

# CALENDAR FOR THE WEEK ENDING SATURDAY, FEBRUARY 4, 1871.

SUNDAY, Jan. 29.	—Fourth Sunday after Epiphany. George III. died, 1820. Victoria Cross instituted, 1856.
MONDAY, " 30.	—Charles I. beheaded, 1643. British power established in New Zealand, 1840.
TUESDAY, " 31.	—Ben. Jonson died, 1754. Earl of Elgin Governor-General, 1847.
WEDNESDAY, Feb. 1.	—Chief Justice Coke born, 1551. Parliament House, Quebec, burnt, 1854.
THURSDAY, " 2.	—Purification of the B. V. M. Battle of Brienne, 1814.
FRIDAY, " 3.	—Battle of Princeton, 1777. Washington died, 1799.
SATURDAY, " 4.	—Earthquake in Canada, 1603.

## THE CANADIAN ILLUSTRATED NEWS

MONTREAL, SATURDAY, JANUARY 28, 1871.

We present this week microscopic drawings of Animalcula, found in damaged food such as Flour, Raw Sugars, Biscuits, and Cheese—and of the various leaves used in the adulteration of tea—the latter about one-half the natural size, and taken from nature printed engravings. These are in illustration of the series of articles on the Adulteration of Food by Dr. Edwards which are continued in our present number.

The happy termination of the North-West difficulty, and the almost complete organization of the new Province of Manitoba, are events of such vast importance to the future of Canada, and even of the British Empire, that the people of the present generation can scarcely appreciate their consequences. One of these, and it is to be hoped by no means a remote one in its fulfilment, is the guarantee that the whole vast region, from the old Province line to British Columbia, will be peacefully organized into Provinces, on models already existing within the Dominion, as fast as the influx of population may require; for success in the only place where trouble could have reasonably been apprehended, assures it in those waste places that have yet to be filled up, and which must be occupied according to the terms laid down by the Canadian Government. In a lecture recently delivered by Sir Stafford Northcote on the Dominion of Canada, he speaks in strong terms of the importance of this country to the British Empire, and especially with respect to the Pacific Railway, on British territory, directly connecting England with her Pacific colonies, with Australia, and all her Eastern possessions, *per mare, per terras*. Such a railway would undoubtedly be of immense political value, especially to the Imperial and Canadian Governments, and there is no question but that its commercial importance would be such as, according to Sir Stafford, would "solve the question of the North-West passage."

To secure all these important advantages, it is of the greatest consequence that the line should run solely through Canadian (i.e. British American) territory, for a Northern Pacific Railway running some six hundred and fifty or seven hundred miles through United States territory—from Sault Ste. Marie to Pembina—with the vast stretches extending east and west from either point upon our own soil, would not give us a British line, nor fulfil the ends aimed at by its advocates. Yet notice has been given that an application is to be made to Parliament during the approaching session by the "International Pacific Railway Company," for an Act of Incorporation empowering it to construct a line of railway from some point on the Grand Trunk Railway to Sault Ste. Marie, with power to cross the river, either by bridge or otherwise; and also to construct a railway from Pembina *via* Fort Garry to the boundary line between Rupert's Land and British Columbia. The primary objection to this proposal is that Canada desires a *National*, not an *International*, railway, and this fact of itself ought to secure the rejection by the Canadian Parliament of the application. The desideratum has always been to secure an exclusively British line; not from any want of willingness to reciprocate in commercial courtesies, for Great Britain and Canada are about the most liberal countries in the world as regards international trade relations; but to secure the independent control of their own traffic and travel both in peace and war; to take advantage of the facilities which nature offers for improving their own means of communication between the several parts of the Empire, and also to advance their commercial interests which, as regards Britain especially, owe so much of their value to the trade with Eastern nations. It may be said that the line *via* Michigan and Minnesota would equally, or even better, serve the latter purpose, but the national and political disadvantages under which it would labour—not to speak of the contingency of some difficulty, and the certainty of much inconvenience, as regards the *North-West*—places the project beyond the category

of those which Canadians ought to sustain as national undertakings, were not that already done by its very title.

