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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 HEARN & HARRISON, Thermometer and Barometer Makers, Notre Dame Street, Montreal.

THIS WEEK ENDING

April 11th, 1880.			Corresponding week, 1879.		
Max.	Min.	Mean.	Max.	Min.	Mean.
Mon.. 54°	42°	48°	Mon.. 34°	20°	27°
Tues.. 39°	25°	32°	Tues.. 44°	36°	40°
Wed.. 38°	20°	29°	Wed.. 43°	35°	39°
Thur.. 47°	35°	41°	Thur.. 48°	36°	42°
Fri.. 45°	35°	40°	Fri.. 50°	32°	41°
Sat.. 38°	20°	29°	Sat.. 44°	34°	39°
Sun.. 38°	24°	31°	Sun.. 37°	27°	32°

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CANADIAN ILLUSTRATED NEWS.

Montreal, Saturday, April 17, 1880.

WORK on the Chaudiere Railway bridge has been recently resumed, and at pier 5 a scow was anchored. On board of the scow was a portable steam-engine and a centrifugal pump, the weight of which is about ten tons. Recently a large cake of ice came dashing down the river, and coming into collision with the scow started her adrift. The scow, with its load of freight, rapidly drifted down the current and went over the falls. The engine was a portable one on wheels, and was found canted over, but not injured. The scow could not have upset in passing over the falls, or the engine would have been lost; as it is, little damage was done. It is something unusual to have a vessel go over the Chaudiere Falls, and many a one would have given something to have seen the scow take its deep dive into the boiling waters of the "Big Kettle."

WE publish to-day a sketch of the sad death of two little boys, who perished of cold and hunger, in an open boat which was drifting about Lake Ontario for over two days. The little fellows, it appears, got on board of a scow at Toronto, last Sunday, and the wind being somewhat high at the time, the miserable craft carried them far out in the unbroken solitude of the great lake. They had taken nothing to eat with them, and were but scantily clad. Their sufferings must have been terrible, for when they were found on the morning of Tuesday last their bodies were frozen stiff in the bottom of the boat. The smaller of the two was lying on his back, with his left hand in his trousers' pocket, apparently as if he were in a deep slumber. The larger boy was lying across the body of his younger playmate, face downwards. They had drifted ashore during the night of Monday, and were discovered in the grey of the morning, at about six o'clock, by Mr. GEORGE CAMERON, in the boat on the beach near his farm, about four or five miles west of Niagara. No paddle or oar was to be seen, but some water and gravel were in the bottom of the little craft. The eyes and mouths of the waifs were

closed, and their faces wore that placid look which sometimes comes to the dead, when death has visited them during sleep.

THE BRITISH ELECTIONS.

Le Roi est mort. Vive le Roi. DISRAELI is defeated and GLADSTONE is triumphant. In the comparatively brief space of six years the wheel of fortune has described one great revolution and they who were then riding high on its ascending curve are now being crushed under its iron tire. It seems but yesterday that Mr. GLADSTONE was hooted and hissed while his great rival returned, like a Roman conqueror, from the brilliant tournament at Berlin. To-day the former can scarcely tear himself away from the ovation which his friends are preparing for him in London, and the representative of the latter, Sir STAFFORD NORTHCOTE, was well nigh mobbed in the streets of Torquay. Lord BEACONSFIELD himself looks on in calm and cynical wonder at this singular reverse, and, true to character, answers callers, through his porter, "that he is as well as can be expected under the circumstances."

The elections are full of lessons. They prove that the British people are fully as variable and excitable as their American or French brothers. They prove, too, which is more to the point, that the people are able to judge for themselves, in the day of crisis, and prepared to pronounce a final decision regardless of party lines. If the Liberals had triumphed by a bare majority, the significance would be dubious, but in view of a net majority of one hundred, the inevitable conclusion is that the whole policy of the present Government has been emphatically condemned. That was the Imperial as distinguished from the purely Domestic Policy. Hence, to be true to themselves, and obedient to the popular will, the incoming Administration will be obliged to reverse, gradually of course, the whole tenor of the acts of their predecessors. From this standpoint the result amounts to a revolution, and its ultimate effect cannot be over-estimated. That the situation is in consequence a serious one cannot admit of two opinions, and the course of the new Government will be looked to with the keenest curiosity. Personally, Mr. GLADSTONE may be proud of his triumph. It is the most glorious crowning of a glorious career. At one bound he has become the arbiter of his country's destiny and his influence is such to-day that it can be pronounced resistless. His matchless eloquence, his force of character, his singleness of purpose and his perspicacity have achieved a victory almost unparalleled in the history of Britain. But as a corollary his responsibilities are overwhelming. He has hurled anathemas and promulgated doctrines during the campaign which, however natural in the mouth of an Opposition leader, may be found hard to reconcile with the judicial character of a Prime Minister. His friendly attitude toward Russia and his fierce invectives against Austria cannot easily be forgotten and may lead to embarrassments. However, he is strong in the support of all classes of his countrymen and we may trust that his genius for statecraft will find him equal to any emergency.

