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NOTICE.

Among other pictures to appear in the next number of the

CANADIAN ILLUSTRATED NEWS

ARE:

The portraits of the nine chief officers of the Methodist General Conference.

Cartoons of the elections.

Views of Pembroke.

Views of the Ontario Provincial Exhibition at Toronto.

A sketch of the late flood at Port Credit, Ont.

CANADIAN ILLUSTRATED NEWS.

Montreal, Saturday, Sept. 28, 1878.

We had an article on Fruit Culture and other editorial papers prepared for this number, but pressure of matter has crowded them out. We have space only to state that the Montreal Horticultural and Fruit Exhibition was an unequivocal success, and we shall refer to it next week.

THE GENERAL ELECTIONS.

By consulting the list which we publish in another column of the present issue, our readers will be able to form a correct estimate not only of the general result, but also of the intense significance of the elections which took place throughout the Dominion on the 17th of the present month. From a minority of a hundred five years ago, and of forty-five at the last session of Parliament, the Conservatives have in a single day risen to a majority of seventy—a reaction certainly unequalled in the political annals of Canada. It will be seen that every Province, with the single exception of New Brunswick, has taken part in the change, and that Ontario, in especial, for the first time since Confederation, has deserted the Liberal cause. All this is very curious, and to the political student, outside altogether of party affiliations, a subject of interesting inquiry. It is simple truth to add that no one anticipated such a result. The Liberals never faltered for a moment in their anticipations of a triumph, while among Conservatives, beyond a few who were smiled at as enthusiasts, none ever dreamed that they would be so far successful as to resume power.

As to the future bearings of these elections, it is not too much to say that they are profoundly important. A new policy must be inaugurated on which the most delicate issues depend. The responsibility of them will rest solely on Sir JOHN A. MACDONALD and his associates. It is too early to cast a horoscope of what this new policy may be, but even at this initial stage we may be pardoned for turning our attention to another branch of the question—that of a sternly pure and honest administration. The Conservatives will have totally to abandon the effete system of twenty-five years ago, when they ruled according to the canons, and often the caprices, of a quasi-personal Government. In the distribution of offices, in the letting of contracts, in the use of special funds, they will have to eschew favouritism in all its forms and confine themselves strictly to the standard of merit. In other words, the Departmental Administration will have to be brought up to the requirements of the times. In this respect the MACKENZIE

Government have left a very good record which their successors will have to improve upon as much as they can. None of their opponents refuse them the tribute of ability or patriotism, and they owe to themselves to earn that of honour and fairness. Several of the older members have, in the mysterious turns of the battle, been deprived of their seats, and the country must deplore the loss of such men as BLAKE, YOUNG, CARTWRIGHT, MITCHELL, GIBBS and JONES. But among the new men on both sides there are sufficient to force upon the new Government the line of action which we have ventured to lay down. When the country has spoken so emphatically and unmistakably, all must acquiesce and the people that have risen in their might will insist that what they have voted for shall be carried out to the letter. As we pointed out in a previous article, this has not been a battle of men but of principles, and these principles must be upheld, under pain of another revulsion as general and as final.

YARMOUTH, N. S.

On the 9th June, 1761, shortly after the close of the long contest between France and England for the possession of the northern and eastern portion of America, a party of colonists from the seaport towns of Massachusetts landed on the south-west point of Nova Scotia, and laid the foundation of the present flourishing township of Yarmouth. The Acadians, who had formerly occupied portions of the territory, had been removed by New England troops, and dispersed through the various provinces, and the new settlers had the field to themselves. They were true children of the Puritans,—religious, enterprising, firm to obstinacy in their opinions, possessing an intense individuality, and inheriting that deep yearning for the salt sea which characterizes the descendants of the old Saxon and Danish vikings. Recruited from year to year by new-comers from Massachusetts and Connecticut, the little village grew in numbers, and struck its roots deeper into the soil.

The war of the Revolution separated them from their kinsmen across the bay, although the journals of the Massachusetts House of Representatives give ample evidence that many, if not a majority of the settlers, were in sympathy with the cause of the patriots. The close of the war left Nova Scotia still under the flag of England; and whatever may have been the views or the wishes of the settlers of Yarmouth, they wasted no energies in unavailing regrets, but resolutely turned their attention to clearing away the forests, breaking up the stubborn soil, and extending their commerce. The war of 1812, ruinous alike to the States and the Provinces, checked the progress of the town. A new generation, born on the soil, had grown up, who vigorously defended their homes and property against the attacks of their American kinsmen. Upon the return of peace, prosperity again rewarded the industrious townsmen, and commerce, ever the leading interest, found new paths for its enterprise. The trade with the West Indies and a coasting trade with the seaports of Maine and Massachusetts, formed the main portion of this business; but a participation in the European carrying trade early attracted the attention of the Yarmouth ship-owners. The fisheries, although carried on to some extent, never received that exclusive attention given to it by other portions of the Province, or by some of the seaports of Maine and Massachusetts.

