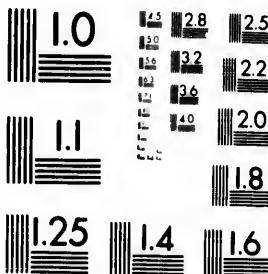
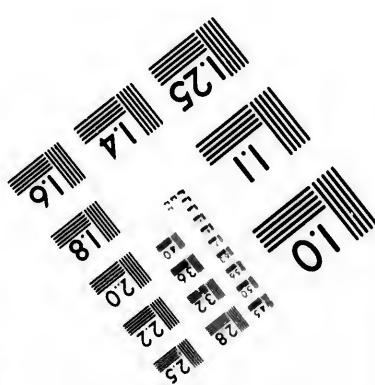
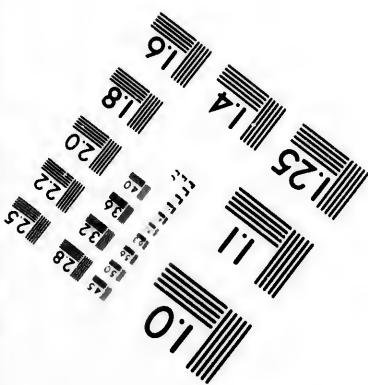


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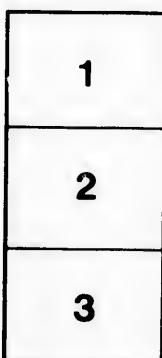
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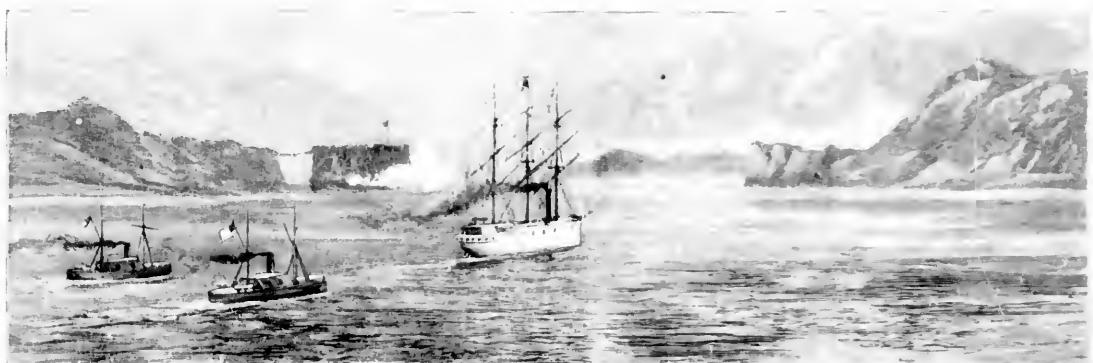


The Tour of the Princess Louise and the Marquis of Lorne

FROM SKETCHES BY
HIS EXCELLENCY THE MARQUIS OF LORNE, K.T., GOVERNOR-GENERAL OF CANADA



AN FRANCISCO BAY, FROM THE GOLDEN GATE



THE GOLDEN GATE, AN FRANCISCO BAY—H.M.S. 'COMET' LEAVING THE HARBOR, FROM THE GOLDEN GATE



GOVERNMENT HOUSE, THE RESIDENCE OF THE VICTORIA



MOUNT BAKER AND SAN JUAN ISLAND AS SEEN THROUGH A FIELD-GLASS FROM GOVERNMENT HOUSE, VICTORIA

the Nass and Skeena Rivers are the principal watercourses to settlers; but saw mills are also being established even as far north as this. The Nass falls into Portland Inlet, at the boundary between Alaska and British Columbia. Twelve miles from its mouth is the principal fishing station, and some miles further up are a missionary station and an Indian village, the approaches to which are formed by the compacted sandstone from the sun mounds. The Skeena River confluences into Port Simpson, about fifty miles to the south of the Nass. The fishing here gives employment to large numbers of Indians as well as white fishermen, who think nothing of working in two days enough fish to produce 50,000 tins, weighing 1 lb. each. The Indian women are employed in the manufacture of the nets. The River Skeena is navigable by large steamers, and the Nass has been ascended by them for twenty-five miles.

A MODEL MISCELLANEOUS STATION.

At the mouth of the river is the important missionary station of Metlakatla, with a population of over a thousand, founded a few years ago by Mr. Duncan, and now ably conducted by him, with the assistance of the Rev. Mr. Collinson and his wife. Besides a saw-mill, a turner's shop, a carpenter's shop, a smeltery, and a cobbler's yard have been established, when the different trades are efficiently carried on by red men and whites alike. There is a school, accommodating 150 to 200 children, as fine, healthy, neat, and well-instructed as one would wish to see. Besides all this is a church, capable of seating 1,200 persons, entirely built by native labour.

