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NOTICE.

To prevent mistakes we may inform our readers that if they desire indexes of the two preceding volumes they will receive them on making application at this office.

TEMPERATURE,

As observed by HERN & HARRISON, Thermometer and Barometer Makers, Notre Dame Street, Montreal.

THE WEEK ENDING			Corresponding week, 1879.		
Max.	Min.	Mean.	Max.	Min.	Mean.
March 7th, 1880.					
Mon.	30°	14°	23°	Mon.	26°
Tues.	30°	11°	20°	Tues.	26°
Wed.	42°	19°	30°	Wed.	27°
Thur.	44°	35°	39°	Thur.	40°
Fri.	40°	25°	32°	Fri.	14°
Sat.	32°	20°	26°	Sat.	21°
Sun.	28°	14°	21°	Sun.	10°

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CANADIAN ILLUSTRATED NEWS.

Montreal, Saturday, March 13, 1880.

THE WEEK.

THE miscreant who attempted the life of General MELIKOFF, the new Russian Dictator, has been summarily executed. But we fear that the punishment will only add fuel to the flame of Nihilist fury and vengeance. MELIKOFF is a doomed man. No coat of mail will save him. We shall not be surprised to hear of his violent death any day.

THE Insolvency Repeal Bill has been rushed through Parliament, and is now beyond the reach of argument. The official assignees' office, like that of Othello, is gone, and the harvest of the lawyers begins. Whatever other advantage may accrue, there will be none on the score of economy, for the machinery of bankruptcy will certainly be more expensive.

THE first instalment of English emigrants have arrived and passed on to the North-West, where they will settle in the Turtle Mountain district. They are appropriately headed by a clergyman, and are 240 strong. This is the first ripple of the grounds well. Let them come in thousands and ten thousands. We have room for them all, with homes and lands and prospective fortunes.

WE are grievously concerned to see Hon. Mr. MACKENZIE even hint that work on the Pacific Railway should be stopped. There must be prudence, there must be economy, there may be graduated delays, but the work itself cannot be stopped. It is vital to the very existence of the Dominion, and without it we might look for speedy disintegration. And surely, after a trial of thirteen years, Canadian nationality is not going to be a myth!

WHEN the Panama ship canal was discussed last year, Captain EADS, the famous engineer, who constructed the Mississippi jetties, proposed a scheme for transporting loaded vessels bodily across the isthmus. The project excited only a speculative interest at the time, but a French engineer named DANBERG, who entertains the same

views, intends giving them practical application at Argenteuil by lifting a ship of 2,000 tons from the Seine and taking it on rails to another point on the river. If the plan should succeed, its comparative cheapness would recommend it above any kind of canal.

BESIDE the special description of certain of our engravings this week, we may call attention to the two familiar Ottawa scenes—one the Toboggan Slide at Rideau Hall and the other a view near the Chaudiere Falls. The Legislative Assembly buildings, at Fredericton, had an historical interest, and their destruction by fire is a matter of regret. We call the attention of our young lady friends to the group of handsome cadets of Bishop's College School, Lennoxville. Their uniform consists of forage cap, black coat, with red facings, tightly-fitting short trousers and red stockings.

NOVA SCOTIA is once more on its mettle. It is bound to have its share of the Fisheries Award, and the Legislature has just passed an unanimous claim on the Dominion Government. Threats are not wanting, several of the staunchest Conservatives publicly proclaiming their intention to go into active opposition if their demands are not acceded to in full. There has certainly been too much delay in the apportionment of the Award, if it was to be apportioned at all. Five millions and a half are altogether too large a sum to remain so long in abeyance, when there are so many eager claimants for a share.

THE Marquis of LORNE is a good poet, as his published works attest, and ARTHUR SULLIVAN is a great musician, spite of the jingle of "Pinafore." Both have joined in producing a Canadian National Hymn, which Montreal will have the honour of first introducing to the public. It is to be sung by the Mendelssohn Choir, under the distinguished leadership of Mr. GOULD, on next Friday. We learn from those who have assisted at the rehearsals that the work is a superior one, the music especially improving on acquaintance. We sincerely trust that the Hymn may be successful to the point of general acceptance, and we thank both the authors for their gracious assimilation of Canadian sentiment.

