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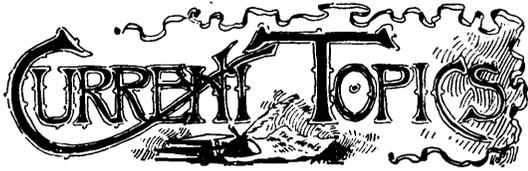
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Some of our readers will be able to recall the attempts which began to be made some fifteen years ago to work, with profit both to the capitalist and the public, the extensive peat fields of the Dominion. Long before that date, indeed, the Geological Survey had made known the existence, in large quantities, of this source of fuel. It was not, however, till about the time indicated that any serious effort was made towards its development. Specimens of peat, prepared according to both Hodge's process and Griffin's patent, formed part of the collection of economic minerals exhibited by the Survey at Philadelphia in 1876. There were then several companies and firms engaged in this industry, of which the most important were the Canada Peat Fuel Company and the Huntingdon Peat Company. The bogs of the former are situated at St. Hubert, Chambly County, a few miles from Montreal, and at Ste. Brigide, about ten miles from St. John's, on the Richelieu river. In the year preceding the Centennial Exhibition the company had three Hodge's machines at work,—two at St. Hubert and one at Ste. Brigide—the combined product of which was 13,000 tons of prepared peat. This was sold chiefly to the Grand Trunk Railway Company for use in their locomotives, a comparatively small quantity being disposed of in this city for domestic purposes. The peat sold for \$3.50 on the ground and for \$4 to \$4.25 delivered in Montreal. The Huntingdon Company also made some excellent peat by Griffin's process.

In the year 1878 the Select Standing Committee on Immigration and Colonization collected and published some interesting data on the manufacture of peat in Canada. In his examination Lieut.-Col. Joshua Thompson, who had been personally concerned in the development of the industry, testified that there were peat bogs that could be utilized in all the provinces. The chief of them, he said, was at Cumberland and Gloucester, in Carleton County; Beckwith and Westmeath, Evansville, L'Assomption and St. Sulpice, Grande Savane, Champlain, Longueuil and St. Dominique; Sherrington and Hemmingford; Rivière Ouelle; Rivière du Loup; Cranberry Marsh, near the Welland Canal; the neighbourhood of Caledonia Springs, in Prescott County; localities near Toronto, Belleville and Brockville, and in the Island of Anticosti. Some of these were of great extent, the Grande Savane being about fifteen, and the peat area of Longueuil and St. Dominique about twenty square miles. In reply to Mr. Smith, of Selkirk, Col. Thompson stated that a ton of peat was equal to one cord and a quarter of maple. to

two cords of poplar, or to a ton of bituminous coal. Though some of the bogs were advantageously worked, the industry gradually declined. During the last few years efforts have been made to revive it, and sooner or later those rich supplies of fuel are likely to be turned to account.

The world is full of saddening contrasts, and if the development of human sympathy had kept pace with that of the telegraph, there would be little enjoyment in life. For no day comes without its burden of woe from all points of the compass. While we have been having truly halcyon weather, our neighbours a few hundred miles to the south of us have been exposed to the fury of the merciless "elements." The great storm of last week will long be shudderingly recalled by thousands of dwellers on the Atlantic Coast, who will associate it in their memory with consternation, with homes left desolate, with the loss of relations and friends. The property destroyed by the tempest amounts to millions. As for the loss of life, though it is as yet unknown, it must be very great. In several instances, the life-saving crews were powerless to render assistance to the victims of the storm's fury, who were perishing before their eyes. Some of the scenes witnessed were heartrending. Every day brings intelligence of wrecks, and the beaches are strewn with dead bodies and the débris of broken vessels. For persistent destructiveness no such cyclone has visited the Atlantic Coast within the memory of the living.

