

THE BLACKFEET BRAVES.

A Dance and Hunt with Crowfoot Ten Years Ago.

In the winter of 1875-76, Crowfoot, head chief of the Blackfeet, camped with 100 lodges near Fort Hamilton, a trading post on the plains, some thirty-five miles from Fort Macleod.

It was cheerfully, therefore, that half a dozen or more of us at Fort Macleod took the opportunity to go to Fort Hamilton soon after Crowfoot's arrival there.

The Medicine Lodge was a large wigwam, ugly and dirty like all its kind. Entering we seated ourselves amid a circle of swarthy braves.

Standing stock still around the fire of the wigwam, there we all remained, the Blackfeet braves and squaws shouting words which sounded like "hi ya, hi ya, hi ya, ho, ho, ho," to the accompaniment of frightful music.

Imagine his happiness also when, on the following day, the dear creature came round to the post to get a present of a shawl or blanket, as proved to be the custom! We never afterwards felt at all inclined for a renewal of the privilege.

As the horses required a rest in view of work cut out for them in the way of buffalo hunt, the following day was spent in shooting prairie chickens and rabbits, and getting arms and saddlery in good order for the coming hunt, or run, as it is more properly called in buffalo country.

VAST HERDS WERE SIGHTED,

and excitement became keen. All dismounted, and after girths had been tightened, weapons loaded, etc., proceeded leisurely towards a large herd.

Our party returned to Macleod ruminating over our initiation into the tremendous sport, which is now a thing of the past.

They build one house every hour in London.

THE PHANTOM SQUIRE.

A "Hair-Lifting" Ghost Story.

There is an old farmhouse, anciently a gentleman's mansion, situated at no great distance from Wendover, in Buckinghamshire, which I have recently learned had had the reputation of being haunted for a considerable period.

I went to stay at the house in the year 1854, in order to be near some friends who rented a considerable tract in the country for partridge shooting in the autumn.

It was a fine night. The moon was up; but there were some heavy clouds in the sky towards the eastern horizon.

I reached the old house shortly; and after having refreshed myself with a plain but substantial meal, and being resolved to say nothing about what I had seen and heard to the tenants of the house, went to bed.

Afterwards I found, on inquiry, that "old Squire" had used to beseech "nights in the nut-walk," but not by every one, only by some.

The current tradition, explanatory of all this, was that a young woman and her infant child had been murdered in the house and buried in the walk by the squire, who subsequently made away with himself, being haunted by his victim.

A theory new and novel is that the vast depressions of the ocean beds are to be accounted for by supposing that the moon broke away from the earth more than 60,000,000 years ago.

A Syracuse woman boiled, scrubbed, and ironed, in the pocket of an apron, a \$5 bill of the issue bearing the portrait of President Garfield.

William Osborne, in Summit, Pa., is the owner of a calf that is covered with wool, and, although like a calf, it bleats like a lamb.

EPITAPHS.

The Numerous Literature of the Graveyard.

Though to select a subject of greater solemnity than that of death would be impossible, the student of the literature of the churchyard cannot fail to be struck with the important part played therein by humor—often of the broadest description.

And it may have been in deep dejection that the friends of the unfortunate youth killed during a pyrotechnic display, wrote upon his tombstone:

While its Caledonian origin must be borne in mind (it hails from Edinburgh there was probably no premeditated levity in the memory of

The humor of the following is merely due to peculiar punctuation:

"Erected to the memory of John Phillips. Accidentally shot as a mark of affection by his brother."

Who killed Kildare?—Who dared Kildare to kill?—Death killed Kildare.—Who dare kill whom will

Epitaph reference to the former pursuits of the departed have been very common. Lawyers whose familiarity with "ways that are dark" have called for censure; and doctors whose professional ministrations "have filled the half of this churchyard" have formed the principal subjects.

"Here lies an honest lawyer—Strange!" The proposed epitaph to the eminent cook, Alexis Soyer:

"Peace to his ashes." Is well known. Less known but more admirable is that upon a deceased dyer—

The conjugal relation, sad to say, has suffered sharply at the hands of the epitaph writer—and sadder still to record, the weaker vessel has called forth the severest animadversion.

