

Like Progne, did it feel the stress
 And coil of the prevailing words
 Close round its being and compress
 Man's ampler nature to a bird's?

One only memory left of all
 The motley crowd of vanished scenes,
 Her's,—and vain impulse to recall
 By repetition what it means.

Phæbe! is all it has to say
 In plaintive cadence o'er and o'er,
 Like children that have lost their way
 And know their names, but nothing more.

Is it a type, since Nature's lyre
 Vibrates to every note in man,
 Of that insatiable desire,
 Meant to be so, since life began?

I, in strange lands at gray of dawn,
 Wakeful, have heard that fruitless plaint
 Through Memory's chambers deep withdrawn
 Renew its iterations faint.

So nigh! yet from remotest years
 It seems to draw its magic, rife
 With longings unappeased and tears
 Drawn from the very source of life.



COMPULSORY LANE ROUTES ON THE NORTH ATLANTIC.

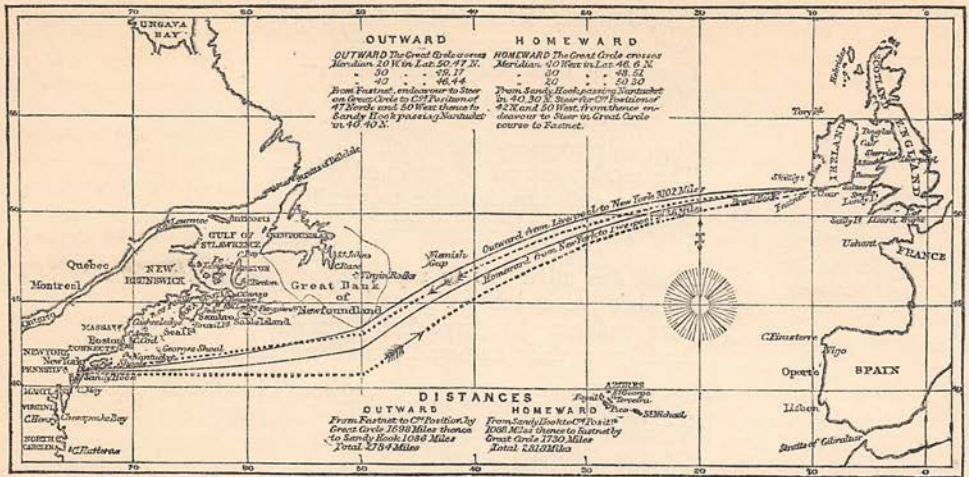
THE revolution in the ocean carrying trade from sailing to steam vessels, like all other revolutions, involves many unforeseen changes in the order of things. The necessity for such changes is first felt by the classes that happen to be most heavily pressed in their life affairs under the new conditions brought into play. I consider it the duty of those classes to enlighten that part of the public who have not the same means of observation and experience, but who are more or less interested in the results of such changes.

Little more than forty years have elapsed since the transatlantic trade between Europe and America was conducted entirely by sailing vessels, which usually occupied many weeks, and occasionally some months, in making the passage, which was then dependent entirely upon the weather encountered on this stormiest of seas. Steam has, however, changed all this, and reduced the passage between the coasts of Ireland and America to a matter of days instead of weeks.

Remarkable as has been the progress of

steam navigation within these forty years,—in the supplanting of the paddle by the screw as the means of propulsion in Atlantic steamers, in their constantly increasing speed and capacity, and in the number of steamers that now traverse the great ocean highway,—the present year promises to be distinguished in the history of steam navigation by the advent of four new steamers, belonging to four of the great ocean lines, viz., the *Servia*, the *City of Rome*, the *Alaska*, and the *Parisian*, which it is intended shall eclipse in size, speed, and carrying capacity for both passengers and cargo all steamers that have hitherto been built—the *Great Eastern* alone excepted as regards size and capacity.

Even to the thoughtful passenger who happens to be afloat in one of these great steamships, the sense of danger from collision, in fog or darkness, with icebergs or vessels sailing in opposite directions, is often present; but to the master, upon whom the responsibility rests of seeing that all reasonable vigilance is exercised whereby danger may



MAP SHOWING PRESENT CUNARD TRACK, ALSO PROPOSED NEW "LANE ROUTES."

perhaps be avoided, the consciousness that no amount of vigilance can insure absolute safety makes his foggy days and dark nights at sea the burden of his perilous vocation. He may look with interest upon the increasing size and speed of the latest-built steamer, and note that she is to carry more passengers and a larger cargo than her predecessors; and he may see, from time to time, that new lines of steamers are projected to engage in the business in which he is himself occupied. But all these feelings are qualified to him by the reflection that every new steamer or line of steamers that is added to the list of competitors running on the Atlantic course increases the danger of collision.