The evidence before the United States Committee on Relations with Canada included some strange admissions. Mr. B. F. Dutts, of Boston, speaking in favour of reciprocity, said that 99 per cent. of the fish brought to United States ports by American vessels was stolen from within the three mile limit. Mr. S. P. Hibbard said that Canadian roads gave Boston better service than those of the United States. Mr. Hardy, speaking for the Boston Produce Exchange, said that its members were opened to political union with Canada, nor did they favour commercial union on the lines of the recent agitation. Mr. Alden Spere agreed with Mr. Hardy in so far as to consider both schemes at present impracticable. The two last mentioned speakers, as well as Mr. Morse, advocated a revival of the Reciprocity Treaty of 1854 and an adjustment of the fisheries question. Mr. S. P. Hibbard was strongly in favour of annexation, and he believed that the extension of commercial privileges would soon incline Canadians to adopt his views. The tone and language of all the speakers implied a conviction of Canada's growing importance and destined prosperity. They are also agreed on another point—that the United States should have a large share in whatever prizes fortune may have in store for us.

The London strike has had a more satisfactory ending than appearances seemed at one time to promise. The dock labourers have gained the extra penny an hour which they originally demanded, but the change will not take place till the 4th of November, when the season will be pretty far advanced. As usual, therefore, the settlement arrived at is a compromise. The new arrangement will, it is assumed, last for a considerable time. It would certainly be deplorable if a triumph (for as such they doubtless regard it)—a triumph for which they are largely indebted to the kindly intervention, patience and tact of Cardinal Manning—were to suggest to any of the strikers that they might, with like success, renew their demands for

increased wages in a comparatively near future. It is to the credit both of the labourers and their leaders that the weeks of expectant idleness passed with so little disturbance, and now that they have gained their point, it is to be hoped that they will not alienate the sympathies of the community by any demeanour that would revive or create hard feelings between them and their employers. Moreover, should any difficulty arise in the future, there is no reason why the same friendly negotiations which brought the late strike to a close should not, in the first instance, be employed for its removal.

According to the *Vancouver World*, the present season has been exceptionally successful for the salmon canneries of the Fraser river. Every establishment was strained to its utmost capacity in taking advantage of the abundance of fish, while keeping within the regulations as to outfit. The men employed were constantly busy, and the boats came in laden with silvery spoil. The tins and cases prepared in advance proved unequal to the demand, and a fresh supply had to be made in the midst of operations. July and August were the most fruitful months. The pack on the Fraser alone is said to have exceeded that of the whole province in any previous year. Sixteen canneries put up a total of 275,680 cases of 48 tins each, one firm having put up 29,800 cases. It is estimated that the total result will reach to about 455,000 cases of an aggregate value of \$2,600,000. If barrelled salmon be added, it is not unlikely that the entire proceeds to the canneries will attain the figure of \$3,000,000. About 5,000 are engaged in the Fraser salmon fisheries at daily wages averaging \$2 a head—giving a total of \$10,000, which will be spent in New Westminster, Ladner's Island and the vicinity.

The Senate's condemnation has not silenced General Boulanger. In defiance of the authorities, his candidacy in the coming elections has been announced by placards posted up in Montmartre, under the nose of the Prefect of the Seine, who declined to receive his declaration. In his appeal to the electors, he says that he seeks their suffrages, not in the character that calumny has attributed to him, but as the representative of the national yearning to be rid of the debt and humiliation and iniquity which the present régime has brought upon his country and theirs. It remains to be seen whether the people of Montmartre will throw away their votes, at the promptings of sentiment or principle, on a proscribed man who cannot avail himself of their good will. It is, of course, the moral victory that the General desires, for if Montmartre gives him a majority, he can claim that he still possesses the confidence of his supporters, and that, even in exile, he is stronger than his foes in power.

In addressing the Finance Committee of the City of Hamilton, on the 13th inst., Mr. Van Horne, President of the Canadian Pacific Railway, after pointing out that the directors of the company proposed to construct a line from Cooksville to Hamilton immediately—and possibly from Toronto to Hamilton—explained that the construction of the South Ontario Pacific Railway, from Woodstock to the Niagara frontier, was held in abeyance because of the attitude of the Congress of the United States towards Canadian railways, and the certainty that an attempt would be made to restrict the working of the latter. The Canadian Pacific, Mr. Van Horne continued, would not undertake the expenditure of four or possibly five million