"I said a gallant Frenchman who, at Pere le Chaise, thus apostrophizes the defunct partner of his joys and cares:

Which, however, has its counterpart in an English churchyard:

The unmarried fair have received gentler treatment, though a talkative spinster is awarded these lines:

Independent of its interest as a record of longevity, there is a sporting flavor about the following reference to one Stephen Rumblood, of Brightwell, quite unique:

A request for burial in a particular spot is not uncommon, though seldom expressed with the naïveté of the following:

The three following, dedicated to the memory of the departed matrons, are worth rescuing from oblivion:

A severe blow is dealt to the sanitary reputation of the medicinal springs of Cheltenham in the lines below:

In fitting conclusion may be quoted the following rebuke administered to the morbid curiosity to satisfy which has been one of the missions of the epitaph. In slightly varied forms it has been met with in divers corners of England, but was last heard of in a churchyard in New Jersey:

In his Arbor Day proclamation the Governor of Kansas says that the State, which the pioneers found treeless and a desert has now more than 200,000 acres of forest trees, all planted by settlers, and meteorologists assert that there has been a consequent great increase in the rainfall.

A writer in the Medical Times describes the island of Madeira presenting the curious anomaly of a country which is destitute of any wheeled vehicle whatever, a fact due to the almost complete absence of roads.

His Arbor Day proclamation the Governor of Kansas says that the State, which the pioneers found treeless and a desert has now more than 200,000 acres of forest trees, all planted by settlers, and meteorologists assert that there has been a consequent great increase in the rainfall.

THE END OF THE TRACK.

Some of the Beauties of the Cascade Mountains.

Cascade mountain, which has just been passed, is a stupendous elevation of rock, deriving its name from a small stream that oozes high up from its eastern side, and leaps down in pretty cascades from many an abrupt ledge, till reaching the level it loses its identity in the waters of Devil's Head Creek.

Seldom is its peak, which is about 4,500 feet above the valley, 8,900 feet above the sea, free from veils of cloud and mist, some hiding it out of sight, setting the mind wondering where its height ends, and some only dimly obscuring its dark massive loftiness.

In the darkest density is the haunt of two black bears, that nightly visit and feed on the carcasses of three worn-out, old dead horses lying near a timber camp within 200 yards of the railroad.

On Sunday last, the 21st, some men building a permanent tank at the 3rd siding west of Calgary shot a fine young eagle, which measured 7 feet 10 inches from tip to tip of its outstretched wings.

Here, now, is a broader valley of the Bow river, very marshy in places, well wooded and thickly bushed in others. It is productive of prolific grass, a hundred tons of good hay having been cut here this autumn.

When this portion of the line is completed in every respect, fast trains may be run over it with as much safety and comfort to passengers as on any line in America. There are only four or five such grades in the whole stretch between Pic and Maitawa.

"West of Pic," continued Mr. Fleming, "the line skirts Lake Superior, for a considerable distance, say 20 miles, the work is very heavy. The much rock-cutting, a few tunnels, a number of large trestles. The permanent trestles appear to be firm and well constructed, quite equal to any work of the class of any American railway so far as could be judged."

"What about the temporary trestles and while you are on the subject of the question so as to meet the requirements made by the House of Commons?"

"There are temporary trestles if used with care, will, I think, answer purpose until more solid work is erected. There will also be more or less in using trestles, but not more so as in line than on many western American roads.

As to the charges that the road was on snowdrifts and roots, I might just say that we passed over it at the very season of the year, when the frost coming out of the ground in some places and others. Notwithstanding this, the train passed over the whole extent—six hundred miles—without the slightest mishap.

Of course at certain points we had to exercise great care, but we were surprised to find that we got over it without any difficulty. There is a good deal of work still to be done, but in a few months if a sufficient force of men is employed the line can be put in a very fair condition."

"What about the scenery along the route?"

"When the portion which skirts the Superior is completed it will be very attractive to tourists. The scenery is magnificent, and is sure to be greatly enjoyed by all who travel over it. It is wild and romantic character."

"What speed could be attained in section?"

"Trains will probably be run over a limited rate of speed. The country is pretty shaly in some places, but so that frequently occurs on lines passing through a country of that character."

When the entire line is completed, know of no reason why the whole distance between Montreal and Winnipeg could be traversed in 48 or 50 hours. It would be an average of about thirty hours an hour. Passenger trains could be run along the banks of the Ottawa and Montreal as at present, in the morning, perhaps, excepted, are sacrificed to their parents' blind fondness, being made to share the meals, to keep the late hours and j in in the talk of the grown-up people, as much detriment arising from the unsuitable diet as from the unnatural precocity of their mental development.