It is characteristic of the French people—and the fact conveys a useful lesson—that they have opened a large Irish Relief Fund in which the question of creed does not enter at all—not even a suspicion thereof. Protestants and Jews, equally with Catholics, belong to the Executive Committee, all rivaling with one another in the beautiful work of charity. With all the faults of an ardent temperament, how little official bigotry there is among the French! The present Prime Minister, DE FRECYNET, is a Protestant, as was M. WADDINGTON, his predecessor, and four or five members of the Cabinet profess the same religion. No other nation with an E-established Church can make such a showing.

M. DE LESSEPS' visit to the United States is creating a very favourable impression and gradually dissipating the vague fears and menaces of the Monroe Doctrine. The New York Times makes an unanswerable point when it states that Americans have no more right to interfere with a ship canal on the Isthmus of Panama than they have with a Pacific Railway in the Dominion of Canada. Congress will doubtless pass a resolution re-affirming the famous doctrine, but beyond that there is no reason to believe that they will go. If American capitalists will not subscribe to the enterprise, we may be sure that it will be through financial reasons alone, and by no means through political considerations.

CANADIANS are by no means flattered to be told that Her Royal Highness the Prin-

cess LOUISE was reluctant to return to this country, on account of its isolation and lack of "good society." The story has been reported in several papers with sufficient circumstantiality to induce the unpleasant suspicion that there might be some truth in it. Hence it is with unfeigned gratification that we find the Marquis of LORNE taking advantage of the first public occasion to assure us of the contrary. In a warm and graceful acknowledgment of the congratulations tendered by Parliament at the late escape of Her Royal Highness from serious injury, His Excellency expresses the extreme pleasure of the Princess on her sojourn in Canada, and her determination to do all in her power to aid in promoting the best interests of the country.

WHILE, on the one hand, we hear of the usual vernal exodus of French-Canadians to the United States—a chronic delusion for which we have never been able fully to account—we are told, on the other, of a counter immigration of the same nationality from over the border. Day after day the Eastern trains bear numbers of these exiles to their old home, sixty landing at St. Johns, P.Q., in one day. Simultaneously, and as partially explanatory of this movement, a letter is published from an American physician giving painful details of the destitution which many Canadian families endure in the United States.

THE SEAT OF GOVERNMENT.

PACIFIC RAILWAY DEBATE—MARRIAGE OF DECEASED WIFE'S SISTER—THE PRINTING CONTRACT SYSTEM—ESTIMATES AND EXPENDITURE, &c., &c.

(From Our Special Correspondent.)

OTTAWA, March 6.—Perhaps the most important speech yet delivered during the present session at Ottawa, was that of Sir Charles Tupper, in the House of Commons, on Wednesday last, on the Pacific Railway surveys and its engineering. It came on a motion of Mr. McLennan asking for papers, which motion he prefaced by some very severe remarks on the engineering. Mr. McLennan is known to be one of the most painstaking members of the House, and his accusations were such as to require to be fairly met. Sir Charles Tupper in reply at the very outset stated that the Government must have confidence in their own Chief Engineer rather than in the outside advice of unprofessional persons. The bearing of this pointed remark was well known to many of the members of the House. It is understood that Mr. Fleming, the Chief Engineer, has been most vigorously assailed in the columns of a newspaper at the instigation, if not by the hands, of a gentleman who is supposed to know a great deal about railways. Certainly there has been a great deal in these criticisms to attract popular attention, and it is undoubtedly a national misfortune that we have not three or four hundred miles of railway now running west of Winnipeg, instead of just commencing work on the first hundred. It is undoubted that hundreds of thousands of population would immediately have followed on every hundred miles. But while this is admitted we must not blind ourselves to the fact that there is nothing so easy and at the same time so cheap as irresponsible criticism. It is, moreover, undoubted as Sir Charles admitted, that there have been some great and serious mistakes made, which have led to the expenditure of very large amounts of money, and it is now perfectly understood by people who are well informed that the Thunder Bay branch will not be completed for two years to come, if it is then, instead of this fall. This is a cruel and most tantalising procrastination, and it is a fact well known among engineers that the engineering of this most difficult section of the road, which ought really to have been the strongest, has been, in fact, the weakest. For instance, a slight deflection and two unimportant curves would have carried the road around Cross Lake, which the engineers and contractors are beginning to find out is an almost bottomless pit despite the immense mass of earth that has been thrown into it. Of course, it is, as Sir Charles Tupper stated, greatly important that this road, which is to be the main outlet of the North-West, should be as free as possible from curves and deflections from a straight line; but there was no use in purchasing this at such a place as Cross Lake at such an enormous expense of both money and time. Further, as regards the cost of the surveys themselves the greater number of the millions spent was among the fastnesses of British Columbia; and the selection of the point at which the Pacific Ocean should be reached was the reason which deferred the construction of the main line through the prairie region. That may have been sound as

