



A SHIP IN POSITION ON THE RAILWAY.

THE CHIGNECTO SHIP RAILWAY.

THE present year, it is confidently expected, will witness the completion of one of the most significant of modern engineering enterprises—the Chignecto Ship Railway. A glance at the accompanying map will show its location, on the isthmus joining the Canadian provinces of Nova Scotia and New Brunswick, and may also convey some idea of its importance from a commercial standpoint. By its use, ships sailing between American or Bay of Fundy ports and Montreal, or other ports on the Gulf of St. Lawrence, will be saved a journey of 400 or 500 miles around the most dangerous coast of eastern North America, with a corresponding gain in time and expenses of every kind. The distance from Montreal to St. John, New Brunswick, for example, is, by the present route around Cape North, 1515 miles; by the ship railway route it will be but 930 miles, a saving of nearly 40 per cent.

The originator and promoter of the railway is Mr. H. G. C. Ketchum, a clever New Brunswick engineer, who himself has perfected the details, and is now in charge of the work of construction. A ship-canal across the isthmus was advocated for many years, but was given up in favor of Mr. Ketchum's plan, chiefly owing to the difficulties imposed on canal construction by the great inequality in tidal ebb and flow on op-

posite sides of the isthmus, the difference between high and low water being 48 feet at the Bay of Fundy end of the line, while on the gulf side it is but six.

500 feet by 300 feet, intended to receive and retain vessels pending transportation, and at the inner end of which is a lifting dock, 240 feet by 60 feet, built of solid masonry. Within each dock is a "gridiron," or section of track, that supports the cradle on which the ship is carried, and connected with which on each side are ten powerful hydraulic presses, capable of lifting cradle, vessel, and cargo to a height of 42 feet, or to the level of the main track.

The ship to be transported is brought from the outer basin into the lifting dock, and floated directly over the submerged cradle, which is then raised till the keel of the vessel rests on the blocks with which the cradle is provided. Bilge guards are next hauled in close to the vessel's sides, a rack with pawls at the back preventing any slipping. On the hydraulic presses being put in motion, the whole mass is raised to the level of the main track, to which it is then transferred, the entire operation occupying only about ten minutes. The cradle, with its load, is then transported by means of locomotives across the isthmus to the further terminus, where it is again transferred from the main line to the rails of the gridiron placed ready to receive it. This being then lowered to a sufficient depth, the vessel at once floats off, and steams or is towed into the outer basin, whence it continues on its voyage. A sufficient number of cradles and locomotives will be provided to enable vessels to be transported at short intervals, or two small schooners, like those ordinarily engaged in the coasting trade, can be simultaneously forwarded on the same cradle.

The railway is owned and controlled by a company of English capitalists, having at their head such world-famous engineers as Sir John Fowler and Sir Benjamin Baker. Actual work of construction was commenced in the autumn of 1888, and the railway is to be completed before the close of the present year. The rate of tolls will probably average about fifty cents per ton on the gross weight, it being the aim of the company to make the cost of transportation about equal to that on canals, including towage. The very large amount of shipping already trading on Bay of Fundy and Gulf of St. Lawrence waters points to the almost absolute certainty of the railway proving a very profitable undertaking within a few years at the most, while the Canadian government has aided the work by granting liberal subsidies for twenty years. These, however, are only to be drawn in case the net annual proceeds of the railway do not amount to seven per cent. on the company's capital stock of \$5,000,000. In addition to the ordinary revenue from transportation tolls, the company expects to derive a large income from the use of the railway as a dry-dock, for which purpose it offers exceptional advantages. Vessels can be side-tracked at any time. The working expenses of the railway will not exceed \$150,000 annually, which would make a total income of only \$500,000 necessary to insure the financial independence of the enterprise.



MAP SHOWING THE SITUATION OF THE CHIGNECTO SHIP RAILWAY.

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A RECEPTION AT THE AMERICAN EMBASSY IN PARIS.