When the discovery of gold in California and Australia gave a new impetus to commercial activity, Yarmouth shared fully in the movement, and entered the lists as a competitor for a portion of the carrying trade of the world; and soon her ships were to be seen in every civilized and semi-civilized port of the globe. The civil war in the Union with the destruction of American ships by Confederate cruisers, aided in this development of the shipping interest of the town, and the number of vessels increased rapidly, with a more than corresponding increase of tonnage, the ships and barques outnumbering smaller craft, the tonnage now reaching nearly 150,000. The people, therefore, can proudly boast that the shipping of Yarmouth, in proportion to the population, far exceeds in tonnage that of any country in the world.

While shipbuilding and navigation has always been the controlling interest of Yarmouth, around which all other industries have centred, other branches of trade and manufacture have been established; and machine-shops, foundries, mills of various kinds, and manufactories are now assuming importance.

At the head of the manufacturing interests of the town stands the Burrill-Johnson Iron Co., well-known in all the Maritime Provinces, with a flourishing branch at the city of St. John, N. B. They have ample capital, and with the practical experience of Mr. Johnson the Company are able to undertake any work from casting a stove to building an iron steamboat. Indeed their stoves, it is said, have virtually driven out of the market all others of foreign make. Manufacturing, however, is still in its infancy; but when the great resources in

water-power of the country shall be utilized, and some of the capital now invested in shipping turned in this direction, it will add to the prosperity and population of the town.

Banks and insurance offices sufficient for the wants of business have been organized, and have been managed with a skill and ability which has placed them on a firm footing. A marine railway has been in operation for several years, and much of the repairing formerly done abroad now furnishes employment for native workmen.

Farming brings less returns in Yarmouth than in some more favoured parts of the Province, but it is still conducted with energy, and the Agricultural Society, under the efficient and liberal management of its President, Charles E. Brown, Esq., has done much to introduce improved breeds of cattle and modern ideas.

The first settlers were thoroughly alive to the value of education, and schools have always been opened wherever there were children enough to form a class. It would be a rare sight to see an English-speaking native of Yarmouth unable to read and write. An academy was maintained for many years, where in addition to the common English branches, the classics, French, and the higher mathematics were taught by experienced teachers; and the present generation of active and intelligent business men owe much of their success to the training received from the stern masters who then presided, and to the influence exerted by the academy over the other schools in the town. Yarmouth now has a high school and three fine grammar schools, which will compare favourably with those of any town or city in the Dominion; while the surrounding villages are well provided with good schools. These schools are free to all the children, and are supported by general taxation.

A free public library, founded by L. E. Baker, Esq., is constantly receiving additions while the museum attached to it bids fair to contain in the future one of the finest collections of curiosities to be found in the Dominion, the hundreds of shipmasters of the town seeming to bear it in mind in their distant voyages. There is also a reading-room supported by the business men.

A newspaper was started in Yarmouth in 1831; but it was short-lived, and was succeeded in 1835 by the Yarmouth Herald, founded by its present publisher and editor, Alexander Lawson, Esq., who for more than forty years has sent his welcome sheet into the households of Yarmouth people at home and abroad. The paper numbers among its readers many of the grandchildren of its first patrons, and stands second to none in the Province. The Tribune is published and ably edited by Richard Huntington, Esq., one of the first supporters of the Herald, and who at one time published a bright paper in Chelsea, Mass. The Yarmouth Courier was published for several years by John G. Bingay, Esq., whose early death was a loss to the town. Mr. Handley Flint published a temperance paper, the Temperance Gazette, for two years, and also continued the publication of the Courier for some time after Mr. Bingay's death.

Considering their origin, the people of Yarmouth would naturally be a church-going folk; and the town is well provided with places of worship. Among the churches in the town proper are three of the Baptist denomination—the First Baptist (over which the venerable Father Harding was settled for sixty years), the Milton Baptist, and the "Temple;" two Methodist—the Providence and the Milton; one Congregational, the "Tabernacle;" one Episcopal, and one Presbyterian. With the exception of the First Baptist, which has been remodelled several times, these churches are all comparatively new (the Episcopal and the Presbyterian having been built within a few years), and are all comfortable and attractive places of worship. There is also a Catholic chapel, and several smaller buildings where divine service is held.

Yarmouth possesses a beautiful resting-place for the dead, the Mountain Cemetery, which has been laid out with care and taste, and which offers a pleasing contrast to the bleak, bare, repulsive old graveyards

"Where the rude forefathers of the hamlet sleep,"

along which we went shuddering and whistling many a night in boyhood.

Not many strangers have settled here. At the close of the Revolutionary war, a few Royalists arrived, and occasionally an Englishman or Scotchman or Irishman took up his abode among them; but at the end of the first century of its history, Yarmouth was inhabited by a homogeneous population,—perhaps the purest New-England-blooded town to be found on the coast of America.

