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When an answer is required, stamp for return postage must be enclosed.

NOTICE.

ONE of our collectors, who is also authorized to take new subscriptions, will visit the district of St. Hyacinthe next week, and we request our subscribers to be prepared to settle with him.

TEMPERATURE,

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

THE WEEK ENDING

July 3rd, 1880.				Corresponding week, 1879.			
Mon.	Tues.	Wed.	Thur.	Mon.	Tues.	Wed.	Thur.
89°	82°	86°	80°	86°	83°	75°	75°
68°	68°	74°	64°	66°	65°	70°	66°
78° 5'	75°	80°	73°	72°	65°	70° 5'	66°
71°	71°	75° 5'	75°	75°	65°	71° 5'	71°
78°	64°	71°	71°	83°	61°	72°	72°
79°	60°	69° 5'	69° 5'	86°	68°	77°	77°

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CANADIAN ILLUSTRATED NEWS.

Montreal, Saturday, July 10, 1880.

MR. GLADSTONE carried the day in the BRADLAUGH crisis, but gave his Government a wrench all the same. It always weakens a man to threaten his followers with resignation. The confidence lost by the late vote will not easily be regained, and the genius of the great Premier will have to bes'ir itself with some popular measure to restore the old enthusiasm.

THERE is not much chance that SITTING BULL will give further trouble either to the United States or Canada, but the wily old chief manages to keep himself before the public. General SHERMAN is travelling through the Yellowstone country for the express purpose of meeting SITTING BULL and coming to some definite terms with him. The Sioux warrior is growing old and does not particularly care to leave his present quarters on the hospitable Canadian border.

WITHOUT exception from almost all points, comes the cheerful intelligence of an abundant harvest—hay, grain, roots and fruit. Here and there fears are expressed of a partial failure, owing to local causes, but in general the prospect is exceedingly encouraging. The season is already well advanced and there is less room to fear injury to the crops from a change of weather. If these forecasts prove correct a tremendous stride toward a revival of prosperity will be taken by the country, and the hopeful feeling now pervading all the commercial classes will be greatly strengthened.

SEMI-OFFICIAL intelligence from Ottawa, received at the last moment, is of the gravest importance. It is said that the reason of Sir CHARLES TUPPER's delay in going to Manitoba, and the probability of his visiting England first is that for some time past Government has been in treaty with representatives of a Syndicate of English capitalists who are now in Ottawa, with a view to forming a company with \$20,000,000 capital, to build the whole

Pacific Railway, the Government giving a land subsidy and taking no further responsibility. Negotiations are said to be very nearly completed, and Sir CHARLES is only awaiting advices from the other side before going to England to ratify the agreement with the principals.

THE Presidential campaign over the border is already raging nicely. Mr. GARFIELD is being covered with the most approved quality of abuse, and General HANCOCK is attacked even in that great military reputation which appeared invulnerable. The stately and decorous New York *Times* calls him a "block-head," and further hints that he is able to make an "ass" of himself. No wonder Governor SEYMOUR exclaimed the other day that he was "too respectable a man to be President." This atrocious style of warfare is the more unaccountable and psychologically discouraging that both the candidates were congratulated, on all sides, for their spotless character, and the general expression was that, in any case, the United States were sure of having a gentleman for President.

THE expulsion of the Jesuits from their colleges and other residences in France is being carried out with less tumult than might have been expected. Only in one or two instances do we read that the military had to be called out to maintain order. Without expressing an opinion on the question itself, as we have had occasion to do previously, there is reason for congratulation that no demonstration was attempted on either side, because, especially in the manufacturing towns, there is a strong proportion of the working classes who are very inimical to the clergy. We cannot help feeling, however, that the end is not yet—and that out of the famous Decrees a conflict will ultimately arise, shaking the Republic to its centre. Our French friends have made great strides, but they have not yet learned the length, breadth and depth of the word—Liberty.

DOMINION DAY.

We publish to-day a series of sketches connected with the celebration of Dominion Day. They are all of a recreative character, and perhaps, on that account, the more noteworthy, as expressive of the general feeling of pleasure with which the return of the auspicious day is greeted. We believe it is unprecedented that within so short a space as thirteen years, a day should have come to be so generally regarded as a National Holiday in the full sense of the term. That fact speaks volumes for the wisdom of the men who carried out the magnificent scheme of Confederation, and it shows how truly Canadians have identified themselves with the new nationality which that political event was intended to inaugurate. There were croakers in those days who prophesied that Confederation would be the death-blow of the Provinces, but they have since disappeared, and it is remarkable that many of the most prominent and noisy among them have been glad to retire into offices created by that very Confederation Act.

