is the great point of distinction. I believe they run without insurance, or rather they insure themselves, which speaks for the safety of management. 'Safety, Comfort, and Speed' is the motto. Not speed with neither safety or comfort. And as for speed—sixteen knots an hour is good enough for most of us. Curious use of that word 'knot' for a sea-mile, isn't it?"

"All too quick for air and weather like this," said his father; "they should take in a reef, and do it a shade slower. I've got to like my bunk, and the amount of comfort they can squeeze into a few square yards is marvellous: two beds, a sofa, a window, lights, basins, mirrors, pegs, racks, bells, curtains, pillows, not to talk of the smoke-room and music-parlours, or the saloon with its sideboards and lounges, crystal and silver, birds and flowers, plate-glass and plush, crimson and gold."

"That's the *comfort* part of it. But if you knew all about the *safety* part you would say that I had taken to spinning sea-yarns. Why, the inspection, day and night, that goes on is incredible. To the ordinary observer (or non-observer), the Captain on the bridge, the Officer on deck, the man at the wheel, with the boatswain's whistle now and then, is all."

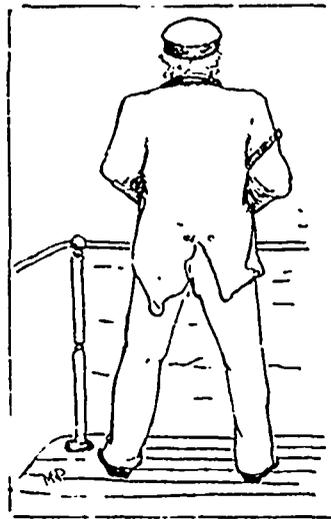


"PARISIAN" IN DOCK, LIVERPOOL.



"A BIT" IN THE OFFICE.

"Why, before the ship leaves the dock in Liverpool, whole chapters might be told. The sailor that 'picks' on the 'Parisian' is examined before he signs his articles for the voyage. The voyage means the round trip. He then proceeds to the forecabin to choose the best berth he can find, and to secure it he chalks his name on the berth board. On the day of sailing the boatswain's whistle calls the hands to muster, every man answering to his name. After this they are told off among the boats, and each seaman receives a badge



AT SEA.

with the number of his boat plainly stamped on it. They are then drawn up in line to 'pass the doctor,' as they say, when the Captain and Officers are in attendance. As each man is called out he passes before the Doctor and respectfully salutes him. The Doctor meantime sharply scrutinizes him, and none but perfectly healthy men are accepted. A nautical surveyor then takes them in hand. The launching of boats and fire-drill is practised, and finally the

men are handed over to the Captain as capable."

"Intermediate and steerage passengers then go on board, and as they pass up the gangway they, too, come



"ALL'S WELL."

under the critical eye of the Doctor. The Captain and the pilot go on the bridge. Bells fore and aft are rung. Gangways are hauled on shore. Ropes are cast off. The ship moves out of her dock, and makes slowly for the channel of the river, to await the tender with the saloon passengers. More

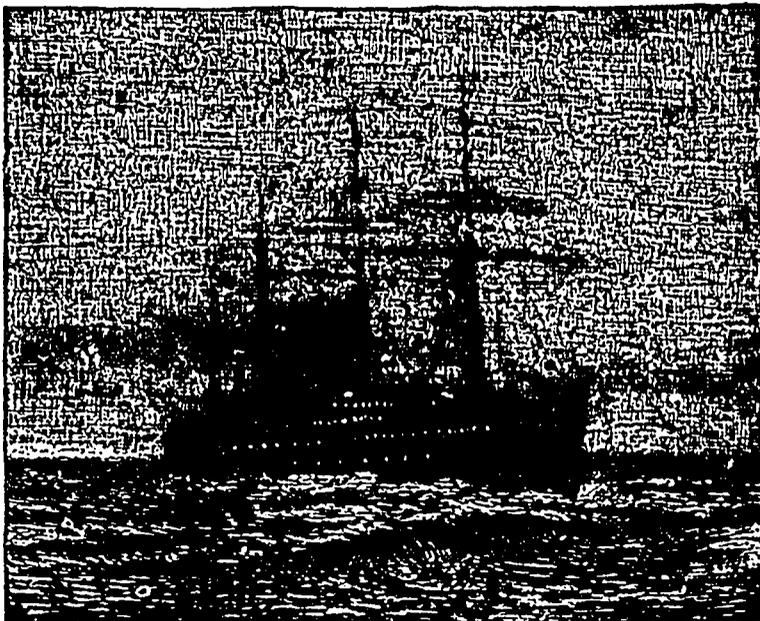
bells; good-byes; and we are off for good."

"All that most of us know after that, is that we get our meals in first-class style, that we are always hungry as hawks, and that the night is too short for sleep. But from those bells in the Mersey to the bells at Quebec, no beehive on land ever surpassed the beehive at sea."