But it may be urged in favour of this project, that it is a feasible one and can be accomplished in much less time and with less expense than through the Canadian wilderness on the North Shore; that private individuals are prepared to undertake it with little or no assistance from the Government; that liberal terms will be guaranteed, in the American charter, to Canadian trade, &c. There can be little doubt but that with equal force the International could be more speedily constructed than the line through Canadian territory, especially if the former, as is likely, would amalgamate with existing American roads; but neither the advantage of speedy accomplishment, nor any of the other advantages we have supposed might be offered, ought to blind Parliament to the fact that the building of the International would be a death blow to the national project, and would, therefore, entirely sweep away the political advantages anticipated from the latter. The political influence of the International must, in the very nature of things, operate in the direction of annexation; it cannot possibly favour any idea of Canadian Independence as being in the future possible; nor can it be otherwise than antagonistic to British connection. There is something very different between forming a connection with an American railway to reach an American destination or to connect with the sea, and looping in and out of American territory in order to get from one part of our own country to another, with the whole of the line mainly under American control. The Canadian Government experienced this difficulty last summer at Sault Ste. Marie Canal, and a day may come again when troops may have to be transported from east to west of our Dominion. When objecting to the whole scheme, there is little need of quarrelling with its details; but it may be remarked that commercial prudence would suggest as the first part of the work the building of the link between Fort Garry and Pembina, to connect with the net-work of American railways soon to have a branch at that point, so that American commercial interests would be promoted to the detriment of Canadian. The same prudence would suggest delay in the construction of the road west from Fort Garry to the Rocky Mountains until the denizens were other than the roving buffalo and his hunter, thus making the railway follow, when it ought to precede, Settlement. It is possible also that the "point" of connection with the Grand Trunk would be selected for like prudential reasons, and the national advantages of an interior line through a large portion of the Provinces of Ontario and Quebec might thereby be sacrificed. It is true that conditions could be inserted in the charter requiring the completion of portions of the work at fixed periods, but when a charter is once obtained and a beginning made in the work for the construction of which it was granted, then time virtually ceases to be an element in the contract between the company and the Legislature.

There are very weighty reasons why no private company should be entrusted with a charter for the construction and management of the Canadian Pacific Railway. It is not an ordinary commercial speculation to accommodate the requirements of existing trade. It is a colonization road, demanded in the interests of political unity and national progress. The Empire requires it for the preservation of its integrity and for securing homes to the surplus population of the British Isles; Canada requires it as the cord with which to bind the Confederation together from the Atlantic to the Pacific, and as an indispensable agency in the settlement of the vast and fertile regions that are now lying waste. These considerations all point to the obligation of the Government to undertake the work, and to the propriety of appealing to the Imperial Government for assistance, in carrying it out. However the details may be arranged, the general principle ought to be laid down that the wild land of the country should ultimately pay the cost, or at least such a proportion of it as would not make the balance oppressive to carry over to future generations who, reaping the greater portion of the benefits, ought also to bear a share of the expense. This Pacific Railway question is one on which our public men ought to be prepared to act with energy and in a spirit of patriotism above considerations of party politics; and we do not think they will so act if they surrender the right to build the road into the hands of a private company, unless upon terms that will ensure its construction wholly within Canadian territory, and as much inland through the old Provinces as circumstances will permit, so that the St. Lawrence cities of Canada may have an opportunity of competing with those on the Lakes for the trade of the North West; that the Dominion may have an inner as well as a border line of communication, and that the commerce, and even the political education, of the millions yet to occupy the great "Fertile Belt" may not be given over to the American Republic.

## LITERARY NOTICE.

LA REVUE CRITIQUE DE LEGISLATION ET DE JURISPRUDENCE DU CANADA. Montreal: Dawson Brothers. No. 1, Jan. 1871. \$4 per annum.

This new venture of a Canadian Quarterly, devoted to the speciality of the Law, and the discussion of public questions from a legal standpoint, deserves to be successful. A feature in it is that the name of the writer is affixed to each article, so that the reader has the benefit of knowing the personal weight to be attached to any opinion advanced—a course which will prove of very great advantage, especially to non-professional readers. Another feature is the publication of each article in the language—whether French or English—in which it is written, a proceeding which has the double commendation of permitting the author to adopt the tongue in which he can best express himself, and of avoiding the risk of errors in translation. About sixty *Avocats* are announced as contributors, actual or intending. The articles in the present number are: *Opinion impartiale sur la Question de l'Alabama*, J. C. Bluntchli; *The Fishery Question*, W. H. Kerr; *L'Arbitrage Provincial*, D. Girouard; *My First Jury Trial*, John A. Perkins; *Revue de l'ouvrage de Mr. Kerr, The Magistrate's Act of 1869, &c.*, E. Carter, C. R.; *Chronique du Palais*, Ivan Wotherspoon; *Sommaire des décisions*, W. F. Rainville.

## OBITUARY.

We regret to announce the sudden death of the widow of the late Thomas D'Arcy McGee. The sad event took place on the night of the 17th instant, when one of her daughters discovered her on her knees by the side of the bed and an open prayer-book before her. Mrs. McGee had suffered much from heart disease since the time of her husband's melancholy end, and she had been warned by her medical adviser some months ago that she might die at any moment. The funeral took place on Friday (20th) at 7:30 a.m., and was attended by a large crowd of leading citizens of Montreal and many gentlemen from a distance. A grand requiem mass was celebrated at St. Patrick's Church, whither her remains had been carried, in the presence of a large congregation, after which the funeral cortege resumed its journey to the Cote des Neiges Cemetery, where the body was deposited in the family vault.

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Measures are being taken by the Government to have the route to Fort Garry through Canadian territory ready for the transport of emigrants next season.

An extra edition of the *Gazette* contains the divisions of the Dominion into census districts—90 in Ontario, 83 in Quebec, 19 in Nova Scotia, and 14 in New Brunswick.