Can anything be done that has not yet been done to avert or lessen this formidable danger? I am one of those who think there can, and it is in that hopeful spirit that I now offer the following reflections:

To two men the enduring gratitude of Atlantic navigators, in this connection, is due—to Lieutenant Maury, of the United States Navy, who first published the idea of defined tracks or lanes for Atlantic steamers while on their eastward or westward courses, and to Charles MacIver, Sr., of Liverpool, who, while executive manager of the British North American Royal Mail Steam-Packet Company, reduced it to practice and laid down the "lanes" which the Cunard vessels of to-day follow. I am sanguine enough to hope that my humble contribution may forward the good work thus auspiciously begun; and it is now offered, with "all its imperfections on its head," in the earnest hope that it may stimulate discussion or accelerate action upon a topic that is ever present in the minds of Atlantic navigators. Happily, the subject I

propose to discuss could be held in a nutshell. It is so simple and obvious that the dullest understanding can hardly fail to comprehend it in all its bearings.

The time has now come when laws should regulate the navigation of steamers on the North Atlantic. Hitherto the rule has been, "Go and come as you please." Some years ago, several of the large steam-ship lines adopted certain tracks to and from the United States for different seasons of the year. Notably, Mr. C. MacIver, of the Cunard line, took a deep personal interest in this matter. He consulted and elicited from captains and others their opinions regarding the best lines to lay out and to be followed invariably all the year round. After collecting much evidence, the existing routes were marked upon the charts, and, if not the shortest, they are still considered the safest of Atlantic routes. These tracks are now familiarly known as the "lane routes," and for some time were in great favor with Atlantic navigators, as a decided improvement on the old system of crossing the whole width of the Newfoundland Banks and scraping the American shore. However, with the formation of new lines of steamers and the rapid increase of a class of steamers jocularly named "outsiders," "casuals," "tramps," the so-called "lane routes" are now practically obliterated.

It is a fact that steamers are constantly meeting each other while crossing the Atlantic. I may mention that, a few days before this article was written, while a dense fog shrouded the coast from the Banks of Newfoundland to New York, a large number of collisions were reported, one of these resulting in the sinking of one of the two colliding steamers (report says she sank within five minutes after she

was struck). Fortunately she carried no passengers, or, in her case, we might have had to deplore the loss of life as well as of property. During the same fog (which prevailed for about two weeks) no one can tell the number of narrow escapes there were. Incidentally I have heard of four, one of which was between two large passenger steamers. When it is known that one of those steamers carried upward of a thousand souls, the very thought of their coming into contact with each other is enough to take one's breath away. It is admitted that the existing state of things, as regards steamers plying on the North Atlantic, gives serious cause for apprehension, and we may be startled any day by the awful intelligence of an unprecedented loss of life at sea. The question arises, Is there any feasible method of escape from the dilemma? What I mean is this: Can trade still go on increasing between Europe and America without a proportionate increase of risk to life and property by collisions at sea?

In my humble opinion, there is a solution to the vexed problem, and one full of hope; at least, it is so to me. I venture to affirm that it is one which will find ready recognition from sailors.

In brief, let us have a westward and an eastward track or lane, laid down for and enforced upon all steamers sailing between the United States and Great Britain.

The westward track crossing the meridian 50° west at 42" 40' north. The eastward track crossing the meridian of 50° west at 40" 40' north; thus making the maximum distance apart of the tracks or lanes one hundred and twenty miles.

Steamers from the St. Lawrence via the North Channel to keep north of the westward track to the United States.

Steamers from the United States, by way of the North Channel, to keep north of the westward track.

It will be seen that the English Channel westerly and the St. George's Channel easterly tracks cross each other; again, the easterly track from Boston crosses the westerly tracks to the more southern ports, while the Philadelphia and Baltimore westerly tracks cross the New York easterly track.

There has been, and is, no practical way of escape from these crossings, but with the knowledge of almost the exact place of crossing, we may hope that the present risk will be somewhat lessened. It is in the neighborhood of the Banks, and thence toward New York, where fogs are so generally prevalent, that we dread the meeting of steamers; and I maintain that, by adopting the proposed tracks, the chances of such meetings would

seldom occur. Eastward of the Banks, in the winter season, steamers would, as heretofore, occasionally get considerably out of their tracks by hauling to, or running before the wind during a heavy gale.

I should not wish to see any such hard and fast lines drawn as to put any impediment in the way of making a good passage, or imperil the safety of ships by improper handling. Of course, my proposition falls far short of being a panacea for the difficulties encountered on the North Atlantic, nor do I expect that any less vigilance and caution on the part of commanders would be shown. I will not occupy space by detailing the minor benefits that must accrue from the working of the "two-lane" system; let it suffice briefly to mention that disabled steamers would readily be picked up by steamers bound the same way; and that sailing vessels, when practicable, would avoid steamer lanes. The farther south the track lies, the smaller chance, of course, there is of fogs.