"Till we pass the Bar the Cap-



A BREATH OF AIR.



"LIGHTS ARE BURNING BRIGHTLY."

tain and the pilot direct the course. The Chief Officer is on the forecabin at the anchors. The second is aft to see that the courses are properly set. The third stands at the engine-room telegraph. The fourth attends to the orders from the bridge. Two men are stationed at the lookout, and the quarter-master is at the wheel. Safely across the Bar, the pilot's duties are over. The officers rally at the bridge to report 'All well,' and the Captain gives the orders to 'set the watches'."

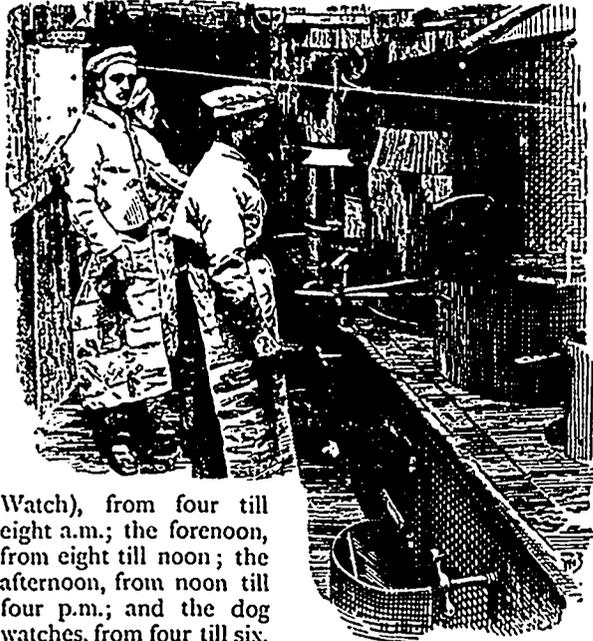
"The sailors are again mustered. The roll is called. The boatswain stands on the port side and chooses a man. The boatswain's mate takes his place on the starboard side and



MR. J. S. ALLAN AND STENOGRAPHER.

chooses his. This 'picking' of the watches goes on till the whole crew is divided in two. The boatswain's men are called the Port or Chief Officer's Watch. The mate's are the Starboard or Captain's. This is the picking of the watches. Now comes the setting of them. The Port Watch, by long custom, gets the first sleep below after leaving a home port, and the Starboard enjoys a similar preference on the return trip."

"I should have told you that the sailor's day is divided into the first night watch, from eight p.m. till midnight; the second, from midnight till four a.m.; the morning (or Gravy Eye



IN THE GALLEY.

Watch), from four till eight a.m.; the forenoon, from eight till noon; the afternoon, from noon till four p.m.; and the dog watches, from four till six, and from six till eight. The object of the dog watches is to change the rotation of the men, so that the same gangs shall not always have the same hours off and on duty. When a sailor wants to tell how little a shipmate knows his work, he says 'he has not been a Dog Watch at sea.'

"The Starboard Watch is the first on duty. Busy as is the life by day, it is no less so by night. The course has to be directed. The lights have to be attended to. The lookout must be kept on the alert. Things about the deck are made fast for change of weather. The barometer is watched. Compasses are compared. Coffee is served periodically to the men. Twice in every watch the log is hove. This is the process of finding out the speed of the vessel. A leather bag attached to a rope marked off with knots is thrown into the sea. An officer holds a sand-glass, and at a given signal the men grasp the rope, haul in, and count the knots. Hence 'running so many knots an hour.'

"At 11-30 the fire hose is laid along the deck for the daily scrub. At 11-45 the boatswain goes below and blows his shrill whistle. The sleeping watch gets up to be ready for the midnight bell to turn out and let the others turn in. The course is again set, lookouts are

visited, sails are attended to, the log is hove, and at half an hour past midnight the great scrubbing process begins with hose and broom. At four a.m. the morning watch comes on, with the same careful regard for course, lights, and lookout, and the same careful regard for the men and their coffee. Decks are dried. Paint is washed. Brass is polished. Everything is put in ship-shape for the passengers as they come up to sniff the morning air. How many of us could credit the care and responsibility that watched while we slept?"

"The firemen's day is divided into three watches. Every man has always the same hours on and off duty. The third Engineer and assistants take eight to twelve; the fourth, twelve to four; and the second, four to eight. This watch goes by the name of the 'Black Pan Watch.' The men are in the habit of filling the cooks' coal bunkers with 24 hours' supply, and in return the cooks prepare a specially savoury mess for them at eight o'clock, cooked in a pan whose colour, from long and good service, gives the name to the dish and to the watch."

"No watches are required in the Stewards' and Cooks' departments, as the work is done by day. The hours vary. Bakers are called at three a.m., boots at four, cooks at five, stewards at six. Lights in rooms are out at mid night, and watchmen, in rotation, have charge all night."

