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NOTICE.

Among the illustrations which will appear in the next number of the CANADIAN ILLUSTRATED NEWS will be a sketch of the

DEPARTURE OF PRINCESS LOUISE

from Quebec, with views of the special apartments prepared for her on the "SARMATIAN." Also a representation of the great banquet tendered to

SIR JOHN A. MACDONALD

at Quebec. As of special interest, we shall add a sketch of the meeting of the

PROTESTANT TEACHERS' ASSOCIATION

in Morrin College, Quebec. The number will contain several other interesting pictures.

TEMPERATURE,

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

THE WEEK ENDING

Oct. 19th, 1879.			Corresponding week, 1878.		
Max.	Min.	Mean.	Max.	Min.	Mean.
Mon. 62°	44°	53°	Mon. 56°	44°	51°
Tues. 62°	46°	54°	Tues. 64°	48°	56°
Wed. 67°	52°	59°	Wed. 63°	55°	58°
Thur. 76°	60°	68°	Thur. 63°	55°	59°
Frid. 72°	58°	65°	Frid. 71°	56°	63°
Sat. 68°	59°	63°	Sat. 70°	51°	60°
Sun. 65°	43°	54°	Sun. 52°	42°	47°

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CANADIAN ILLUSTRATED NEWS.

Montreal, Saturday, October 25, 1879.

It is an agreeable and significant fact, which politicians may interpret as they like, that at no time have the English press and people been so much and so amicably occupied with Canada as they are at present.

QUEBEC is popularly known as the Ancient City because it is the oldest in Canada. From 1608 till 1850 it was also the most populous. It now ranks second after Montreal, but the next census will probably place it below Toronto.

RAILWAY returns for September prove conclusively the return of prosperity in the United States and Canada. Of twenty-two lines, only three have not increased their incomes. The other nineteen declare an increase of 20 per cent. in September of this year, as compared with September of last year. The Grand Trunk and Great Western of Canada are both interested in this cheerful increment.

THE London World is forced to admit that Protectionist ideas are gaining ground in England. Several public men and several journals are already openly advocating them. The World adds that the shrewd American, the grave German and even the Colonies have refused to follow British example, and after an experience of thirty years, the whole world, which should have emulated England, seems to dread more than ever the application of Free Trade principles.

ONE of the many good features of the National Policy which are becoming evident from time to time is the amount

of money which formally went to the United States in the shape of numerous post office orders, now being kept in the country, no post office orders coming in for redemption. Formerly the large number of small purchases made in the United States were remitted for in post office orders, which afterwards came back to Canada for payment. These post office orders no longer come, and the money is thus kept in the country.

WE learn from the *Saskatchewan Herald* that Mr WILKINS, C.E., in charge of one portion of the exploring party under Prof. MACOUN, arrived at Battleford in July. Mr. WILKINS had returned from an exploration North-West of that point and also of the "great plain." He found the agricultural resources much greater than had been popularly believed. His exploration makes important additions to the existing maps, and chequering, among "other things, the great plain with lakes and mountains, not before marked on the maps."

IN writing the obituary of the late Mrs. LEPROHON, some weeks ago, we referred to the agreeable fact that the leading writers of Canada have, at different times, graced the columns of the CANADIAN ILLUSTRATED NEWS with their productions. This is so true that in the bound volumes of the News alone will be found many of these writings not accessible elsewhere, and the future literary historian will have perforce to turn to our pages for reference. Thus to-day we publish a poem by our national poet, JOHN READE, which is not only remarkable in itself, but which we have been flattered in receiving as the best medium of reaching the appreciative classes of the country. The News is not only the sole pictorial paper of Canada, but is also essentially a literary journal devoted to the development of native talent.

MOST American papers affect to believe that the Fisheries Treaty is all to the advantage of Canadians and the detriment of their own countrymen. One leading journal, however, sets the matter right by saying that the Canadians are as ready for the abrogation of the Treaty as Americans are, for they regard the right which it gives to New England fishermen of taking fish in Canadian waters as of much greater value than the right it gives them of bringing their fish into the United States free of duty. "It is not the duty on fish that we care about," the Canadians say, "but your participation in our fisheries. The duties are always paid by the consumer, and if you impose duties on fish, you must pay them. Don't participate in our fisheries and we won't care a snap for your duties. We can catch fish cheaper than you can, and if you do not have Canadian competition, the cost will be so increased to consumers that fish will vanish from your tables as an article of diet; for, you get up such an array of appliances, expensive outfits and the like, that it costs you a great deal to catch fish, and all this increased cost the consumer must pay."

Few features in the railroad problem receive more constant attention at the West than the low cost for which most of the trunk roads could be built at present, compared with their capitalized value. The Union Pacific, for instance, has a nominal value of \$114,186,182, including \$36,762,300 of the capital stock on which few or no payments were ever made by the original owners. This gives the road an assumed cost of \$110,000 per mile, on which it is endeavoring to pay dividends. A road, at present prices of iron and labor, could be built over the same distance at \$15,000 a mile. The same thing is true, in less proportion, of the trunk lines east from Chicago, and facts of this order are constantly being adduced in criticising the high rates now charged under the present pool. Gen. Butler says there is "not a dollar of honest railroad stock in the hands of any man in the country," as any

railroad can be duplicated at \$25,000 per mile. Here is a lesson for us Canadians which we should take to heart betimes, as railway building is just in its infancy among us, and the Pacific Railway is soon to assume immense proportions.