And BEACONSFIELD? How are we to view his fall? He has nothing to regret, and we fancy that he himself will hold that he has nothing to be ashamed of. He did his best for his country and that is all we may expect from any public man. One thing is certain—he has left Britain higher and stronger than when he undertook to guide her destinies. Six years ago a Parliamentary election in England and a change of Government created no more than a movement of curiosity in Europe. To-day, on a similar occasion, the stocks fall in London; there are illuminations in St. Petersburg; the Republican press of Paris is jubilant; the Cabinets of Berlin, Vienna and Rome are experiencing a "profound sensation,"

while on the shores of the Bosphorus the dismay amounts to a positive panic. Why is this? Because during the past four years old England has suddenly stepped forward to her former place as a foremost power, and maintained it in a series of brilliant manoeuvres. She has left a broad and strong impression in Europe, Asia and Africa. Her fleet forced the sacred narrows of the Dardanelles; she annexed Cyprus; she proclaimed the Queen Empress of India; her dusky Hiudoos came up in array to Malta; the red-cross banner floated victoriously over the hills at Afghanistan; she made a grand bonfire of Zulu assegais at Ulundi; she annexed the Transvaal, and she showed the world the spectacle of an infirm septuagenarian entering the Radziwill palace at Berlin with the defiant words that he had come to make no concessions—and he kept his word. All this may have been theatrical, but it stirred the pulse; it may have been expensive, but it was glorious; and the man who has shown Europe, were it only for a few years, that the English people are something else but a nation of shopkeepers, has indeed no reason to be ashamed of himself.

And what will be the outcome of the change? We assume that Mr. GLADSTONE will take the Premiership, as any other arrangement would be awkward and likely to lead to complications. He and his colleagues will make no abrupt alterations in the policy of their predecessors, but will gradually withdraw from its more aggressive features. This will be seen almost at once by the appointment of a new Indian Viceroy. Domestic legislation and the finances will occupy more serious attention, and we are sure that the colonies will not be lost sight of. With regard to Lord BEACONSFIELD everything will depend on the state of his health. He is accustomed to defeat, and has never quailed before adversity, and if his strength permits, it will be just like him to sharpen his sword once more and prepare to combat his exultant adversaries. We trust that his health may be spared, because such a leader of the Opposition, as he has proved himself to be during so many years spent in the minority, can render almost as efficient service as the head of the Government. There is perhaps no country in the world with two such great statesmen to fall back upon as GLADSTONE and DISRAELI.

THE SEAT OF GOVERNMENT.

MR. BLAKE AND THE PACIFIC RAILWAY.—THE LAND POLICY.—SIR L. TILLEY'S BUDGET SPEECH IN REPLY.—APPORTIONING THE FISHERY AWARD.—BUDGET DEBATE CONTINUED.—INSOLVENT BANKS AND INSURANCE COMPANIES, &c.

(From Our Special Correspondent.)

OTTAWA, April 10th, 1880.—It is not an exaggeration to say that the great Parliamentary event of the week—I say Parliamentary, because of its relations to questions before Parliament—was an article in the Toronto *Globe* on the Pacific Railway. It came like thunder from a clear sky, and it surprised and startled everybody quite as much. There was yet nothing in it very surprising, in so far as the leading journal of the Opposition is concerned, for the article is only strictly consistent with its own record for many years past. The blow was professedly aimed at Prof. Goldwin Smith and his "By-stander," but it really fell upon the head of Mr. Edward Blake, he having a notice of a resolution on the paper, in effect to stop where we are, as respects the works of the Pacific Railway, for the reasons that the burdens to be incurred are heavier than this country ought to be called upon to bear. The "melancholy Professor," as the *Globe* calls him, has taken similar ground. As against that position, the *Globe* brings up a very powerful and well-sustained argument, which very many pretensions, but, in reality, not well-informed persons, in Montreal, might also profitably ponder. It is shown in that article, by arguments which cannot be successfully met, that the construction of the Pacific Railway at the earliest possible moment is called for, not only by Dominion or national, but also by commercial and economical considerations; and not only through the fertile plains of the prairie region, but through the fastnesses at the head of Lake Superior, and through the mountains of British Columbia, to the seaboard. If I were to make any criticism