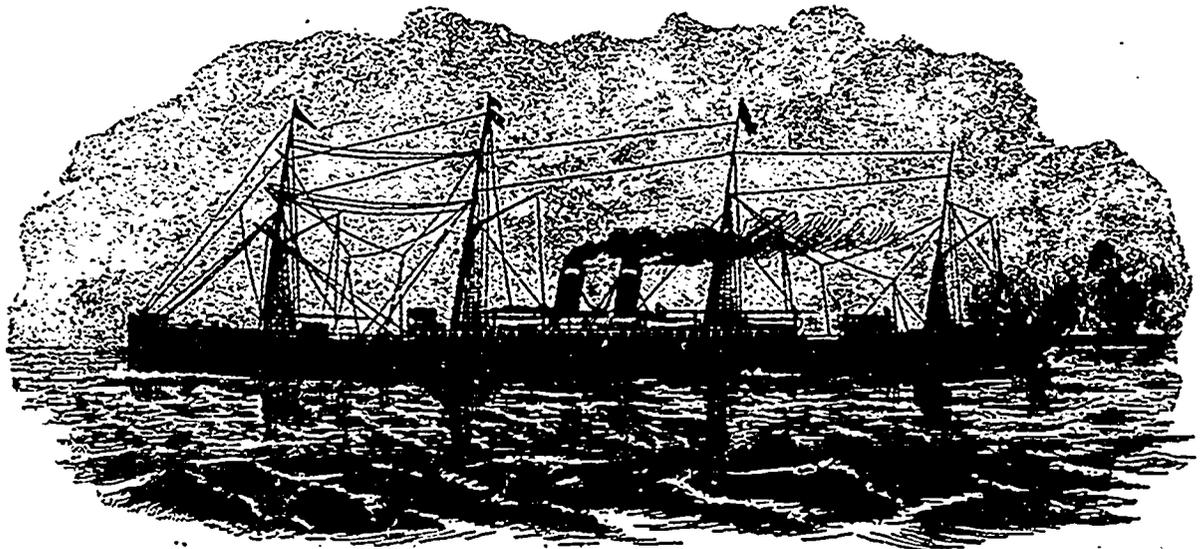
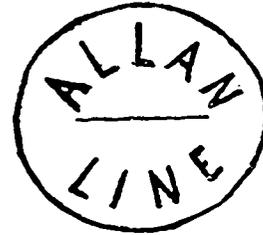
"The Company's flag is blue, white, and red. How the mate laughed when I called it red, white, and blue. You must begin at the mast, he says. The blue comes

first, and the pennant shows it is not a national flag. When passing another ship at night we show three blue lights in the form of a triangle, thus . . . and fire rockets blue, white, and red, in keeping with the flag. At night a green light is shown from the Starboard and a red from the Port side. In older

days it was Starboard and Larboard, but in the noise of storms the distinction was not enough. The Starboard is the right-hand looking forward, and the Port is the left. Then there is the mast-head light, the binnacle light for the compasses, and the light at the wheel-house. If we should get into distress we fire guns and rockets. The bombs have two charges, one to send them off and another to explode them after they are well out."

"Just look at that steering rope there, 4½ inches thick, bears 60 tons."

"Here's the ship's stamp for silver, crystal, linen, note paper, etc. I sketched it last night from my soup plate."



IN THE GULF.

"I've been all over the Intermediate, too; the best of food supplied, and less than half what *we* pay. The Steerage has capital fare, and is clean and comfortable. It is washed and ventilated every morning, and inspected every day by the captain and the doctor. The 'Derry Emigration Officer also inspects it and the hospital arrangements before leaving Moville. The men are in one part and the women and children in another. They bring their own bedding and mess dishes, but the food is prepared by the ship's cooks. I guess many of them seldom have such a good time. Two babies were born since we left Liverpool. I heard them bawling like the mischief; wanted on deck, I suppose."

"I have done the hold pretty well too. Iron from Staffordshire, in bars and pigs, sheets and plates, laid at the bottom; tin from Cornwall; tea from London; fine goods from Yorkshire and Lancashire, chemicals from Widnes; steam pumps and machinery for punching, drilling, rolling, and every imaginable process under the sun. Our heavy machinery comes from Britain. We make the light ourselves."

"Crossing the other way we had grain from the West; flour, apples, leather, butter, cheese, bacon, etc., from Ontario; lumber, ploughs, threshing machines, match splints, and spool wood from Quebec; and I counted 40 parlour organs. But come to the concert. There's always good music at sea. It is for the benefit of the Liverpool Seamen's Orphanage. Every ship has one every voyage, and generally a handsome sum is made."