ROUTE TO THE FRAZER RIVER.

THESE outlying and sparsely inhabited districts, however, must not occupy our attention to the exclusion of that portion of the Province in which the interests of the Dominion and of the Empire are most immediately centred. The above description of them will show what vast resources still await development when the railway shall have opened up the more accessible districts already illustrated in our sketches. We must, however, on our way back, take a peep up the River Homathom, which falls into the late Inlet, already referred to. Mr. Smith, one of the Surveyors of the Pacific Railway Department, thus describes the canon of the Homathom, thirty miles from the head of the Inlet:—"The scene here is awfully sublime. The towering rocks, thousands of feet high, far above these, again, the snow-clad peaks, crenulated by huge glaciers; and in a deep gorge beneath a mountain torrent, whirling, boiling, roaring, and large boulders always in motion, muttering, growling like thunderbolts, and ever and anon striking on the rocks, making a report like the booming of distant artillery. But with all this wildness there is the fresh beauty of vegetation. Wherever there is a crevice in the rocks large enough to hold a few inches of soil, trees are growing and wild flowers blooming."

If the Canadian Pacific Railway does nothing else it will confer a boon upon the traveller and sportsman, the sight and sound of the living within easy reach these wondrous scenes of beauty.

THE COLUMBIA GOLD FIELDS.

The Homathom, as well as the Fraser, afford means of communication between the sea and the celebrated Gold Fields of Cariboo, discovered in 1852. In the last twenty years these gold-fields have yielded some eight millions sterling of gold, but they have not added one iota to the wealth of the country. Men rushed thither to make their fortunes, made them, and returned to San Francisco, or died in the excesses which the sudden acquisition of wealth led them into. Though each individual miner on the field now earns, at least £300. to £500. a year, clear profit on an average, there are probably fewer men steadily working there than ever. Probably there are not more than 25,000 miners there now, although from every sandbank gold can be scooped up, and there is probably far more of the precious metal left in the abandoned claims than has been carried away.

Fortunately British Columbia has never been the scene of the disgraceful outrages and lynchings which formerly gave the mining districts of California such a bad name. Law and order are observed by all classes in marked contrast to the state of things once existing across the United States border.

THE FRAZER VALLEY AND THE RAILWAY.

The existence of a railway, and the consequent facilities for furnishing even the distant Cariboo Gold Fields with regular supplies of food and clothing, and for developing the other resources of the country would no doubt have enabled the colony to derive much greater advantage from the gold-fields than has been the case. The Fraser, on whose valley the earliest discovery of gold took place, earned the name of the "Crazy River," owing to the excitement which the discovery created, and the extraordinary "rush" thither, and the subsequent rush out, which ensued. But the gold-fields alone would never have been sufficient incentive for the Dominion to undertake the construction of the railway across the Rocky Mountains and through the hills and across the gorges of British Columbia. The fostering of the permanent industries of agriculture, of coal and iron mining, and of fishing was one of the principal objects in view, and to them the railway must look for the sources of its traffic.

The lower Fraser valley we shall presently follow, in company with the Marquis of Lorne, on artistic thoughts intent. Let us look at its agricultural and commercial capacity. The lower valley of the Fraser, for about fifty or sixty miles in length, is a lovely, fertile plain, beautifully wooded, watered by innumerable streams and lakes, and with a soil varying from a deep black vegetable humus to a light brown loamy earth. Any crops in the world will grow here. The plains are covered with a dense growth of natural grass called bunch grass, which possesses highly nutritious qualities, and keeps cattle in excellent condition throughout the whole winter. As already stated, grapes and corn, and European fruits and vegetables of all kinds will flourish, while the timber supplies are in every way magnificent. This valley, with the great and beautiful valley of the Okanagan, lying to the eastward, immediately south of Lake Shuswap, will be directly opened out by the railway, which passes through them and Branch lines will, no doubt, eventually run through all the more favoured parts of the colony. The great plain of Chilcotin, lying further north-west, and watered by a tributary of the Fraser of that name, is another magnificent stretch of agricultural country, which cannot long be left without railway

communications when once the inevitable growth of population demands a greater supply of vegetables, grain, and meat.

The whole length of the Fraser itself is about 500 miles. Its extreme upper portion, passing through rocky gorges, is in strong contrast with the middle portion of its watershed, which lies in mountains, and the again with the plain just described. The Thompson River, referred to in the sketches, joins it at Lytton, at the lower valley, having itself passed through a valley of wonderful fertility, and of even greater beauty than that of the Fraser. The valley of the Thompson, indeed, may claim to be, for richness of scenery, one of the most beautiful in the world.

KICKING HORSE PASS AND THE RAILWAY.

