

HON. JOHN HILLYARD CAMERON,
Q.C., D.C.L., AND M.P.P.

In the Peninsular War, beginning with the debarkation of a British force in Portugal in 1808, and closing with the battle of Waterloo, on the Plains of Belgium, 1815, one of the many distinguished regiments, where indeed every corps was distinguished, in those terrible campaigns, was the Seventy Ninth Foot, the Cameron Highlanders. In that regiment served Mr. Angus Cameron, subsequently Paymaster of the Royal Canadian Rifles in this Province. After Waterloo, when Paris was occupied by the allied army, a small British force was sent to watch events on the south-western frontier of France, a portion of which was a draft from the Seventy Ninth Highlanders. When on that service, at Beaucaire, in Languedoc, a son was born to Mr. Cameron, April 14th. 1817. The infant was named John Hillyard. And now, March 7th, 1863, that child is, and for some years has been, the foremost practising barrister in Upper Canada. But, as all the Province well knows, he is more than an eminent lawyer. He is the Honorable John Hillyard Cameron, Queen's Counsel, Doctor of Civil Law, Professor of Law in Trinity College, Toronto; Member of Parliament for the county of Peel, and Grand Master of the Loyal Orange Institution of British America. Mr. Angus Cameron came to Canada with the 79th in 1825. He died in 1845.

In 1831, the 79th being stationed in Toronto, John Hillyard, aged thirteen, became a pupil in the Upper Canada College. There he advanced favorably in learning; carried off honors, and gave promise of future distinction. He studied law with the Hon. H. J. Boulton, and was articled to John Godfrey Spragge, Esq., subsequently Vice-Chancellor.

In 1837 and 1838, Mr. Cameron served as Captain in a regiment of the Canada Volunteers, the Queen's Rangers, during the insurrectionary troubles of those years. He was with that corps six months on the Niagara frontier.

In August, 1838, Captain Hillyard Cameron was entered on the roll of Attorneys, and in the same year was called to the bar. He also at that time formed a partnership with Mr. Spragge, his former master. Their practice was large; so also its emoluments. Mr. Cameron's eminent ability and unremitting diligence, soon obtained for him a first rank position as a barrister, though other advocates known to fame were before him, and had to be overtaken, on the ascent to high distinction.

In 1843, Mr. Cameron obtained the appointment of reporter to the Court of Queen's Bench; and in 1844 published a digest of all the decisions of that court, the work known to the profession as Cameron's Digest. In 1845 he put forth another valuable legal work, Cameron's Rules. It was with him that the first regular record of judicial decisions in Canada began. He ceased to be legal reporter in 1846. In that year Mr. Cameron commenced the publication of the Reports which have since been written by Messrs Lukin, Christopher Robinson, E. C. Jones, and Alexander Grant, respectively reporters for the Court of Queen's Bench, Common Pleas, and Chancery. Also, in 1846, Mr. Cameron was appointed a Queen's Counsel and Solicitor General in Upper Canada, and elected a member of the Law Society. In 1860, on the death of Sir James Buchanan Macaulay, ex-chief justice of the Common Pleas, Mr. Cameron was elected treasurer of the Law Society. This gentleman's career as a politician may now be briefly noted. In July, 1846, he joined Mr. Draper's administration, as Solicitor-General, and soon after, on the resignation of Ronald Macdonald, Esq., he was elected member for Cornwall by a large majority over his opponent, Mr. Maitice. In 1847, on the appointment of Mr. Draper, the then Attorney-general of Upper Canada, to a seat on the bench, Mr. Cameron was offered the Attorney-generalship, but declined it, as he was desirous that the late Hon. Henry Sherwood should be appointed, believing that such appointment would heal the division then existing in the conservative ranks. On Mr. Sherwood's acceptance, Mr. Cameron was offered a seat at the Council-board, by Lord Elgin, personally, as a mark of special consideration, the first instance of a Solicitor-general having been so honored. At the general election, in 1848, Mr. Cameron was again elected for Cornwall, and soon after, on the Sherwood administration being beaten on a vote of want of confidence, he resigned the Solicitor-generalship. Mr. Cameron continued to represent Cornwall until the end of that Parliament, and did not offer himself at the general election of 1851. In 1854 he was returned with John G. Bowes, Esq., for the city of Toronto,

which he represented until the end of 1857. On Parliament being dissolved, he did not offer for re-election, although solicited to do so; but in 1858, on the formation of the Brown-Dorion ministry, he opposed the re-election of the Hon. George Brown for Toronto, and was defeated by a small majority. At the general election of 1861, he was returned for the county of Peel.

During the time he has been in Parliament, Mr. Cameron has originated numerous important measures. He introduced and carried through the Legislature the address to the Queen, to exempt from the English income tax colonial securities, payable in England, the property of colonists, and was successful while in England, in having the address approved of by the Imperial Government.