\* \* \* \* \*

"Never knew the like of it; in a fog all night, and hit The Straits like a die. Something magical. Now we shall steam up our own lovely Gulf, 1,000 miles of the most exquisite river sailing in the world. With the pine scented air, the pretty little French churches, the passing craft of all kinds; no wonder that merchants, professional men, Statesmen, Premiers, Governor-Generals, and Princes and Princesses of the Realm prefer the St. Lawrence route to any other. I should just think that the Captain that first brought an Allan Liner up here had his head on, that's all. I have a mind to hunt him up. He must have a statue erected on the cliff there. No channel mapped out; lights and buoys still undreamt of. My goodness! only think of it. Well does the Company deserve its present success. The early bird got the early worm then, eh, dad? So much for Canadian pluck and seamanship."



A PEEP INTO THE FUTURE.



"Not content with making Canada, the Company has gone out to make other countries. In fact, there is scarcely a corner of the globe that you can't reach by their steamers. Besides the route from Liverpool to

Montreal, via 'Derry in summer, and Halifax and Portland in winter, there is the Glasgow service every week to Montreal in summer, and to Halifax in winter. Every two weeks a steamer runs from Glasgow to Boston, and from Glasgow to Philadelphia; another from Liverpool, via Queenstown, to Baltimore, St. John's Newfoundland, and Halifax; and still another from London to Montreal direct."

"Passengers from every country in the world are accommodated by these routes: from Norway, Sweden, Denmark, France, Germany, Switzerland, etc., by Hull and Liverpool when bound for Quebec or Baltimore; by Glasgow when bound for New York and the New Eng-

land States. Great Britain has the choice of three ports, —Liverpool, Glasgow, and London, en route for Halifax, St. John's, Portland, Boston, Baltimore, Quebec, or Montreal. From the South of Ireland, Queenstown will take the passenger to Baltimore; and from the West, about Galway, the Allans provide the only service which runs all the year round, except December, January, and February, when the traveller is forwarded to 'Derry free. From the North, 'Derry will take him to Quebec, Montreal, Halifax, Portland, Boston, or Philadelphia. Boston is the point for the New England States; Philadelphia for the Middle and Western; and our own Canadian ports open up the highway not only to the older parts of the Dominion, but to the North-West, British Columbia, China, Japan, Australia, and New Zealand."

"All we have left to desire is our letters and telegrams by the way—stations heaving on the surging waters; men in uniform, white with salted spray, bags thrown off and on by electricity; and mid-ocean post-marks handed into our rooms with our morning coffee, telling of friends behind and friends before."

"The great matter is to get the most direct route to our destination. Experience is, of course, the best teacher. The next best is the advice of a good company. In these days of much lugging about of household goods, steamships are most liberal in their baggage arrangements, but people that travel much learn to do with little. One small trunk shallow enough to be stuffed under the berth suffices for the voyage. The rest goes in the hold, and in the case of absolute necessity may be reached during the journey. Labels, 'Wanted' and 'Not Wanted,' are supplied by the Company. I have always found ship servants most obliging. Still, passengers can do much to lighten their labours in the pressure of starting. Remember the number of your stateroom. Go straight to it. Leave your small bags there. Go on deck to make room for less considerate people. Don't bother the stewards with needless questions, nor the officers with your own original speculations about the weather. Take plenty of exercise on board. Make yourself agreeable to your fellow-passengers, and

LEAVE THE REST TO THE 'PARISIAN.'"

\* \* \* \* \*

"Good-bye, good-bye, good-bye! Upon my word, dearly as I love Canada, I'm sorry to quit the good old ship."

### THE RAID FROM BEAUSÉJOUR.

A STORY OF ACADIE.  
BY C. G. D. ROBERTS.

#### CHAPTER I.



ON the hill of Beauséjour, one April morning in the year 1750, A.D., a little group of French soldiers stood watching, with gestures of anger and alarm, the approach of several small ships across the yellow waters of Chignecto Bay. The ships were flying British colours. Presently they came to anchor near the mouth of the

Missaguash, a small tidal river about two miles to the south-east of Beauséjour. Then the ships lay swinging at their cables, and all seemed quiet on board. The group on Beauséjour knew that the British would attempt no landing for some hours, as the tide was scarce past the ebb, and half a mile of red mire lay between the water and the firm green edges of the marsh.

*An intensely interesting story to commence in early number.*

## WHAT WE ARE TO DO AND TO BE.

The Departments briefly suggested on other pages give but a poor idea of the field to occupy our attention.

MAKERS OF CANADA will form an important feature every week.

TOPICS OF THE DAY AT HOME, and its companion TOPICS OF THE DAY ABROAD, will supply articles from the best pens in Canada on the leading questions of the week, discussed from a broad, non-political, and non-sectarian standpoint.

WHERE, HOW, WHEN, AND WHY WE GOT OUR BIBLE, will trace the history of the MSS. and translations, and enter on the practical study of the Sacred Book.

Practical advice on all points affecting the HOME, in food, dress, manners, amusements, economy, education; the HEALTH, in hygiene, gymnastics, home-nursing, and ventilation, by accomplished specialists; and a CORNER for the sweet little TINY TOTS of Canada, always fresh and bright like themselves.