It is known that Pass is not the very emphatic name of the opening of the Rocky Mountains through which the railway is to pass. It is situated in 41 deg. N. latitude, and 117 deg. W. longitude close to the mouth of the Kicking Horse River. All the other alternative routes suggested passed considerably to the north, the points in favour of that finally selected being that it is shorter than the others; that it is further south; that it passes over lower ground; and that it opens up the richest agricultural districts. From Kicking Horse Pass the railway will proceed on a westerly direction due west across the Columbian, which near here takes a right-about bend, to Lake Shuswap, at the head of which will pass the town of Seymour. From here it proceeds along the valley of the South Thompson River to Kamloops, at the junction of that stream with the main river Thompson coming from the north. Hence to Yale, a distance of 122 miles, the line will pass through a splendid agricultural country. This section is already under contract, and twenty-five miles of the distance have already been completed, commencing at Emory Bar, just below Yale. From Yale to Port Moody, the final stage of the westward journey, is another stretch of ninety miles. The sketches of H. S. Excellence the Marquis of Lorne give a good idea of the physical difficulties to be contended with in the construction of the line.

When complete, the railway will furnish uninterrupted communication entirely through British territory, from the Atlantic to the Pacific, the total distance from Burnside Inlet to Ottawa, the capital of the Dominion, being 2,710 miles. Thence to Montreal is 112 miles more. Besides being shorter than the American line, it will have the advantage of crossing the Rocky Mountains at a much lower altitude, and of traversing generally for this reason a warmer, although a more arid, country.

A great project is already on foot, which the completion of this line will probably bring into actual operation, to unite the railway now building in New Caledonia with the Inter-Colonial Railway by means of a gap at Yale, 30 miles running across to the Islet Buteon Island, and the latter line again in the same way with the Pacific Railway at Montreal, and thus practically afford uninterrupted railway communication from St. John on the extreme east to New Westminster on the extreme west. The gauge of the railway is 4 ft. 8½ in.

THE CLIMATE OF BRITISH COLUMBIA.

As we go to the climate of this Western Province of the Dominion. Sheltered on the east by the Rocky Mountains, and on the west by the Cascades range, and lying, notwithstanding its mountainous character, generally warmer than the country on the other side of the Rockies, the climate of the country is much more temperate than Manitoba or the adjoining States of the American Union, especially in the central or southern portion. Here the lakes are never frozen, and the snow lies but for a short period. On the upper part of the Fraser River the weather is capricious, and the winter cold, but when spring comes in it is some time later, comes for good, and "Vancouver" brings, during the last half of May, as good a case with it as the heat of July. At the headwaters of the Columbia the climate is of course extremes are rare, and the snow melts as it falls. Drawing nearer to the coast, and still east of the Cascades Range, the climate becomes hotter and drier in summer and colder in winter. West of the Cascades, and in Vancouver, the thermometer seldom rises over 80°. So dry, in the hottest summer day, or falls below 20° in winter. The summer is found delightful, no words can convey so vividly English ears a sense of the delicateness of the summer months here. Further north, towards the coast opposite the Queen Charlotte Islands, the humidity is greater and rain more frequent. A warm current of water flows down the coast, conveying heat and moisture, just as the Gulf Stream keeps the western shores of England, Scotland, and Norway so much warmer than their latitude would otherwise enable them to be. The vapours are carried by the winds to the mountain side, where they are condensed and fall in rain or fog, fertilising the vales and supporting the magnificent verdure and vegetation of the country.

THE FUTURE OF THE COLONY.

We have not space to refer in detail to the fauna of the country—the deer, the elk and caribou, the buffalo and bear, the marten, mink, beaver, and other fur-bearing animals, the geese and ducks, grouse, snipe, and ptarmigan, which make the country a trapper's and a sportsman's paradise. But these should not be entirely omitted from a sketch of the capabilities of this distant province of the British Empire, long neglected and little appreciated. Nine years hence British Columbia will be able to celebrate the hundredth anniversary of its formal annexation by Captain Vancouver in the name of George III. If it can do so, let it do so, as we trust, complete, in a manner which shall afford a striking contrast of its future hopes with its past history.

It is only a quarter of a century since the sudden increase of population caused by the "gold fever" induced the English Government formally to erect the colony, and then a monopoly of scald books in the hands of the Hudson's Bay Company, into a colony. Even now the population, including 30,000 Indians, does not exceed 50,000, but the exports last year amounted to a value of over a million sterling. What may we not expect of the country when the railway has opened its gates to immigration, and brought the markets of the world within reach of its produce? With the great future which the country has before it, no British official is likely to repeat the opinion of it expressed by the brother of a past Premier, who forty years ago, declared that "the country was not worth a —, for the salmon wouldn't take a fly!" Rather will

the representatives of the Government be encouraged to follow the example set by Lord Dufferin, and acted upon by his distinguished successor in the Governor-Generalship, and not only to make themselves personally acquainted with all parts of the Dominion, but also to popularise a knowledge of its capabilities.