While Yarmouth has received comparatively small accessions from immigration, it has sent its sons and daughters broadcast over the continent; and they are to be found in all the larger cities of the Northern States and California—merchants, mechanics, professional men, seamen,—many of them occupying responsible positions, readily assimilating with the communities in which they reside, and taking an active interest in public affairs. During the late war they were found on all the prominent battle-fields, and in nearly every naval conflict, and several fell fighting in the front of the battle for their adopted country.

Among the prominent men contributed by Yarmouth to the public life of the Province, may be mentioned Hon. Herbert Huntington, Hon. Stayley Brown, Hon. James Bond, and Thomas Killam, Esq. The county is now represented at Ottawa by Hon. Frank Killam.

The scenery of Yarmouth and vicinity, although not sublime, is exceedingly picturesque; and in the autumn, when the forests have put on their gayest attire, a drive among the numerous lakes and water-courses, on whose clear surfaces every shade of scarlet, and yellow, and green is reflected, leaves an impression on the mind of the tourist long to be remembered, and recalled with pleasure. The coolness of the temperature in summer, the fine facilities for boating and fishing, the invigorating sea-breeze, the quaintness of the manners still existing among the Acadian population in portions of the county, the hospitality of the people, the ready communication by mail and telegraph with the great business centres of the continent, need only to be known to make Yarmouth a favourite resort for the professional or business man desirous to escape from the heated atmosphere and the exhausting activity of the great cities.

Yarmouth has direct steam communication with St. John, Boston, Halifax, and New York, and the railway now being built will soon make a connection with all the great continental lines. We advise all our readers who are tired of the beaten paths of travel to take an early opportunity to visit the sturdy and enterprising town.

Our illustrations of Yarmouth are from five photographs by S. A. Hood and L. G. Swain, of the same city. We have in hand a number of other views from the same artists which we shall take pleasure in reproducing shortly.

OUR ILLUSTRATIONS.

AFTER THE ELECTIONS.—This cartoon is a pleasant reminiscence of the day after the election, and every one of our readers will find a counterpart for each of the two figures among his own friends. Speaking generally, however, the Conservatives enjoyed their triumph with more moderation and the Liberals bore their discomfiture with more dignity than is usually observable under such peculiar and unforeseen circumstances.

KELOGG AND CARY.—The history of these renowned artists, well-known through the Dominion, will be found in another column.

THE TORONTO YACHT CLUB.—A full account of this event is given in a separate article of this week's issue.

THE HORTICULTURAL SHOW.—In connection with our picture of this year's exhibition, we refer the reader to our remarks in the editorial columns.

YARMOUTH.—A history of this prosperous ship-building city is detailed in a special paper to be found in another part of the present number.

CONSERVATIVE TORCHLIGHT PROCESSION.—On Thursday evening, the 19th, a large representation of the Conservatives of the city assembled on the Champ de Mars for the purpose of marching to the Bonaventure Depot, to extend a welcome to Mr. Thomas White, who had been returned for Cardwell. The procession was soon formed, and headed by the City Band, started up Craig street, cheering lustily along the route. On reaching Victoria Square, where a considerable crowd had assembled, the cheering was renewed, and continued as the procession moved up St. Joseph street. The first carriage was occupied by Messrs. M. H. Gault, M.P., C. J. Coursol, M.P., and M. P. Ryan, M.P.; the fourth seat having been reserved for Mr. Thomas White, M.P. A long line of carriages followed, containing leading Conservatives with several bands, among them that of the Sixth Fusiliers. Bonaventure Depot was reached about nine o'clock, and already a large crowd had assembled. The arrival of the train was greeted with enthusiastic cheering and the discharge of fog-signals which had been placed on the track. As Mr. White left the car he was quickly surrounded by crowds eager to present him with a bouquet of flowers. Having been carried bodily to the carriage, the procession resumed its march, while a number of rockets were discharged from the Mansion House on Bonaventure street. The route taken was up St. James street, through Place d'Armes into Notre Dame street, several stores being illuminated. The *Minerve* office was well decorated with several mottoes, and portraits of Hon. Mr. Chapleau, the late Sir George E. Cartier, Sir John A. Macdonald, and C. J. Coursol, M.P. The procession turned up Visitation street to St. Catherine street, and proceeded to the Windsor Hotel, which was reached about eleven o'clock, and several speeches were made—the chief of which was that of Mr. White himself. We take this occasion, as journalists, to offer our congratulations to a distinguished fellow journalist who has thus risen to eminence. Mr. White ranks among prominent Canadians, as a writer of power, an orator of natural eloquence, a political man of vast experience, with a variety of resources which shall not only make him shine in Parliament, but fit him for a place at once in the Cabinet Councils of the country.

THE MUNICIPAL ADDRESS.—The *Canadian Illustrated News*, bearing date of September 21, 1878, contains an excellent *fac-simile* of the Ontario Municipal Address, recently presented to Lord Dufferin. The *fac-simile* occupies one-half of a page of that journal, and is finely executed, the finest lines being admirably reproduced. At the top of the address is a representation of the Parliament Buildings at Ottawa, beneath which are the royal arms. Below is a beaver and maple leaves in the centre, while on the right is a view of Niagara Falls and Goat