Practical hints from champions in Lacrosse, Cricket, Bicycling, Yachting, Canoeing, Rowing, Swimming, Skating, etc.

Popular Philosophy and Science, to cultivate a love and an appreciation of Nature, in her plants, fruits, insects, fur-animals, fish, poultry, pets, game.

A SECRET OF SUCCESS SERIES for boys and girls, from Young Canadians who have made themselves famous.

A Lesson from History Series, being sketches of our Heroes—French, English, and Indian.

STUDIES FROM THE LIFE SERIES, or practical talks with our lumbermen, miners, fishermen, light-house-keepers, and the great army of brave souls that work while we sleep.

These and kindred Departments will seek to stimulate the patriotism of our young people, and to draw them closer together in the bonds of national life. But a Young Canadian must not confine his interests to his own country, its welfare and its development. He must be large-hearted, liberally educated. He must know everything about his own country, and at the same time a great deal about others. In this THE YOUNG CANADIAN will be alive to the times. We shall be up to date. Carefully prepared papers on matters of more general moment and of wider influence will keep our young readers abreast of the age; and as to be truly great one must be truly simple, and if to be truly simple be to be truly great, we may with all modesty anticipate that our pages will meet with due appreciation from others than young Canadians.

MARGARET POLSON MURRAY.

EDITOR-IN-CHIEF.

## ARCHIE OF ATHABASKA.

BY J. MACDONALD OXLEY.

## CHAPTER I.

HIMSELF AND HIS HOME.



HE was but a few months younger than the century, having first opened the big grey eyes, that were afterwards to see so many strange and stirring scenes, in the month of May, of the year of our Lord one thousand eight hundred, in the very heart of the vast northern wilderness of Canada.

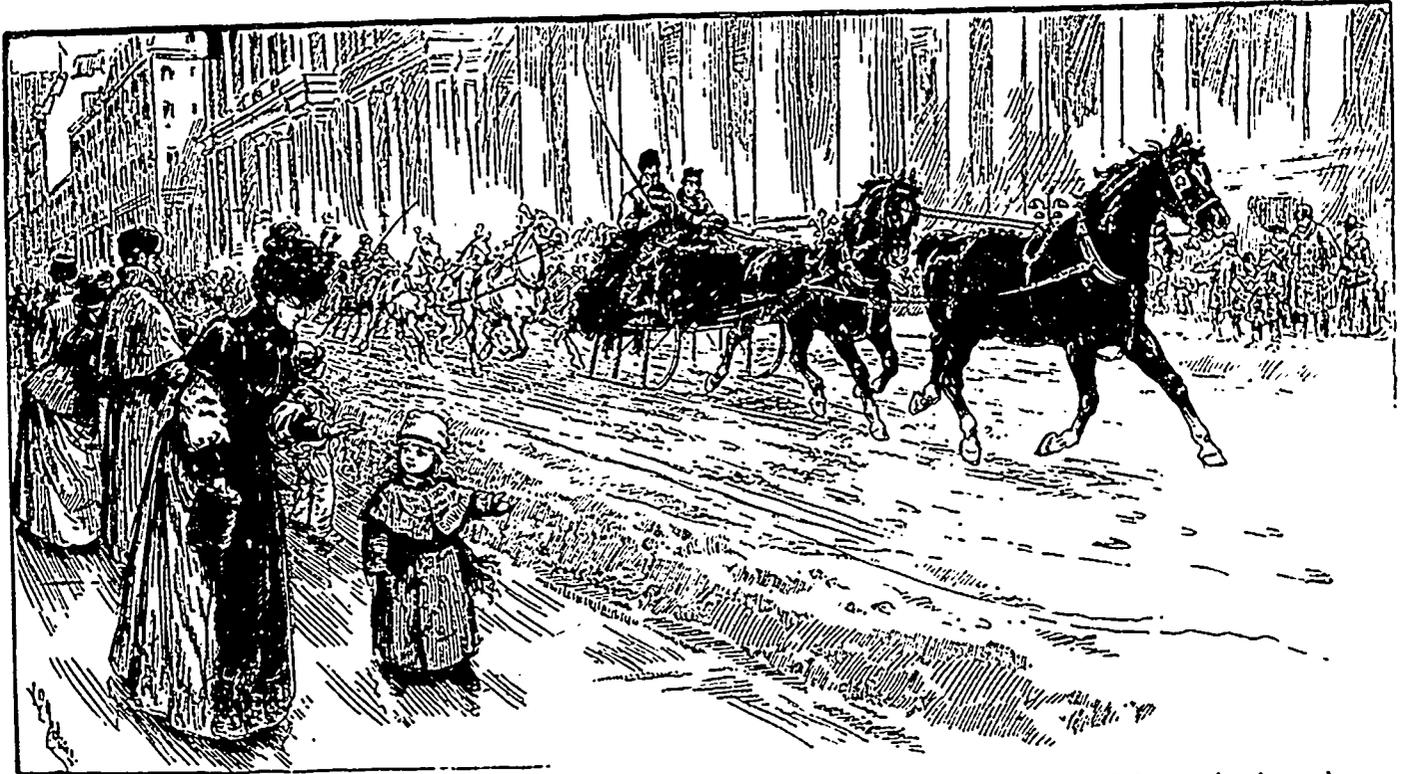
A remarkable mingling of race and character was this baby boy whose advent brought great joy to Fort Chipewyan, and upon whom, without any formal baptismal service, for priest and parson alike were quite unknown in that far-away place, the name of Archibald was conferred by his proud father, Donald McKenzie, Esq., an official of the great North-West Fur company, and in command of the fort already mentioned.