It was within a very short time after their arrival in the City of Light, on the banks of the Seine, in May, 1889, that the present American Minister to France and Mrs. Whitelaw Reid became, in the courtly language of the Gaulois' *Social Chronicle*, "very highly considered and very considerable personages in tout Paris;" in that "all Paris" which is a select social conglomeration, where the transient is often in the ascendant, and which is almost annually recruited and recreated from the aristocracies of wealth, of family, of learning, and of achievement the world over. Never had social Paris been more cosmopolitan and more brilliantly eclectic than during the spring and summer of the Exposition and centennial year. The walls about the Faubourg St.-Germain, though they have withstood in the past decades many a strong and subtly devised onslaught, seemed to finally succumb to the levelling influences of the revolutionary fête. And so it happened that almost daily in the salons of the Faubourg M. le Colonel Cody, an exponent of triumphant democracy, was seen conversing with the Duc de Broglie, the last and somewhat lonely standard-bearer of feudalism in France; and the General Tchong, a shining light of Confucianism, and wittiest of witty Celestials, might have been seen hobnobbing with Thomas Edison, the discoverer of the light which, though, like the lamp of the Chinese philosopher, it may sometimes fail, is nevertheless the glory of the New World. And, strange sight and striking lesson to the intolerant of all creeds and of every camp, it was granted us to behold on several occasions during this memorable social season his Eminence Cardinal Rampolla, a prince of the Church, in amiable converse with Felice Cavallotti, a poet of the proletariat, the leader of the Italian Radicals, with the terrible battle-cry of "Ni Dieu ni Maitre" engraven in symbolic red upon his standard.

Limitations of fortune or lack of the favorable opportunity have hitherto banished the American embassy to the Place des Etats Unis or to the Rue Galilée. Mr. Whitelaw Reid was so lucky, however, as to find, on taking possession of his pleasant post, that the magnificent hotel of the Dukes of Gramont and of Guiche on the Avenue Hoche was vacant, and he immediately concluded the costly arrangements preliminary to leasing it. In the days of the Duke Agenor de Gramont, when the eagle of the Empire flew very high, when Paris, flushed with the easy victories of the Italian wars, danced and made merry at the expense of the few Casandras who told of the coming of the Commune, this magnificent hotel on the Avenue Hoche was a favorite rendezvous of the elegant world. The De Gramonts have been monarchic in political faith since the days of Crey and Poitiers, and unwerving servants of the King in all times; but 'tis said that a visit of the gracious Empress to these magnificent halls, and a walk through their spacious conservatories, placted completely their antipathy to the imperial *parvenu*.

The hotel is in the Norman style, and built out of the familiar white stone so typical of the home of the Grand Seigneur in France. It surrounds on two sides a spacious courtyard; large conservatories and roomy *remises* complete the square. Our illustration presents an official reception *chez M. le Ministre*. Gifted in no ordinary degree with that somewhat rare and inestimable quality, social *savoir*, it required but a short time for Mrs. Whitelaw Reid to revive the glories of the De Gramont mansion as far as they are compatible with the republican era in which we live. The official receptions of the American minister are open to his countrymen. An application for a card of invitation is rarely denied to the travelling American, and never without some good and sufficient reason. Access to the *receptions intimes et dansantes* of Mrs. Whitelaw Reid is naturally more difficult.

Here the fortunate recipient of a card will meet Madame Alphonse Rothschild, the leader of the smart set, and perhaps Madame la Princesse Mathilde, who from her undoubted influence in the Academy is known somewhat disrespectfully as the "Mother of Immortals." Surely, too, you will see Madame Diaz, the wife of the Mexican President and a dream of Southern beauty; and perhaps, too, you will have the good fortune to chance upon in the select throng Madame de Tretern, the celebrated blond beauty, who, if rumor believes its fame and for once speaks fairly, might have become the partner in General Boulanger's adventurous career had she but had the Gallic woman's love of adventure and excitement a little more strongly developed, and been contented with a civil contract before M. le Maire, which, owing to the continued existence of Madame Boulanger in the obscurity of Versailles, is all the marriage ceremony that the gallant General can offer any one.

The President and Madame Carnot have not infrequently graced these *receptions intimes* by their presence, and among the men of light and of leading that I remember to have met in the home of the American minister, I recall Baron Morenheim, the Russian ambassador, with his amusing affectation of deafness, an uninteresting infirmity which the Continental diplomat finds so useful at times; the recently deceased M. de Lafayette, the last of his distinguished line, so friendly to all Amer-

icans and so deserving of America; M. Floquet; Speeller; Dumas; Renan; Carolus Duran; Guzman Blanco; the Duke of Leuchtenberg; Lord Lytton; James Gordon Bennett; and Prince Bibesco.