As a high Conservative he opposed the introduction of the elective principle into the Legislative Council, and was one of a small minority who opposed the measure in all its stages. He was the chairman of the committee on the Municipal Corporation Act, and suggested most of the alterations and amendments which have since been adopted by the Commissioners for revising the statutes. Mr. Cameron was one of the Commissioners originally appointed for their revision, but he resigned, as his legislative duties interfered with the work.

As an adherent of the Church of England, Mr. Cameron opposed the secularization of the Clergy Reserves. He has founded a scholarship in Trinity College, Toronto, for the benefit of one of the clergy seeking a University education. Mr. Cameron carried through Parliament the address to the Queen for the removal of the disabilities which prevented synodical action in the Church of England. He prepared and carried through its early stages, the Church Synod Bill, having introduced the petition to the Lower House at the head of a procession of the bishop, clergy, and laity of the diocese of Toronto. In England he had the measure submitted to the opinion of the judicial committee of the Privy Council, and under their advice it was approved by Her Majesty. He also rendered valuable aid in the establishment of Trinity College.

For a period of eight years Mr. Cameron held a seat as Alderman in the civic councils of Toronto.

In 1859 he was chosen Grand-Master of the Orangemen of British North America, and still retains the important position of head of the order. In 1860, during the visit of the Prince of Wales, Mr. Cameron bore a prominent part in the difficulties between the Duke of Newcastle and the Orange body, and by his influence and exertions contributed largely towards allaying the excitement which at one time threatened to bring the royal visit to an unhappy close.

In the Session of Parliament, 1863, he moved an amendment to the Address as stated last week in our 'Parliamentary Incidents.' Though looked to as the probable conservative leader in the Assembly, he at once cordially and gracefully gave way to Mr. John Alexander Macdonald, on the arrival of that gentleman from England after the Session had commenced.

In the municipal embarrassment which at present depresses the City of Hamilton, and promises for it depopulation, ruin, and absolute inability to meet its debts, in any form, if some arrangement be not at once effected, to spread the payment of interest over an extended number of years, and to capitalize the arrears now due, Mr. Hillyard Cameron is commissioned to act for a large proportion of the British creditors.

Terms have been offered which, if accepted, will, by an Act of Parliament to be obtained for the purpose, secure interest at 3 per cent. for five years; the interest thereafter to increase, and the whole debt to be discharged at the high percentages contracted to be paid by previous councillors, few of whom are now in the city; a contraction of debt which was opposed by most of the owners of property who are now responsible. On the equitable forbearance of Mr. Cameron and his British clients depends the possibility of that city retaining its population and means to pay anything. In that difficulty is involved also the financial and moral reputation of Canada.

IMPORTANT TO OUR READERS.

We have made arrangements with an able artist in London, England, to sketch for us the Prince of Wales' wedding ceremony, and any other thing of interest in connection with it, which will be forwarded to us through Mr. D. Hall of New York, who has facilities for doing so in advance of the mail.

Our subscribers will therefore be in possession of an illustration of this important event in advance of that from any other source. We shall also publish in the same number a portrait of His Royal Highness and of his Bride. These will be by far the finest illustrations which have ever appeared in our paper, and we hope our patrons will duly appreciate these efforts to supply their wants. Agents requiring extra copies will please send in their orders without delay.

A SIAM FIGHT, between the Regulars and Volunteers, is to take place on the river, at Montreal, on the 10th, Prince of Wales' nuptial day. As the scene is likely to be an imposing one, from the numbers that will take part in it, we have made arrangements for having a sketch of it taken for the 'Illustrated News.'

Mr. TUNIS, Clifton, will, commencing with No. 17, supply Agents with the 'Illustrated News.' Paid subscribers will receive them direct from this office as heretofore.

Any person sending us the names of ten Subscribers for three, six, nine, or twelve months, will receive a copy free of charge, for each of these periods, respectively. Should those Subscribers, for any term less than a year, renew their subscriptions, the paper will be continued to the getters up of the club.

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Subscribers will please bear in mind that the paper is stopped, whenever the period for which they have subscribed expires.

If any of our Agents have back Nos. 1, 2 and 8, on hand, they will confer a favor by returning them to this office.

THE CANADIAN
Illustrated News.

HAMILTON, MARCH 7, 1863.

THE WEST, AND NORTH WEST.