The general celebration of Dominion Day is the more remarkable that it is surrounded by a cluster of holidays. Just one month before there is the Queen's Birthday which, after a periodical return of 45 years, has come to be a fixture in all minds, and monopolizes all the military demonstrations. Several weeks later there is the St. Jean Baptiste celebration, peculiar to the Province of Quebec, and absorbing all the patriotism of our French Canadian friends. It follows that the celebration of Dominion Day has a character of its own, consisting of excursions into the country by water and rail. This is, perhaps, the very best manner of enjoying the day, but later, as things get more concentrated, a more official aspect will be imparted to the occasion. From one

thing, however, we have been free so far, and it is devoutly to be prayed for that we may be free from it forever—we mean the Dominion Day Orator. Whoever is acquainted with its counterpart, in the United States, on the Fourth of July, will appreciate the fervour of our deprecation, and the great immunity which we have hitherto enjoyed.

Without, however, drifting into the grandiloquence of the Fourth of July orator, we may congratulate our country on the position which she holds, and on the splendid future which lies open before her. We trust the day is past when Canadians will be ashamed of their native land. Our institutions—social, political, educational, and religious—are second to those of no people on this earth, and we have nothing to envy our American neighbours except—size. All that we want is to—grow. In other respects, we have only to live up to our opportunities to be among the happiest nations of the earth. And even in the matter of population, we shall cut a very respectable figure by the end of the century.

THE PRINCE IMPERIAL MONUMENT IN ZULULAND.

This memorial cross was sent out by Her Majesty the Queen, as a token of her sympathy with the bereaved mother of the late Prince Louis Napoleon. It marks the exact spot upon which he fell when surprised and attacked by a party of Zulus who had been lying in ambush. The cross, which is of plain marble, bearing a simple inscription, is surrounded by a dwarf wall of rough stones, which also encloses the graves of the two troopers who were killed at the same time as the Prince. Shrubs and violets (the Napoleonic) are planted about the place, which thus becomes a kind of miniature cemetery. After the erection of the cross the Zulu Chief Geboodo and the chief men of his tribe, to which the party who attacked the Prince belonged, assembled at the place, and standing with their right hands uplifted, solemnly declared that the memorial and the graves should never be desecrated, a pledge which is likely to be faithfully observed, as the Zulus entertain a deeply-felt superstition regarding the spirits of the dead. The ex-Empress Eugénie arrived at Etyotzyo on the 1st of June, the anniversary of the death of her son, and was much affected during her stay. She started for her return journey on the 3rd, and on the next day the party rode over the exact path traversed by the late Prince during his reconnaissance on the Ngatu. On the following day they visited Rorke's Drift. The ex-Empress was expected to embark at Durban on the 26th ult.

EXTRAORDINARY ACCIDENT ON THE LACHINE CANAL.

The steamer "Bohemian," of the Richelieu and Ontario line left her moorings in the Canal Basin soon after 12 o'clock on Tuesday 29th ult., for the purpose of making her usual bi-weekly trip to Cornwall. The mate was in charge of the vessel at the time, and the Captain was walking along the side of the Canal. The second lock is at the head of the pool in which the Upper Canada boats lay, and it was in taking this lock that the damage was done. The lower gates were opened, and the boat made the entrance even better than is usual in the narrow limits afforded; but, having passed in, the engines were kept going full speed until the upper gates were struck and lifted clean out of their place. The great rush of water at once drove the "Bohemian" down again into the basin, and as she passed through the lower gates, which had not then been closed behind her in the ascent, the water getting behind swung the gate on the south side smartly round and smashed in the fore part of the vessel's hold and lower deck, rendering her a complete wreck. For a time the lives of all those on board seemed to be in imminent peril, for it appeared to be almost impossible to prevent the great torrent of water carrying the vessel and her living freight over the gates of the lock at the bottom of the basin. But at this juncture the mate had "full steam" put on, and the persons on other boats threw out ropes to haul by, and after a strong effort, the boat was brought to her berth which she had so recently left in a seaworthy condition, only to subside and sink to the bottom, which she did in about twenty minutes. The damage did not, though, end here, for the bottom locks were also badly damaged. At the time of the accident, two scows laden with wood were proceeding down, and the volume of water coming down so suddenly almost upset these and carried away the bottom gate. After the "Bohemian" had been fixed at her moorings, the passengers were taken off the unfortunate vessel, every one giving such assistance as was necessary; but the excitement had been so great, that by the time the boat was secured, the passengers were somewhat stupefied, and could scarcely understand what was needed from them when they were asked to come off.