If there be anything in a name one need have no difficulty in settling what nation little Archie's father belonged to, and you had only to take a good look at him to see that his name fitted him all right, for he was a Scotchman in every line of his face and turn of his body. They called him "Big Donald" in the North-West, for he stood full six feet high, and was so stout of limb, broad of shoulder, and deep of chest, that exertion seemed to fatigue him no more than danger appalled him. He had not a handsome face, but, better than that, a transparently frank honest one; and with his shaggy eyebrows, heavy moustache, and dense brown beard, from whose midst issued a voice of startling depth and volume, commanded universal respect among the *voyageurs*, *bois brûlés*, (half-breeds), and Indians that formed the subjects of his realm.

For the factor of an important fort in those days held little short of regal sway over the men that were under him, and the Indians that came to barter their precious peltries for his beads and blankets and kettles and hatchets. He was responsible only to the company whose headquarters were at Montreal, thousands of miles distant, and, so long as the number of packs sent yearly from his district showed no falling off, he could do pretty much as he liked without interference from anybody.

Donald McKenzie had sailed across from Scotland when just out of his teens to make his way in the new world as best he might, with nothing but keen wits, strong hands, a brave heart, and a clear conscience to help him. Meeting in Montreal with a brother Scot, a few years his senior, who had been some time in the employ of the North-West Fur Company, or "North-Westerns" as they were generally called, and who stirred his imagination and ambition alike by graphic descriptions of life with the fur traders, he determined to enlist in the same service. He had no difficulty in obtaining an engagement. The company was composed mainly of Scotchmen, and so sturdy and promising a fellow-countryman did not have to go a-begging. He was accepted on sight, and was that same summer despatched to Fort William, at the far end of Lake Superior, where he entered upon the life in which his career was to be one of thrilling experience and steady success until the brown beard was plentifully streaked with grey, and he could honourably retire rich in reputation and in purse also.

*This thrilling story of adventure in our Great North West, at the beginning of the present century, will appear in an early number.*



YOUNG CANADIAN:—Mother, darling, see that one dear little horsie trying to catch another dear little horsie; but he can't.