What is the question of the day for Canada? It is the opening of the North-west.—That is the question which involves nearly every issue of present and of past controversy. In those issues lie the history of a time to come; of a nation or nations yet to be. In that question lies the solution of problems deeper than logic; higher than prophecy. In those issues of the passing time, of this very day, the day whose breezy heathful air is polluted by vile sulphureous strife, wrath, destruction, misery and woe unspeakable in the American States; that precious present time to Canada, frittered away at Quebec in petty intrigue and for the meanest of personal objects; in those issues of the passing time lie the fortunes of the Western States, the fortunes of the North Western Territories, the fortune of the French Canadians and Lower Canada, as asserted by themselves against the West, the fortunes of Canada, and as the central territory of a nation the site of whose capital city is written by the hand of destiny on Lake Ontario. Cities on the south, cities in the west, cities in the east, cities in the north-west, there are and will be. The Babylon of the continent will possibly arise on one of the Western Lakes. But the capital of British America will face to the South, holding Ontario and the path to the ocean in one hand, gathering in and dispensing the treasures of the stupendous West and North-west, with the other.

The newest phase which this question of the present and the future has assumed, is that fashioned for it by the State of Illinois, and the Board of Trade at Chicago, and concurrently by an association of members of Congress at Washington. These last, alarmed at seeing Illinois and the West looking for a ship passage to the ocean through the canals of Canada, already made or to be made, have named a convention to be held in June, 1863, at Washington, to renew with augmented vigour the project for a ship canal from Lake Michigan to the Mississippi; the passage to Europe to be thence by way of New Orleans and the Gulf of Mexico. That Illinois ship canal may be made: the

region requires it; but it will not obviate the necessity of a highway to the ocean through Canada. Why not? For this reason: the inexorable laws of Nature have said No. Nature has, by anticipation, pronounced sentence of Death, and therefore prohibition on all live cattle to be shipped from the Prairies to Liverpool by way of New Orleans. Cattle, you reply: the object of the cultivators of the prolific West is to ship their wheat and corn to Europe, not their cattle. Yes, their cattle. The Chicago Board of Trade names live cattle, as ocean traffic that is to be. But let that pass. The granaries of Western wheat, filled to repletion now, expanding to illimitable dimensions as the outlet to the European markets expand, are not to be emptied by way of New Orleans. Nature has written an irrevocable No. The climate pronounces against the large storage of grain there, and without vast area of storage the ponderous quantities of the abundant West cannot be gathered and conducted on the channels of commerce. The New York and Pennsylvania canals may be enlarged, and the traffic flow in the same channels as now. Yes, they may be enlarged, but they cannot be extended to meet the outpourings of the West. The Chicago Board of Trade, at a great political meeting, as reported in the newspapers of that city of February 25, 1863, widens the question thus:—

'But the mere opportunity to buy our products in ten fold greater quantities, and at greatly reduced rates, is by no means all the advantages that England and Canada would reap from the enlargement of the St. Lawrence canals. The West wants, and is able to pay for immense quantities of the manufactures of England, and their consumption would be limited only by the capacity of English capital and labour to supply the demand. Goods will come as return freight and to pay for produce, and thus the channels of commerce would be always full.'

The foregoing is a newspaper commentary. But here is the formal resolution as proposed by the Board, and endorsed by the public opinion of Chicago, as that opinion happened to express itself at the end of February, 1863. It may fluctuate and before long assail Canada and England, but it must recur to the same tone and position. The demand for an outlet to European markets will constrain it.

'RESOLVED,—That we give a cordial and emphatic endorsement to the recent action of the Legislature of Illinois in empowering the Government thereof to appoint a committee to visit the Provincial Government and Parliament of Canada, and the Government of Great Britain, if deemed advisable: and to respectfully urge upon those bodies the importance of opening new or enlarged channels of communication between the great Lakes and the Atlantic, for the outlet of western produce, believing that the establishment of close commercial relations would be the surest guarantee of an enduring peace.'

The meeting was large and enthusiastic, the address able and appropriate (we use the language of the Chicago journals,) and the spirit manifested exhibited a determination on the part of the business men of Chicago to work for this great and important enterprise with redoubled diligence.

It is since then, that the association of members of Congress has interposed their proposition to hold a convention on the subject of the Illinois Canal in next June. The New York, and New England members see danger to their high Tariff of Customs duties, and to their Commercial Supremacy if the water passage of the West through Canada be suffered to proceed. Their action matters little to this Province. Commerce will find for itself the cheapest and readiest channel. What can Canada do to assist? Where will the depots of trade be likely to form on this side of the Lakes?

The ship canal proposed to conduct trade from Lake Huron by way of the Ottawa to Montreal, at a cost of twenty-four millions of dollars (Mr. Shanley's report) is a project very remote from present possibilities. The proposed railway on the same route to Lake Nipissing with a canal by French River to Lake Huron, the cost estimated by Mr. Duncan Sinclair at three and-a-half millions sterling is equally remote. The Canal from Georgian Bay to Toronto is more feasible, but in costless equally alarming.—The widening of the Welland Canal is practical, but also costly. The railways centring at Toronto and at Hamilton can greatly extend their carrying power. In connection therewith we shall see Hamilton and Toronto, become the ports of a direct shipping trade with Liverpool. Montreal need not fear their competition. It has advantages natural and acquired sufficient to protect its interests. And so has Quebec.