FROM our neutral and independent stand-point, there is one little piece of advice which we will venture to give to our Liberal contemporaries and orators of the party. It is, that it is not wise, for mere party purposes, to continue to declaim against the tariff, and at the same time to predict declining revenue. The fact is the country has already commenced a rebound towards prosperity; and this, while very good for the people at large, will be very bad for the prophets of evil. A party, too, to be successful, must have much better stuff for its cry than mere futile criticism, the absurdity of which must be plain to the common sense of all men. The commercial policy which has become a *fait accompli* would certainly be very much better left to its operation at this early stage. If there should be anything to alter when the time or the chance comes to do it, of course it might be well to take it earnestly in hand. But simply to decry in the face of plainly advancing prosperity, is surely not the act of men who have their senses well about them.

THE London Times of September 29th has an article descriptive of the Canadian Land Laws, occupying two or three columns of that paper. We may fairly say this a benefit for us to be able to obtain so much attention, and it is, moreover, a sign of the drift of the agricultural crisis in England. There is no better criterion of this than the tone of the leading journal. The Times notes that the superior lands of Canada in the North-West are attracting an influx of settlers from the United States. We quote this paragraph from its article: "The Canadian Minister of Agriculture in his Report states that in the year 1878 no fewer than 983 farmers from the United States transferred themselves across the boundary into Manitoba, and during the current year the numbers have been more considerable." The figures given are of heads of families, and, to get to the number of souls, should be multiplied by 5, which would give over 4,900, a figure equal to more than one-third of the whole of the immigration into Manitoba in the year named. Here is official proof of the substantial correctness of the statement made by Lord BEACONSFIELD.

AMONG our illustrations this week will be found a series of pretty views in the Toronto Park, taken by our special artist when on an official visit to the Toronto Exhibition. These are supplemented by a charming engraving of Willows, a companion to the Soft Maples, which we published last week. Our front page is graced by a beautiful portrait of MARY ANDERSON, the tragic actress, whose talents we discussed a couple of weeks ago, during her engagement at the Academy of Music. Our artist took up the picture as a study for a head, and succeeded so well that we have used it as an artistic production worthy of our pages. We have special facilities for work of this kind, and we would draw the attention of managers and dramatic agents to the advantages we offer both in quality of workmanship and cheapness. We have to thank Rev. H. CHRISTOPHERSEN, as we did last year, for a sketch of the Grand Bend of the River Au Sable, at which point that river approaches Lake Huron, flowing south for ten miles nearly parallel with the lake and scarcely one quarter of a mile from it, leaving a peninsula, remarkably healthful as a summer resort for camping parties. We have another sketch of a camping ground by the same gentleman, which will appear next week. The remarkable development of grape culture in the open air, in the different Provinces of the Dominion, will lend interest to the two pretty sketches on

this subject which are given in the present number. The portrait of KAIRA is another of the Algerian pictures kindly forwarded us by a gentleman who lately travelled in that country. The type of the girl is a fine one and no one would suspect her of having eaten of her father's flesh during the Kabyle famine of 1867-68. Yet such is the fact and she was condemned to six months' prison for the crime.

THE TIMES' OPINION.

The London Times has a leading article on the Canadian Pacific Railway, which we have had very great pleasure in reading. The leading journal states that the construction of this great work may now be regarded as certain of being achieved in the course of a few years. The usefulness, in fact the necessity of it for the Dominion, is pointed out. And the scheme of vesting a hundred million of acres of land in commissioners as the basis of the financial arrangement, is favourably viewed. It is pointed out also that this road must be constructed to keep the Dominion British; and that while the American line, which is its immediate competitor, runs for many miles through a barren tract, the Canadian will run through a country unequalled for fertility on the continent of North America. It is further pointed out that while the railway from Omaha to San Francisco crosses two mountain ranges—one at 8,235 feet, the other at 7,012 feet, the Canadian line has to pass but one range of about 3,000 feet, the ascent of which is so gradual the traveller only knows he has reached the watershed by observing the course of the streams. The Times says: "When completed, this Canadian Railway will shorten the distance between Yokohama and Liverpool by more than a thousand miles. For this reason, through traffic between the East and Europe, by way of the North American continent, is almost certain to pass over the Canadian Pacific Railway." Our London contemporary notices our difficulties as regards conflicting interests and the lines to be run. But on this point it states that "Mr. Sandford Fleming, the Engineer-in-Chief, has reported, as the result of personal observation, that there is ample room and ample justification for at least two lines across the prairie country of Canada." In our belief, all this will come in less time than men look for. Population will follow very rapidly the hundred miles of road west of Winnipeg, and as the resources of that vast country become developed, they will make Canada a governing power in the world.

ENGLAND AND RUSSIA IN ASIA.

There may or there may not be any ground for apprehension that the occupation of Cabul by the British will lead to a rupture with Russia, but the probabilities of such an event are by no means slight, and it is well to give the situation a little study. England has an empire in India of two millions of souls, while Russia has established in the valley of the Oxus a territory of vast extent, which commands all the commercial highways of India. The advance positions of England have the double advantage of being easily defended and forming excellent bases of operations in any forward march. The treaty of Gandamak, signed by the late lamented Major Cavagnari, cedes to the British the Khyber, Gomal and Bolan passes, the keys to that great natural fortress, Afghanistan. Candahar, held by the British troops, is at the junction of the only two routes of the country, one leading to Cabul and the other to Herat. Cabul being now in their hands, Herat becomes the objective point of contention with Russia for the control of Afghanistan. Herat is a fortress of the first class, and the real military capital of the Iran tableland. If the "City of Roses" should lead to war, the English could reach it much in advance of the Russians, who have only just arrived at Merv.

The principal drawback to English success lies perhaps in the ill-will of the