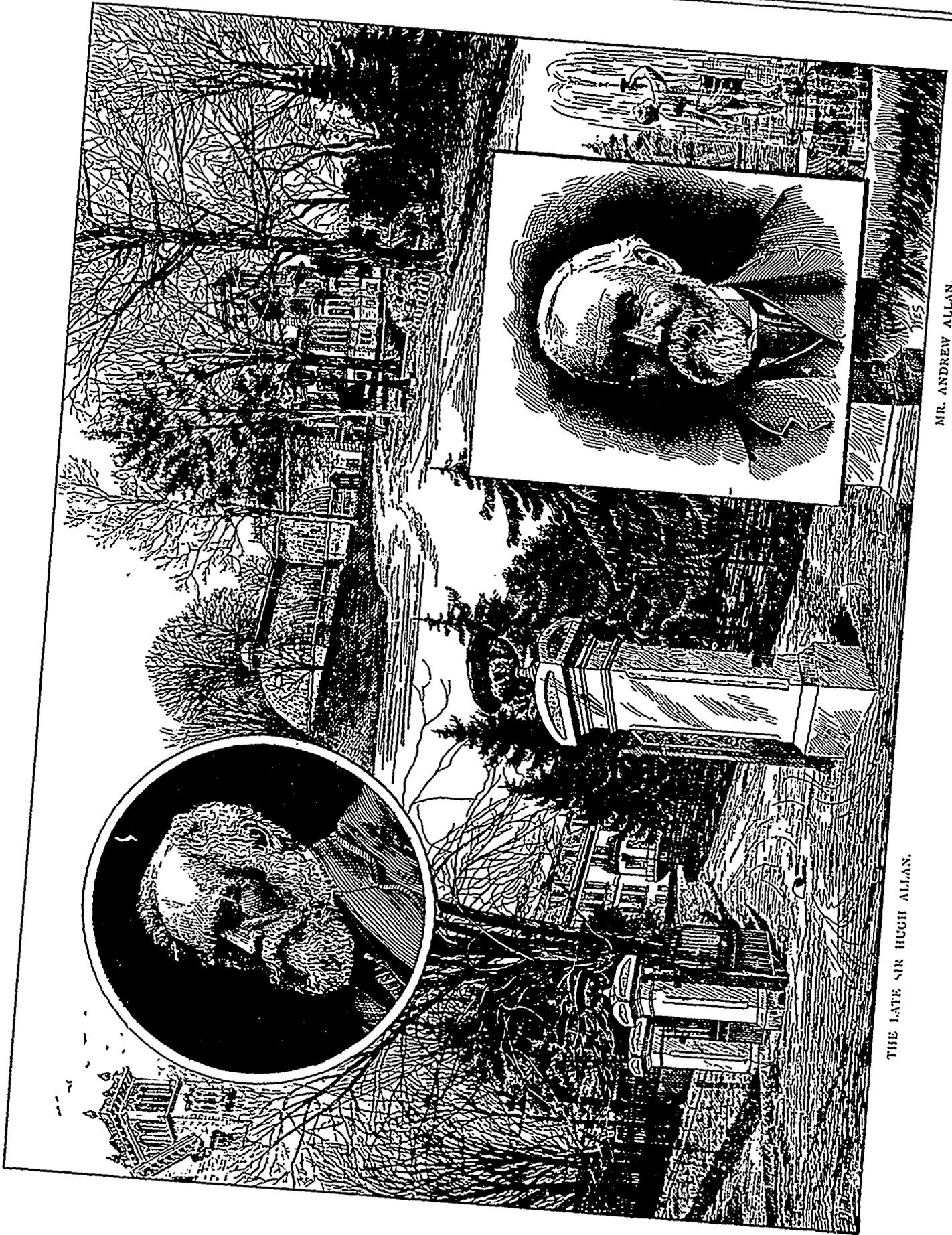
### A NARROW ESCAPE.

BY MOWER MARTIN, R.C.A.



“THAT I'm going to tell you happened long ago,” said the old farmer, “when this part of the country first began to be settled, and I and Jim Roman were the two first that took up land in this township. He pitched on to lot 29 on the 3rd Concession, mostly because that was the only concession opened up, but I wasn't quite satisfied with the land there; rather too light, as I judged, and too much pine and soft wood in the bush all along them concessions. So I followed the surveyor's line in through here; and all round





MR. ANDREW ALLAN.

THE LATE SIR HUGH ALLAN.

COUSIN BOB AND HIS BANJO.



HOW TO HOLD THE BANJO.

“GOOD morning, Mr. Parker,” said I, a few days ago, opening the door of 2083 St. Catherine Street, Montreal.

Mr. Parker was full of business, up to his eyes in *arms, pegs, heads, rims, brackets*, and an array of native woods in all the colours of the forest, and we don't half know what that means. But he shook the shavings from his great apron, and came forward, politely returning my salutation, with a glance at my companion.

“I have brought you a customer, a cousin from the West. He is in search of a Banjo, and fancies he must take a return fare on the Vermont Central to get one.”

My cousin blushed a little. In the West they don't like to have their family failings blurted out in this fashion, and with a look in his eye that said, “I'll square up this with you yet,” he stepped forward, saying—

“Well, you see, it's a little weakness of mine, is a Banjo; as necessary to me in my winter nights and my summer evenings as sunshine is to roses. I have been strumming away on a second rate thing I got of a chap on the Railway; traded for it with a rifle and a pair of snowshoes, and being down in your good city on a bit of a holiday—”

“Thought you would like a first-class one?” interrupted Mr. Parker, with a beaming smile. “You have come to the right spot, sir; headquarters, in fact, for a Banjo—the only headquarters in Canada. Just take a look about you. All sorts, sizes, prices. There's a beauty—and there—and there. Any of them is fit for the Empress of India.”



“They're going to be the rage with us up West. I believe mine was the first, and being a bit of an enthusiast, I stuck at it until now I love the little witch; really, sir, I do. Would not be without it for a good deal.”

“Well, now, see if I don't give you a good one, and cut the price close, too. You may depend upon any of these as the best article made. I season my wood for three years; cut it in arms first to let the air reach the wood; next put it into the kiln to dry it with heat, and then finish it off by exposure to the air.”

“Where do you get your woods, Mr. Parker?” asked I, as cousin Bob went round the place, examining and strumming by turns.

“Our own Canadian Maple is the best for acoustic purposes; and for decoration I get woods from South America and the West Indies. You would be surprised to see the variety—fifteen or twenty different sorts.”

“Indeed; what are they?”