On these occasions the first floor of the hotel, by a clever device of sliding-doors and removable walls, is converted into one magnificent ballroom, with adjoining reception, refreshment, and withdrawing rooms. Carefully concealed behind barriers of palms and ferns, the celebrated Garde Républicaine discourages the dance music. Roumanian *lantors*, or Hungarian Tsiganes, or Sevillian students, whichever group of exotic musicians is at the moment, watching Paris with novel melody, furnish the musical intermezzi, the fairy-like beauty of the scene is heightened by the soft glow of the incandescent electric lighting. The globes and prisms are covered with variegated silken shades, and as we walk hither and thither in the gay throng of distinguished men and beautiful women, the tone-color of the scene is ever changing with the shade lights and ever new.

AMATEUR SPORT.

THE HARVARD-PRINCETON BASE-BALL series is definitely declared off. Harvard's Old Man of the Sea, the Graduate Advisory Committee, has sent word to Princeton that no series of games will be played. Before the end of this matter is reached I am of the opinion that this self-same Advisory Committee will wish it had followed the advice given in this column two weeks ago. In the mean time we should like the close attention of Mr. Old-Man-of-the-Sea Winslow and his base-ball advisers while we scan the future collegiate horizon a bit for their benefit. A little retrospection will give us a clearer understanding of the case. Ever since the foot-ball season of '89 the athletic relations between Harvard and Princeton have been more or less strained. At that time Harvard protested several of Princeton's players upon grounds of professionalism, and Princeton returned the compliment with vigor. The ensuing recriminations resulted in such bitterness of feeling that the foot-ball teams of these two colleges have not since met. The feeling extended even into base-ball, and there has been no meeting on the diamond.

HARVARD HAS WITHDRAWN from both these associations, advancing as a reason a certain rule passed by the Harvard Athletic Committee, in effect that the teams should not compete in contests outside of New England. In addition to this, Harvard has unofficially taken a position disapproving of associations—or, more correctly perhaps, the associations where the smaller colleges are concerned—even though she still continues as a member of the Inter-Collegiate Athletic Association. This brings us to the position as it was last year, Yale and Harvard being parties to a rowing agreement; Yale and Princeton belonging to the Foot-ball Association; Yale and Harvard and Princeton members of the Inter-Collegiate Athletic Association, and no base-ball league existing. In base-ball last year Harvard and Princeton each played a separate series with Yale, and Yale won both sets of games. In foot-ball Yale won the championship of the Association, defeating Princeton, but was beaten by Harvard.

THIS YEAR THUS OPENED with an undetermined condition of affairs in all sports. By the action of the Harvard Athletic Committee, the track athletes will be permitted to remain in the association and compete in New York. A new boating agreement between Yale and Harvard recently signed has disposed of all anxiety regarding the race, being, as usual, a fixture of the summer at New London. Thus base-ball and foot-ball are the only two sports still lacking arrangements. For the latter there is time, but base-ball is the question of the hour.

YALE MEN THOUGHT LAST YEAR it would be no great task to play two separate series, and undertook to do so. They finally succeeded in winning both sets of games, and although having an exceptionally strong nine, the contests were such as to open their eyes to the difficulties of the undertaking. Yale is therefore anxious to see her rivals upon the same footing as herself, i. e., obliged to play each other. Harvard has already seen the advantage of playing only one strong rival, and desires to make no arrangement that shall compel her to meet Princeton willy-nilly during the season. Princeton, still a little anxious regarding the bugbear of a dual league between Yale and Harvard to her exclusion, has made strong efforts toward a series with both, and in the latter case gone so far as to agree to play in New England.

AFTER ARRANGING GAMES with Princeton for two dates at Hartford, Connecticut, and the regular series with Yale, Harvard backs out of the Princeton contest, giving as excuse that her team will not be so far advanced in practice work as Princeton's, and consequently handicapped—an excuse that is not at all in accordance with facts. Thus at the very beginning of the season all is confusion.