The aim of the present article is to call attention, and to set action on foot among those who, from their position, are the most desirous and best qualified to call a conference of the shipping interest, and select members best capable of pronouncing an opinion upon the subject.

Such a conference, I venture to maintain, should be held in Liverpool. Not only is it the head-quarters of more than two-thirds of the North Atlantic steam trade, but it also possesses the advantage of having as its head of the Board of Trade there Captain Moody, himself an old commander in the Cunard service, and one, therefore, well acquainted with the North Atlantic route. Few could be found better fitted than Captain Moody to be chairman and president of such a conference.* There are, no doubt, many others, both among the managers of the great lines of steamers, the ship-owners, the underwriters, and the former ship-masters resident in Liverpool, who are, in an especial manner, qualified to take part and action in such a meeting as I would fain see assembled.

I am personally acquainted, and in one case intimately, with two gentlemen, heads of their respective firms, and those two of the large steam-ship companies, who, from their scientific knowledge, and from their professional connection with the North Atlantic steam traffic, are both most thoroughly fitted to assist at such a conference as the one I propose, as well as, from their position, most deeply interested in the welfare and the safety of the lines they are connected with. These

* Since the above was written, Captain Moody's death has been announced.

two gentlemen are, I am pretty sure, themselves extremely desirous of furthering, as far as is in their power, any movement likely to lessen the risk of North Atlantic navigation, and it is impossible to doubt that there are many others equally well qualified with them, and quite as anxious as they can be to forward so desirable an object.

Parliament has usually more work on hand than it can conveniently overtake, and it would be well if by intelligent local action we could settle this business of the lane routes outside the walls of St. Stephen's—at least, make it a matter of plain sailing for legislation to deal with; besides, to my simple understanding, the voyage through Parliament of the last shipping bill was rather a

stormy one, the bill having reached port in a very battered condition indeed.

But I am drifting from my subject into rather troubled waters. The misfortune is, that no ordinary warning can disturb our sense of security; it is only on the occasion of some unlooked-for calamity, attended with loss of life, that we can be awakened from our lethargic indifference. The rude shock to our feelings has a grain of remorse in it, in so far that we cannot help reflecting that, if we had only directed our attention to the weakness a little earlier in the day, a catastrophe might have been averted.

The foregoing reflections are harvested from many wearisome and anxious hours spent on a steamer's bridge, while steaming through a fog.

THE SO-CALLED VENUS OF MELOS.

In the year 1820, before the struggle between the Hellenic population of the Turkish empire and the Porte had begun, and when all that attracted the notice of the civilized world to modern Greece was the little preserved to us of her art,—occasionally and fragmentarily found in the ruins of her great communities,—a peasant, whose name was Theodore Kondros Botoni, working in his field to enlarge it by clearing away the *débris* of the walls and structures of ancient Melos (which had been built on a steep hill-side, on a series of terraces, more or less natural or artificial, so that the ruins of one terrace fell down upon and encumbered that below it), saw, to his great bewilderment, the heap of rubbish which he was digging away at the bottom suddenly crumble down and display the upper part of an antique statue. The peasant hastened to the French consul to inform him of the discovery, and the latter negotiated the purchase of it for five hundred piasters and a complete dress of the fashion of the country. This was the statue known as the Venus of Melos.

So far, there are no variations of the history, but one account says that the first or upper part was found several days before the lower, and the other, that they were found together; but the inexactitude of the documentary contemporary evidence is clear from the examination of the ground to-day, and from the contradictions contained in it. Dumont d'Urville, the commander of the *Chevette*, a French man-of-war which visited Melos after

the statue was found, alluding to the discovery of the theater, says: "All the ground is covered with drums of columns and fragments of statues. One finds here and there great pieces of wall of a very solid construction, and many important tombs have been opened through the curiosity of strangers, and the cupidity of the inhabitants." But neither the wall nor the tombs, nor any drum of column or fragment of statue (if any was found), could have had anything to do with the theater. The theater is very late work, and was never nearly finished, so could have possessed neither columns nor statues. This shows that the idea the commandant carried away was confused and untrustworthy as to details. He goes on to say: "Three weeks before our arrival at Melos, a Greek peasant, digging in his field inclosed in this circuit, struck some pieces of cut stone. As these stones, employed by the inhabitants, have a certain value, this induced him to dig farther, and he thus happened to uncover a species of niche, in which he found a marble statue, *two Hermes*, and some other marble fragments. The statue *was in two pieces, joined by two strong iron clamps*. The Greek, fearing to lose the fruit of his labor, had carried the upper part to a stable. The other was still in the niche. * * It represented a naked woman, *whose left hand raised an apple and the right held a drapery*, well composed and falling negligently from the hips to the feet. For the rest, they are both mutilated, and actually detached from the body."