OUR ILLUSTRATIONS.

The series of illustrations which we publish this week, from sketches by the Marquis of Lorne, K.T., G.C.M.G., represent the salient features of the country traversed by His Excellency and H.R.H. the Princess Louise, Marchioness of Lorne, on their recent visit to British Columbia. We may observe here that His Excellency's original sketches are admirable—quite equal to those executed by professional artists. The importance of the Canadian Pacific Railway now being constructed across the Dominion could hardly be illustrated more forcibly than by the fact that the Governor-General and party were obliged to make a *dear* through the United States, and to reach the capital of British Columbia by way of San Francisco.

San Francisco is a city of handsome streets and shops, but confined by high sand-hills rising above it, and the country around, except white verdure is produced by irrigation, looks very dry and hot. A cold wind blows there all the summer in the afternoon, however. San Francisco lies at the north-eastern extremity of the southern-most of two tongues of land which, separated only by the narrow strait known as the "Golden Gate," form the western boundary of the Bay of San Francisco—the grand estuary into which fall the Rivers Sacramento, San Joaquin, and other streams rising in the Sierra Nevada, among the won-rous beauties of the Yosemite Valley and the Tuolumne Canon, and beneath the shade of those giants of the forest known as the Calaveras "Big Trees" and the Mariposa Grove. Across this estuary a magnificent view is obtained from the City of San Francisco, with Monte Diablo rising some 4,000 feet above sea-level, and towering over the wooded slopes of the famous suburban residence of Oakland, on the opposite side of the Bay. The city is regularly laid out, the streets being broad, and crossing each other at right angles. The site was originally exceedingly rugged, but most of the ridges have been levelled. Telegraph Hill, however, at the north-eastern end of the town, 300 feet high, overlooking the Golden Gate, Russia Hill, 300 feet high, on the west, and Mount Hill, 120 feet high, in the south-west, remain as points of vantage from which to view the neighbourhood. Five-and-thirty years ago, before the discovery of gold, Folsom did not contain 1,000 souls. Two years of the gold fever increased its population thirty-fold, and then it was a hub of prosperity, and the resort of the most desperate characters in the world! Now it is a well-ordered city of close on 200,000 inhabitants, doing an enormous trade with the West—or rather should we say with "the East," as we know it by sea, and with the Atlantic seaboard and the interior by rail. The city boasts seven fine buildings. Perhaps the most ambitious of all is St. Patrick's Cathedral, with a spire 240' high, near the southern end of the city, in Mission Street. A mile and a half to the south, on the outskirts of the city, is Mission Hall, the most ancient building in the place, built of adobé brick, and founded in 1776. Near the centre of the town, bordering on Market Street, is Verba Buena Park, with the new City Hall; close by is the new Mint, a fine building. Further up Market Street are the Merchants' Exchange and Custom House, the Mechanics' Institute, with a library of several volumes, and the Mercantile Library. St. Mary's Roman Catholic Cathedral, with a spire 200 feet high, two or three more chapels and churches, and the Sheriff's Trial, or Jewish Synagogue, the interior of which is worth seeing, are here by. The Chinese quarter of the city, with its temples, Chinese theatres, opium cellars, and gambling halls, is worth visiting. Near here are the Plaza, at one corner of which stands the Hall of Records, formerly the El Moro Gambling Halls—and Washington Square. The environs of the city afford many fine views. An immense sea-wall, 8,340 feet long, has recently been built, while a drive to Point Loma, on the open Pacific, overlooking Seal Rock, upon which hundreds of seals may be seen sporting themselves, opens up many miles of distant in the ocean, can be seen from here.

With the natural advantage of an almost unrivaled marine position, and with immense resources, mineral and vegetable, in the neighbourhood, and with the further advantage of direct communication by rail with the surrounding country, and with the Atlantic seaboard, San Francisco offers a picture of what Victoria or New Westminster may not reasonably expect to become, when the great work of constructing the Canadian Pacific Railway shall have been completed.

In the second sketch H.M.S. *Couer* is seen leaving the harbour, accompanied by the courteous General McMillan, who commanded in September the Military Division in which the city lies, and by whose orders the great new fort on Verba Buena, or Goat Island, at the mouth of the harbour, fired a salute from her heavy guns as the *Couer* steamed by.