In getting to her old position at the side of the wharf the boat came into collision with the stern of the St Francis, inflicting some damage to the latter boat.

In the middle of the pool on the top of the lock wall, lays a large barge named the "Kathleen," which was lifted up into its water, and left there by its subsidence. Above Black's Bridge, the water was drained out of the canal, and a fleet of twenty barges, laden with grain, lay there high and dry in company with a coal-laden barge.

COLLISION WITH AN ICEBERG.

Her Majesty's ship *Flamingo* left St. John's, Newfoundland, at 5 a. m. on Saturday, June 12th, bound for her cruise on fishery protection service on the coast of Newfoundland, intending to anchor at Trepassy, eighty-eight miles from St. John's, that night. Outside a dense fog was experienced, requiring an extra lookout. Men were accordingly placed on the fore yard-arm and jibboom. The ship was making six to seven knots an hour, so as to make her anchorage before dark the same evening. Suddenly an iceberg, computed to be 200 feet high by 600 broad, was sighted right ahead. The engines were immediately ordered to be put full speed astern, and the water-tight compartments to be closed. The size of the berg was such as to prevent any turn of the helm to port or starboard being of any use to prevent a collision. The engines had just begun to move astern when the bowsprit struck the mass. Little or no effect was felt by those on board. She rebounded from the icy mass, and backed out. Upon the fore part being cleared away, she was found to be making no water, but had sustained serious injury. She returned to St. John's for repairs. Although the accident was similar to that which befell the *Arizona*, it was not so damaging.

THE CANDIDATE FOR VICE-PRESIDENT.

William H. English, the Democratic nominee for the Vice-Presidency, was born in Lexington, Scott County, Ind., August 27th, 1822, and commenced his political career before he had attained his majority as a delegate from Scott County to the Democratic State Convention at Indianapolis, by which General T. A. Howard was nominated for Governor of Indiana. Mr. English's father, Major Elisha English, was a native of Kentucky, as was his mother, *nee* Mahala Eastin, a descendant of Lieutenant Philip Easton, who served in the Fourth Virginia Regiment during the war of the Revolution. His early education was only such as could be picked up in the common school in the vicinity, supplemented by a course of three years at the South Hanover College. At 18 years of age, having studied law at odd times, he was admitted to practice in the Circuit Court of his native State. He was subsequently admitted to practice in the Supreme Court of the State of Indiana, and at the age of 23 he made his first appearance before the Supreme Court of the United States. Mr. English began his official career, shortly after attaining his majority, as Postmaster of Lexington, his native village. In 1843, when only 21 years old, he was elected principal clerk of the Indiana House of Representatives. The young Democrat threw himself into the political canvass of 1844 with energy, and was rewarded with an appointment in the Treasury Department at Washington. Here he remained for four years, resigning his office when Taylor was inaugurated President, because, having supported Cass in the National Convention, he could not, he said, consistently hold office under his successful rival. In the Democratic National Convention of 1848, Mr. English made the acquaintance of Samuel J. Tilden; in 1850 he was Clerk of the Claims Committee of the United States Senate, and Secretary of the Convention which met at Indianapolis to revise the Constitution of the State of Indiana. In 1851 he was a member of the State Legislature, and in 1852 he took his seat in Congress as a supporter of Franklin Pierce. Mr. English was a member of the House Committee on Territories, and as such participated in the debate on the Kansas-Nebraska bill. It is claimed that he, not Senator Douglas, was the first to enunciate the doctrine of popular sovereignty. He was elected to Congress a second term, against the Whig and Know-Nothing candidate, Judge Thomas C. Slaughter, and continued to support the political measures of Mr. Pierce during the Thirty-fourth Congress. His third term covered the period of the controversy respecting the admission of Kansas under the Lecompton Constitution, which he opposed until that Constitution (which did not prohibit slavery) had been ratified by the people. In 1858 he was elected to Congress for the fourth time, retiring in 1860, just as the secession movement assumed menacing proportions. Understood to support the Union, he was offered the command of a regiment by Governor Morton, but preferred to start the First National Bank of Indianapolis, which went into business in 1863 under the national banking law. In 1877 he resigned his presidency of the bank on account of his health and retired from business.

AMONG the incidents of Dominion Day—many of which we illustrate to-day—none were more pleasant and successful than the annual excursion and picnic of the Young Irishman's Literary and Benefit Association. We purpose giving full particulars in our next issue.