on the statements of the article to which I have referred, it would be to say that my study has led me to believe that the editor has under- rather than over—stated his argument. If we follow the analogy of the United States land companies, with regard to revenues derived from inferior lands in the North-West, more particularly in Minnesota and Dakota, the estimate of the *Globe* writer, from the sale of lands, is very much under-stated, as is also the influx of population, when we look at the extent of territory to be opened up; and even as respects the British Columbia branch, from Yale to Kamloops, the *Globe* says this may cost us \$12,000,000, at the rate of \$2,400,000 a year, and calculates that, in the five years, 100,000 people will settle in that part of the country opened up, the ordinary revenue from whom will be sufficient—if not more than sufficient—to pay the interest on the outlay. That is, however, really but a small part of the calculation, because it is established that the whole of that Province is gold bearing in paying quantities, and this opening of it up will be most likely to lead to the development of very large mineral wealth, probably to an extent sufficient to build the whole railway. But, apart from this, and to follow the arguments of the Toronto newspaper, the proceeds from the sales of the lands will be more than sufficient to build all the other portions of the road, while the Dominion will be enriched and strengthened by the wealth created by the population which will settle on our fertile prairies, the present burdens being lightened by their contributions to the revenues.

On Monday, Mr. Charlton, apparently acting as a sort of lieutenant to Mr. Blake, moved a resolution to condemn the Government Land Policy, as tending to favour speculation and hinder settlement. Sir John Macdonald replied in a very careful and elaborate speech, contending that the policy of the Government was of a nature to promote settlement, and build the railway without adding to the burdens of the people. Mr. T. White moved an amendment, substituting a resolution in effect, approving of the Government policy, which was carried by the large vote of 120 to 40.

This vote was so large as to cause remark, as it was not known how far the fears of timid persons might be worked upon by the magnitude of the credit the Dominion was endorsing for the progress of this great national work. This debate was remarkable for one statement made by the would-be leader of the Opposition. Sir John made the assertion that 20,000 souls settled in our North-West last year. Mr. Blake interrupted him with the statement that "not one twentieth of that number went in." It may be that the record of the Minister of Agriculture that 12,000 souls went in, will describe the number of the new settlers, but these are those known, and more, as Sir John said, probably went in. The member, however, who was capable of stating that not 2,000 settled there, certainly exhibited very little respect for the value of his own words, and thereby showed a very poor title for leadership. Many will watch with curiosity Mr. Blake's further steps with his resolution, in the face of the angry thunders of the *Globe* which is, certainly, most disconcerting. If he should proceed, it will be very curious to see how he will avoid rapping his late, and in fact, present nominal leader, Mr. Mackenzie, who is substantially responsible for a Pacific Railway policy, identical with that of Sir John Macdonald.

On Tuesday, Sir Leonard Tilley moved his amendments to the Tariff, and took occasion to reply to the strictures upon the Budget, showing what were the actual increases made to the public debt, and the reasons therefor, the actual increases of expenditure, &c. I regret that the space at my disposal will not allow me to go into these figures, though the statements for the most part were scarcely new to the readers of these letters. I may, however, point out that Sir Leonard indicated that the amount to be expended for the construction of the Pacific Railway would not exceed \$10,000,000 annually for two years, and after that \$5,000,000 a year, the interest on which would be easily obtained by the sales of railway lands; and, in fact, the principal itself will be soon wiped out from the same source.

On Wednesday night, the debate on the question of apportioning the Fishery Award among the Maritime Provinces was continued at great length. I have already written you what is the contention of the members from the Maritime Provinces, and it must be said they argued their case with great ability and freedom from simple party bias. There was much plausibility in the arguments they used; but these were met by the amendment of Sir John Macdonald, in the sense of an argument in my previous letter, to the effect that the pretension of the Provinces was not well founded, as, whatever might have been the question before Confederation, it is quite different now, as they brought that special property into the community of the Confederation, and would require the whole power of the Confederation to defend it, if necessary. It is, therefore, a Dominion, not a Provincial question, and this, on the highest grounds of public interest, it should be. Sir John's amendment was carried at 4 o'clock on Thursday morning by a vote of 126 to 30, Mr. Mackenzie being the only one of the late Ministry who voted for it, the rest of them being "dissolving views."

On Thursday, Mr. Abbott introduced a bill for the winding up of insolvent banks and insurance companies, which was advanced two stages, and the tariff debate was afterwards resumed by Mr. Killam, who was followed by Mr.