Nearly twelve degrees, or 750 miles, to the north of San Francisco, is the Strait of Juan de Fuca, the entrance to a second great natural harbour, which must eventually be to British Columbia and the rest of the Dominion what the Bay of San Francisco is to California and the United States. Separated from the mainland on the south by these straits, and on the east and north-east by the Strait of Georgia and Queen Charlotte Sound, Vancouver Island, at the south-eastern extremity of which is the City of Victoria, the political and ecclesiastical capital of the Province of British Columbia. At present it is the most important town in the Province, with a population of 7,000, but it is likely to be closely run in the race for pre-eminence on the western seaboard, San Francisco offering a picture of what Victoria or New Westminster may not reasonably expect to become, when the great work of constructing the Canadian Pacific Railway shall have been completed.



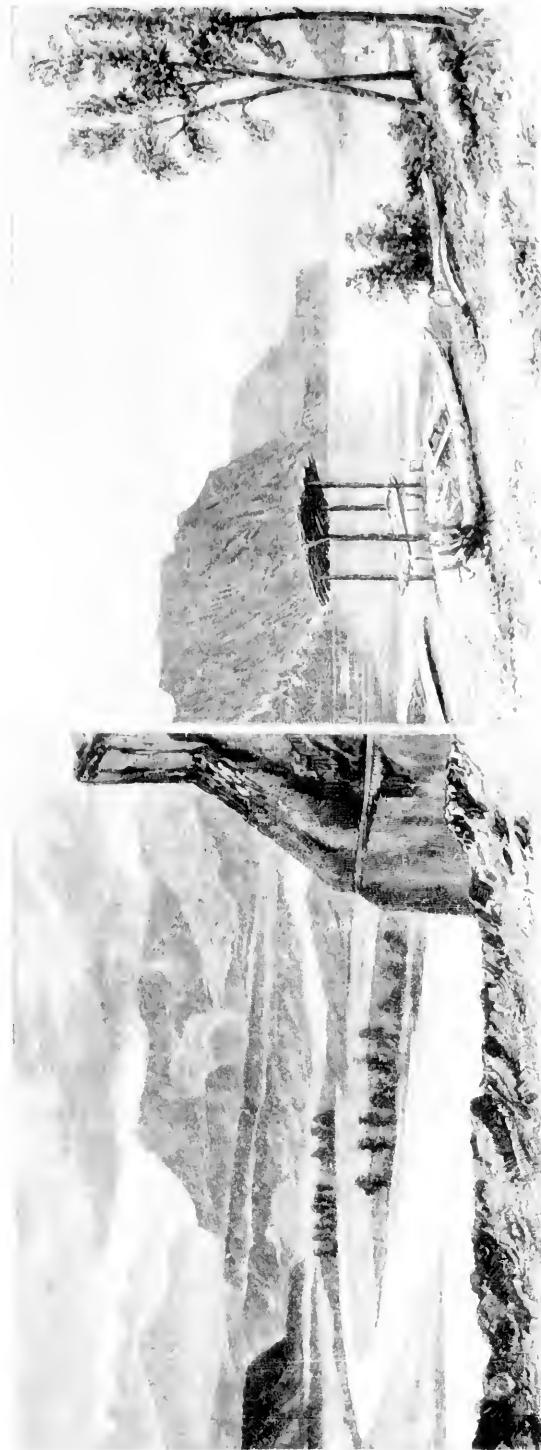
SIDE CAVAN

THE ST. LAWRENCE



THE TOWER OF THE PRINCESS LOUISE AND THE MARQUIS OF LORNE

PHOTOGRAPH BY HENRY MARQUIS OF LORNE, K.T., GOVERNOR-GENERAL OF CANADA



THE VILLAGE OF KAMGOOT AT THE CONfluence OF THE NORTH AND SOUTH THOMSON RIVERS

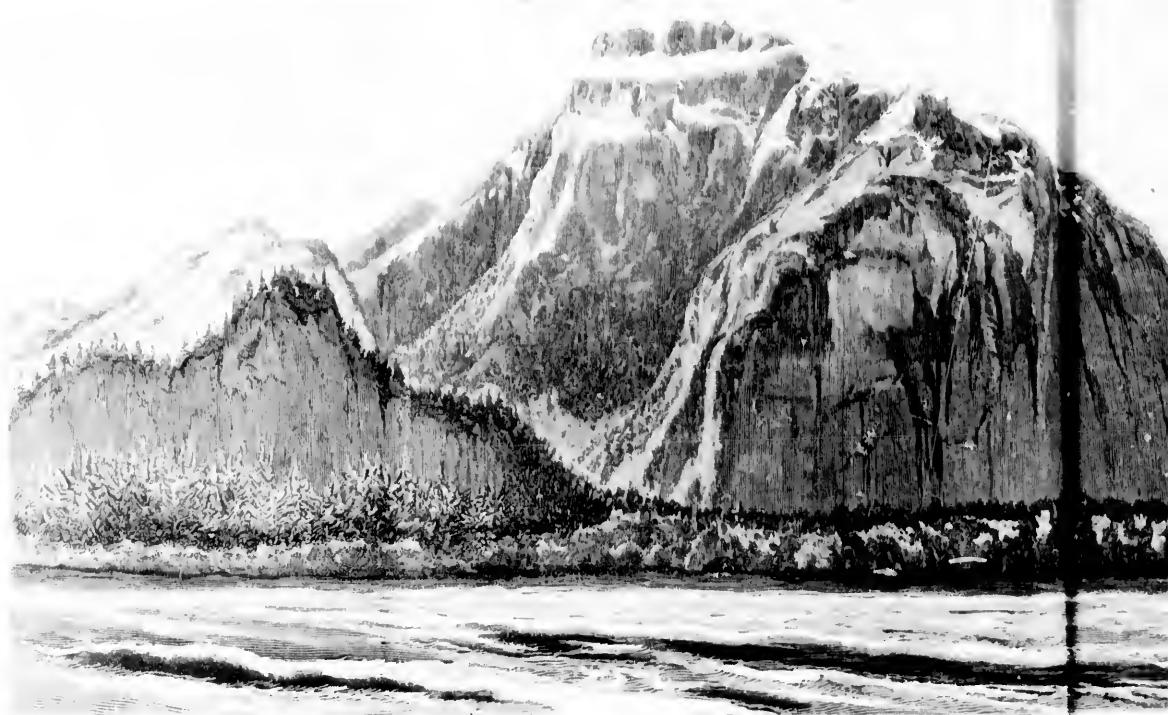


THE VILLAGE OF KAMGOOT AT THE CONfluence OF THE NORTH AND SOUTH THOMSON RIVERS

ILLUSTRATIONS BY HENRY W. MCNAUL
FROM "THE THOMSON RIVER IN CANADA."



THE FIVE SISTERS AND A REACH OF THE FRASER RIVER.



MOUNT HOPE, ON THE FRASER

THE FOUR OF THE PRINCESS LOUISE
FROM RET'D. BY HIS EXCELLENCY THE M. G. OF LOR



MOUNT HOPE, ON THE FRASER RIVER



MOUNT LOUISE AND THE MARQUIS OF LORNE

BY THE MARQUIS OF LORNE, K.T., GOVERNOR-GENERAL OF CANADA



"SIBERIA IN ASIA," by Henry Schodlim (Murray).—So far we have had no clapped-out one. Mr. See old man's country was made; and it is still in that, after so long an interval, a narrative of travel remains as fresh as this does. Like "Siberia in Europe," it is in the main the journal of an ethnologist. At first making a mistake was made in going too far northward in the migration of birds, but hardly perceptible, and with the coming of autumn it turned out that much the best place to be, which he had been told. The author has a good instinct; however, until I went much in his father's books, many important missives, he was at last much satisfied with