an engineering reason, but seeing the cost of construction through the prairie is not over \$10,000 a mile, it would have been better to have pushed a colonization road through to the Rocky Mountains, and to have connected this by branches with the point at which the mountain ranges were passed, leaving for a future day the scientific line. It is folly to suppose that one road will serve all that vast country, and especially in view of the state of affairs among the farming population of England, it is almost criminal to let time be lost. Sir Charles Tupper in a marked manner defended the high personal character and attainments of Mr. Fleming, and intimated the Government had confidence in him, and it is a point of satisfaction for the country that his character and independence are too high to allow them to be made pawns of for serving any purpose of the hour. Sir Charles Tupper made the gratifying announcement that the recent explorations had established the fact of vast areas of fertile land in the most favourable condition for settlement. These explorations are known to have been in the Peace River District, and if the road crosses the mountains at the Tete Jaune, and down to Burrard Inlet, I do not think it will be many years before there will be a colonization road intersecting it and running North into the Peace River district, and that seems to be the common sense of it. The debate was continued on Friday evening; but no specially new features were brought out. Mr. Mackenzie, the late Minister of Public Works, made a few remarks which somewhat disappointed me. He did not sufficiently answer for the delays in construction that had taken place; and he stated that in his belief the land would go a short way towards building the road. This is a point on which his appreciation of the facts is clearly imperfect. Mr. Plumb, Mr. Dawson, and some other members denounced the engineering. There is a good deal of uneasy feeling.

I referred in my last letter to the introduction of Mr. Blake's repression of crime bill. This has met with an untimely fate by the carrying of a motion of Mr. Baker to read it six months hence. The friends of Mr. Blake were evidently put out at this unceremonious dealing with his bill, and he seemed rather to stand upon his dignity, for he said in substance that, although he could easily and successfully reply to all the arguments used against the bill, he should decline to do so. That is he would not condescend; but of course he saw the fates were against him, especially as the Minister of Justice stated the Government would probably deal with the question during the recess.

Mr. Girouard's bill for permitting of the marriage of a deceased wife's sister came up for debate on the same day, and Mr. Thompson (Haldimand) desired to treat it in the same way as the bill of Mr. Blake. But his motion was defeated by the very large vote of 140 to 20. I did not think from the tone of the debate last week that the principle of this bill could have commanded so overwhelming a vote; but it seems after many and continuous struggles in England the voices are gathering in favour of it. The presentation of a large petition last session by the Prince of Wales in the House of Lords was a step of marked significance, and a long one in advance. There seems to be no question of consanguinity, nor even of degeneration; but simply of discipline and civility in families. As a matter of fact such marriages are not rare among us. Some of our best citizens and statesmen furnish notable examples.

On Monday the Secretary of State, in the Senate, moved that it be an instruction to the Printing Committee to make rigid enquiries into the late withdrawing of tenders scandal. This is the action of the Government in the matter, Mr. Aikens being the responsible Minister for printing. And a return which has been brought down shows that the present occupants of seats in the Cabinet are nothing loth to have enquiries pushed into printing matters. It appears from this return that the late Government gave enormous sums for printing outside of the contract to their political friends, and that the present contractors are proceeding by petition of rights to recover two hundred thousand dollars for damages. Of course, the recent vigorous attacks of a Toronto newspaper naturally lead to this sort of investigation for reprisal.

A return brought down showed the expenditure of the last fiscal year to be \$3,261,733 less than the estimates, the estimates being \$4,553,395, while the expenditure was \$35,291,862.

Another return has come down showing that Prince Edward Island asks for a special apportionment of the Fisheries Award, for one reason among others, that it had been done by the usually sharp practice of United States' diplomatic action.

Addresses have been passed in both Houses congratulating Her Royal Highness on her escape from the serious calamity that might have been consequent upon her late accident. They were replied to by message from the Governor-General on Friday. This reply stated that H. R. H. very deeply felt the kindness expressed in those addresses of Parliament, as well as the constant marks of chivalrous and generous affection which she has ever received from the people of Canada; and further that it will be the pride of Her Royal Highness, while she remains in Canada, to devote herself to the interests of the people who have before them so great a future, and in whose hearts it will be her sincerest wish to find an abiding place.