“Well, there's Mahogany, Rosewood, Canadian Cherry and Maple, Coco-bola, Holly, Amaranth, Tulip Wood, Ebony, Hazed and Mottled Wood, Curly White Wood, Hungarian Ash, Bird's-Eye Maple, and—”

“Here's the one for me,” broke in Bob, with a show of more feeling than I had given him credit for.

“That is a beauty. I see you are a judge. That one's going to Ottawa to-night, but I'll make you its duplicate. How would you like it mounted? That, you see, is inlaid with gold and silver. It's for a grandee. But perhaps you would like pearl better,” and Mr. Parker laid on the table a box which dazzled the eyes of Bob.

“That's snail pearl, that dead white; that's peacock green; and that there is aurora. Isn't it pretty? All the colours of the sunrise.”

“Is that the stuff you make the pretty borders of?”

“Yes. I saw Indian shells up into sheets, very thin, cut out my pattern, grind it smooth on an emery wheel, and then fit it into the wood. No easy job, I assure you. I make all my own designs, too.”



“But that border of coloured mathematical figures, that's paper pasted on, isn't it?” I ventured to ask, to edge in my knowledge.

Mr. Parker and Bob seemed suddenly seized with illness. Such faces! You should have seen them! I hastily glanced around for the telephone, and remembered with some bitterness that we were at least a block from the nearest doctor. An uproarious burst of laughter from my imaginary patients, however, made my breath come easier.

“That!” said the Banjo manufacturer, his composure restored, and turning round to bring a handful of long, narrow veneers of wood, “that is made by hand—by my own hand, too, and from my own designs. All these colours are natural—the veritable colours of the forest—brown, black, white, red, orange. That's what I call *marqueterie*. Here's a scrap, there are eighteen separate pieces fitted into that.”

“Upon my word,” said I, forgetting my Aunt Matilda's mania against slang, “I never saw anything so pretty. How can you do that? So fine, so exquisite.”

“It's a secret of the trade,” smiled Mr. Parker, “and I can make you that in silver and gold, if you like, and set your monogram on the drum; the drum is made of

calfskin," added mine host, seeing me wax inquisitive, "calfskin specially prepared for banjos. Italian and Russian gut strings are the best, and the pegs—you would like them of ebony or ivory, I suppose? The metal parts are all brass, plated in Montreal. And I finish everything in French Polish. By the bye, let me tell you of a patent I am bringing out. You see these rims? They are made in hollow sections, each section communicating at one end with a steel peg. Well, I am going to make them communicate at the other end with a hollow tube, and get double the vibration, and a better tone, too."

"Oh, ho," ejaculated Bob, "You'll have all the mag-nates whiling away their cares on the banjo."

"Why not?" replied Mr. Parker. "The Governor-General's son plays one; and Talmage, and Gladstone, and the Czar, and the Prince of Wales."

"Pity they don't all live in Canada," interrupted Bob, "where they might have a climate to enjoy it. There is no climate in the world for the Banjo like our Canadian summer. Look at our camps, yachting cruises, canoeings, picnics, excursions; what would they all be without it? Let me have the duplicate; mind, sir, the duplicate of the gran-dee's, with the gold and silver mountings, the coco-bola, hazeling, mottling, and all the rest of it; and—a case, I suppose?"

"Of canvas, leather bound; or of English trunk leather, handsomely embossed?"

"The best that's made. Pack it well, and send it by express. It only costs fifty cents or so. And the price?"

"Both the price," said the happy Mr. Parker, "the best is the cheapest in the end; and I'll slip in a roll of solos, duets, and quartets of my own composition."

"All right," added my cousin Bob, to my consternation, "You've got me in a good humour, you see. I'm on my wedding tour."



A TRIO.

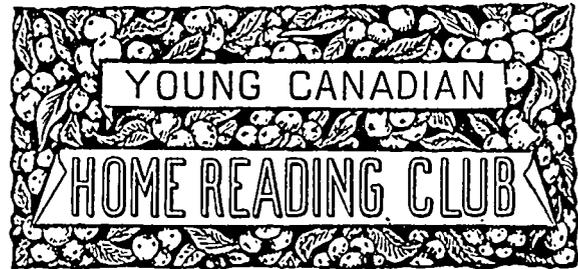


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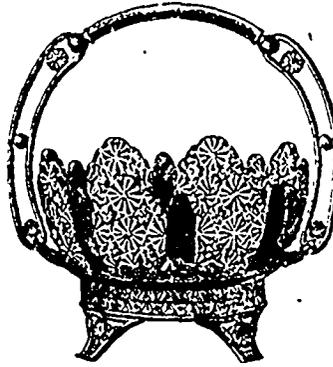


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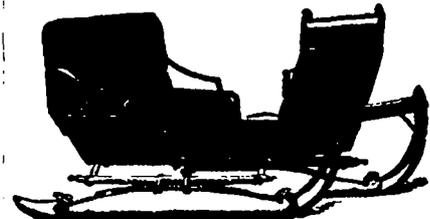
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