success, such as enable him to bring home certain skins and eggs, of which no exact names exist in any known collection. The chapter on "Bird-migration" is specially notable, containing as it does many novel and interesting facts on a subject that is little understood. For instance, the author's observation goes to show that birds of prey, so far from following the course of their victims, prefer to take a course of their own; and further that the migration of birds is not made in summertime; all migratory birds do not take the same line of flight in fact, the tracks of different species have been found sometimes to cross each other in right angles. Another point, too, upon which Mr. Schodlim is well informed, is the question of the influence upon him of the development of the Chinese Empire. Soviets are not new specie's, but, for the most part, varieties of those familiar in western Europe—monarchs, indeed, though by then almost extinct. It is not altogether for its geographical merit that this handsome volume is acceptable; it contains a large amount of information about the country, its people, its cities, &c. In this respect, perhaps, it is chiefly interesting, in that it comes in much that we have heard from previous travellers. Russia's unkindness is the peasant's great grievance, accompanied with the poverty of the soil and the state. The Greek Church—or, at least, the officials of the Greek Church—make a point of encouraging the flight of workmen from the country for the purpose of hill-making of iron, this of course, is the exact description of a number of the Moslems; resulting that, "Tatars are found living in cleanliness and in society of others." She will, however, who drag out a miserable existence in cold and misery, will wring her hands. The editor of the "Times," however, brought up with statistics, would say, in effect, An account of one Van Gzenzenko, local magistrate of Terekstan, is one among and significant, though not as bad as he said, it is still the most wretched Russian ever mentioned by the writer of "Russia." In however, and that is saying a good deal, the Tatars' own engagements are truly only a real and full record in everything they have done, as well as well planned. But the book, as a whole, is very well written, while the narrative is a thing that has no instructive as anything else that we have received for a long, long time.