Hence now here does one see so many pale, thin and puny as well as knowing children of the upper classes as throughout the Czar's great dominions; nowhere do so many succumb to the treatment. But apart from the training of children in private families even in the foundling hospitals of St. Petersburg and Moscow (this latter harboring as many as thirteen thousand inmates and the former providing for twenty-nine thousand) we learn from Murray's handbook, which lavishes the greatest praises on the vastness and munificence of these public charities that "the mortality among the children is very great," and yet that "too many of these illegitimate infants are saved as the lawful offspring of the nurses, left at that critical age to be brought up by hands in the villages."

So little is the Russ fit to govern human beings, even in the earliest stage of its existence.

THE CANADIAN PACIFIC.

What Sandford Fleming Says of the Road at Rightway.

Mr. Sandford Fleming, in the course of an interview with a Winnipeg Globe reporter, recently his trip over the Canadian Pacific to Montreal and Ottawa, talked as follows:

"I have no objection to speaking of the line, especially as it was the first I ever passed over the eastern portion of the line from Pembroke to Maitawa. My course I was never over the balance of the Ottawa at noon on the 14th inst. and I awoke the next morning two or three hours after passing Sudbury Junction."

"What did you think of the road?"

"I was much surprised to find the track so good between Sudbury and Pic, a distance of perhaps 400 or 500 miles, seeing that it was to a large extent constructed during the winter, and that of it perfectly new road."

"What are the grades?"

"The maximum grades I believe are one foot to a hundred, and in this respect the road is very similar to railways in Ontario and Quebec, Northern and Western; and indeed some of those mentioned have heavier grades than that to the hundred."

"Dose much work still remain to be done?"

"A good deal, but it is chiefly construction work, it will not take long to put this portion of the road in working order. The country between Sudbury and Pic, where the line first strikes the lake shore, is somewhat forbidding in places, and not well suited for agricultural purposes, but in some sections the good timber for railway construction, an innumerable number of trees can be cut out of that long stretch, sufficient to supply traffic for many years to come. The roadbed is on good material—plenty gravel. There are a very few bad cuts, and these can easily be dealt with. When this portion of the line is completed in every respect, fast trains may be run over it with as much safety and comfort to passengers as on any line in America. There are only four or five such grades in the whole stretch between Pic and Maitawa."

"The line skirts Lake Superior, for a considerable distance, say 20 miles, the work is very heavy. The much rock-cutting, a few tunnels, a number of large trestles. The permanent trestles appear to be firm and well constructed, quite equal to any work of the class of any American railway so far as could be judged."

"What about the temporary trestles and while you are on the subject of the question so as to meet the requirements made by the House of Commons?"

"There are temporary trestles if used with care, will, I think, answer purpose until more solid work is erected. There will also be more or less in using trestles, but not more so as in line than on many western American roads.

As to the charges that the road was on snowdrifts and roots, I might just say that we passed over it at the very season of the year, when the frost coming out of the ground in some places and others. Notwithstanding this, the train passed over the whole extent—six hundred miles—without the slightest mishap.

Of course at certain points we had to exercise great care, but we were surprised to find that we got over it without any difficulty. There is a good deal of work still to be done, but in a few months if a sufficient force of men is employed the line can be put in a very fair condition."

"What about the scenery along the route?"

"When the portion which skirts the Superior is completed it will be very attractive to tourists. The scenery is magnificent, and is sure to be greatly enjoyed by all who travel over it. It is wild and romantic character."

"What speed could be attained in section?"

"Trains will probably be run over a limited rate of speed. The country is pretty shaly in some places, but so that frequently occurs on lines passing through a country of that character."

When the entire line is completed, know of no reason why the whole distance between Montreal and Winnipeg could be traversed in 48 or 50 hours. It would be an average of about thirty hours an hour. Passenger trains could be run along the banks of the Ottawa and Montreal as at present, in the morning, perhaps, excepted, are sacrificed to their parents' blind fondness, being made to share the meals, to keep the late hours and j in in the talk of the grown-up people, as much detriment arising from the unsuitable diet as from the unnatural precocity of their mental development.

Hence now here does one see so many pale, thin and puny as well as knowing children of the upper classes as throughout the Czar's great dominions; nowhere do so many succumb to the treatment. But apart from the training of children in private families even in the foundling hospitals of St. Petersburg and Moscow (this latter harboring as many as thirteen thousand inmates and the former providing for twenty-nine thousand) we learn from Murray's handbook, which lavishes the greatest praises on the vastness and munificence of these public charities that "the mortality among the children is very great," and yet that "too many of these illegitimate infants are saved as the lawful offspring of the nurses, left at that critical age to be brought up by hands in the villages."