This is all we have had for a long time.
He has got up again—at the typical
age of ten months, and at a typical
age of one year he has been walking
and running. I am writing this
sitting in the chair as the boy is
standing beside me. We are all
very pleased with these developments.
Mr. Babbitt has much to do in
the matter. I used to think he was
not a natural teacher, but now I am
inclined to think he is. He is a man
of great energy, and his methods of
teaching are most interesting, and
he is an inspiring teacher. At present
he is teaching the first class in
the primary school. The first class
is the best class in the school, and
it is the easiest class to teach, because
the children are all very good
and they are all very bright. Mr. Babbitt
is a very good teacher. He is a
natural teacher, and he is a very
good teacher. He is a natural
teacher, and he is a very good
teacher. He is a natural teacher,
and he is a very good teacher.

...and I am sure we will have a good time.

Lucy Day A. T. and M. Lewis L. Day has
arrived at the station. Very sick
but still here. Very sick. In fact,
they are not fit to travel. But this is the kind of thing
that makes me want to have a look as any of my
M. L. Day is. An artist of notable taste and talents
and as all the girls of his school with care and
attention to detail, have turned out to be
very good. A number of them must be watered in this other
category. They are not bad, but they do not hold themselves well
and are not always attractive, gentle and young. We
are all very fond of them. They are a fair number
of them. The girls are generally
attractive, gentle and young. They are
all very good.

and the cover, and I thought and I do believe was a fainter name, and English, too. That "A. B. B. Day" I thought I saw, and with it a name with some great letters, like "S. V. S." but it will take a good deal of time to get it out. So there is a chapter there, and last chapters will be given if I can find by all means who can, and I am not too bad. The volume of Mr. Kinglake's "In a Month in the Crimea" have been noted, though in these columns as they have from time to time been issued to the public. We may refer again to the seventh volume of the cabinet edition. We can find such and such a chapter in the new edition in which Mr. Kinglake contrasts the scenes of the most wretched misery in Egypt with the scenes of the greatest in the Crimea. In a month, this picture of wretchedness, and so many pages out of a vivid history of the English in the Crimea. The first part of the preface Mr. Kinglake devotes to the memory of his friend Mr. Charles Greville, who edited the original edition of "A Month in the Crimea".

See earlier volumes of "The Invasion of the Crimea." We

which is hammered until it fills up the space between the two pieces. It is strong, and holds the rail tightly in its place. Owing to the vibration of the rail when a train passes, and also to the effects of the weather, these wooden keys often become loose; indeed, it is a common occurrence to see men inspecting their condition, and driving them in with a long-handled hammer. A new form of metal key has just been introduced with a view to effect a more permanent and safer grip upon the rail, and the annexed diagram will explain its nature.

The key is the ordinary shape of the rail which it supports, and the new key is of similar shape, slotted from end to end, and having a tongue or 'wind' which can be bent over against the chair, as shown. We do not know the cost of this key; but suppose that, as it is made of iron or steel, it must certainly be far more expensive

than the wooden bracket it is intended to supersede. Unfortunately, however, notorious an invention may be, and although it may destined to promise increased safety to life and limb, its cost is the point which decides its general adoption, or the reverse. The inventor is Mr. H. B. Moreton, of Cardiff.

The Same Iron Company have decided to expend a sum of money, not far short of one million sterling, in works which will greatly enhance the value of their property. These works include a new dock at Port Said, the widening of the canal where it crosses the Bitter Lakes, and the erection of new wharfs, or resting places. The works will cover a period of several years, and are expected to be wholly finished by the time that the Suez Canal is completed. When these works are completed, it will be nearly doubled. What these works are expected to do, the question of constructing another canal, so as to make an up and down channel for traffic, will be taken into serious consideration.

Many years ago the great French experimenter, Breguet, discovered that an electric current was generated when carbon was plunged into fused saltpetre. Dr. Brand, of La Rochelle, acting upon this knowledge, has constructed an electric generator, touch or single, consisting of a mixture of carbon and saltpetre. The carbon is re-assayed as iron dust moulded into a stick the diameter of a millesime. This rod is then coated with sheet asbestos, and is dipped into melted saltpetre, so as to carry tall or small shavings of iron, that fall and receive a thick coating of saltpetre. Wires are connected to the carbon and the iron dust, and the apparatus is connected to an electric current generator. The currents are not feeble, but Dr. Brand hopes, by connecting the generator to many machines, to generate sufficient current for lighting the houses in war in such fortresses as Paris.

Mr. Alexander Mather has proposed a novel system of burial, which, while awaiting the arrival of death, and preparing to meet it in the way of cremation, he claims to possess all the sanitary advantages connected with that ancient method of disposing of the dead. His system is simply to enclose the body in an opaque glass case, hemispherically sealed, to draw out the air from this receptacle, and to replace it with a vacuum, and, in some other gas, of different properties, so that the body will not decompose. The process, as far as it has been explained, in a journal could be referred, if required, for any period. The system is ingenious, and might in certain cases prove very serviceable. But most of us think that any process which delays the transition of the body to its original state is a mistake.

The Admiralty authorities have recently tested three different patterns of port-hole engines. One was the well-known *Scudette*, which develops forty "thrusts" upon the pressure produced by the carburetted water formed within it by chemical means, and the other two contained a vast reservoir of compressed air, which threw out the water with, as it proved, a tame energy. The trials were not conclusive, for although the *extra* was succeeded in getting his boat of shavings out far more efficiently than either of the two, the water energy was still far from being good. The *Scudette* certainly has the advantage of being clean and simple. It needs no charging with compressed air. In fact each 'thrust' brings the chemicals into immediate action, without further outside help. — T. G. H.

THE TRANSIT OF VENUS.

This remarkable phenomenon, which took place on December 10th last, and which will not occur again until all the animal life now on the globe has long ceased to exist, was observed very favourably in

The Transit of Venus as Seen from the Top of the Drakensberg Mountains, South Africa.

South Africa. At Durban there was a cloudless sky, and the view from the observatory was almost perfect. The observations at Cape Town and Wellington were also very successful. Our diagram shows the transit as seen through a smoked glass on the top of the



THE LAKE NEAR LUMBERTON



THE LAKE OF THE WOODS



AMACHEE'S VALLEY, BETWEEN SALMON RIVER AND LAKE OKANAGAN

THE TOWER OF THE PRINCESS LOUISE AND THE MARQUIS OF LORNE
BY G. H. FREDERICK MARQUIS, M.A., GOVERNOR-GENERAL OF CANADA



AGASSIZ, THE PRESENT TERMINUS OF THE CANADIAN PACIFIC RAILWAY.



PORTEAU COVE, THE PRESENT TERMINUS OF THE CANADIAN PACIFIC RAILWAY.



INDIANS AT LAKE OKANAGAN.

THE TOUR OF THE PRINCESS LOUISE AND THE MARQUIS OF TORNE
FROM SKETCHES BY HIS EXCELLENCY THE MARQUIS OF TORNE, K.T., GOVERNOR-GENERAL OF CANADA.

**JOSEPH WILLIAMS' NEW
SONG,
ONLY A LITTLE WHILE.**

Florence Pascal, Nov. 29
Only a little while, love,
Only a year and a day,
Only a month or two, love,

"Till I find speed," said she,
The following
Artistes—Madame Tristella, Florence Wynn, Warrell,
Miss Agnes MacLean, Miss Lamb, &c.

A WHALER'S YARN. Written and Composed by MICHAEL WALTON (Author of "A WHALE'S TAIL," &c.)—A Ballad of the best Sea Songs written—easy in song, yet most effective. Now in F, from C to D, in G, in G, from D to E.

COMIC SONGS. Now being Sung by the Performers and Retailers who are London and the Provinces—
TILL THE COCK CROWS AND JOY, New, in Every Edition—**WHEN THINE SISTER WAS SO MERRY,** Generally—**ALWAYS,** Set in **WHEN IN WHISTLE THEM BACK AGAIN,** New.
GOOD YOUNG MAN THAT DIED, New.

HILL'S MARCH.

The following arrangements of this celebrated March in F are now published—

Piano Solo Piano Trios
Guitar Soprano
Organ Bass
Harmonium Drums
Violin and Piano Military Band

JACKIE! THE FIRE-ESCAPE
MAS. Words by J. K. ROBERTS, Author of the
"M. & M.," &c.—Music by J. R. STODDARD.
Barbers' Company, to Notes, D-maj to B.

He comes to descend—in his fire-escape, this fast—
With a bang, and a clatter, and a short shout—
Hearing his attire—now some scattered papers—
And a few drops of water, from the ceiling—

Up goes he, saw the last strong arm—caught the child—

But—up goes he again, and—down goes the head!

It is his duty—he goes to his rest.

THE KING'S WOOING.

The ballad I learned on the story-teller's bench—
How Dame Fair sought a bride in France—Jaune et Rose—
And Dame Fair was married in F.

Now—she has a son—she sent him to Paris—

Music by H. B. FAWCETT, from the melody of a
Song which is continually introduced, and is very

effective.

NEW SONGS, E. H. COHEN.

For Night, Day, Thousand Eyes.

If thou'rt a woman, set the Spring in your hair.

Music by Mr. COHEN, and set to Music by Mr. THURSTON.

Price one each.

NEW SONGS BY FLORIAN

THE CAPTAIN'S DREAM, Sung by Mr. THURSTON.

THE LITTLE WHITE, Sung by Madam.

THE LITTLE WHINING, Sung by Mr. THURSTON.

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steel ready for them. Over 100 iron and
steel ready for them to select from. From 100
guineas upwards. Padding of every description manu-
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