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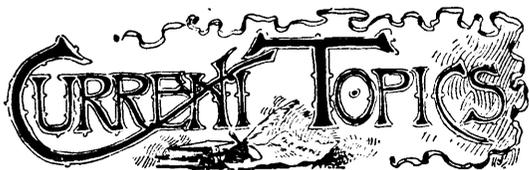
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That our British Columbia fellow-citizens are determined, as far as in their power lies, to keep the Chinese from over-running their fair province is made extremely clear by a communication recently addressed to Sir John A. Macdonald by the member-elect of the New Westminster district. On behalf of the bread-winners and electors (a significant combination) of New Westminster, Mr. Thomas Cunningham, M.P., earnestly protests against any modification of the Chinese Restriction Act. He then gives the reasons for the protest. The measure is a necessary protection against a dangerous invasion of the worst form of debased Mongolian heathenism, which tends only to degrade labour and impoverish the country. In our last issue we anticipated this protest, which is always sure to follow the revival of the anti-Chinese agitation in the United States. Mr. Cunningham puts the objections to the unrestricted admission of the oriental strangers in unmistakable language. He is milder in his reference to the "worst form of Mongolian heathenism" than remonstrants across the border generally are. He admits, by implication, that there is a better side to the creed and ethics of the "heathen Chinese"—that of Confucius, for instance. A Mongolian, evidently not of the baser sort, had the face, some eighteen months ago, to answer the invitation of the late Mr. Thorn-dike Rice, and, in common with Presbyterians, Unitarians, Spiritualists, Episcopalians and other representatives of Christendom, to give a reason for the faith that was in him. "Why am I a Heathen?"—so the article was entitled, and if the author did not prove his case, he certainly showed that there was room for improvement in the ranks of his adversaries, who did not always obey the Sermon on the Mount.

The death of the ex-President of the Southern Confederacy recalls the outbreak, progress and close of one of the greatest civil wars of our own or any time. Like his great opponent, Mr. Davis wrote the story of his own career and a defence of his own policy. Like the other great Southern leaders, he was actuated by intense conviction of the justice of his cause, but, unlike some of them, he never yielded a jot of his faith in the policy of secession. He cherished the belief that posterity would judge fairly between the victorious North and the vanquished South, and that its award would be favourable to the plea of the latter. For nearly a quarter of a century he lived a life of seclusion, taking no part in public affairs, and rarely addressing the public. But when called upon to defend or explain his course as the chosen ruler of the seceding States, he always spoke or wrote as a man

who had nothing to regret and who, if the issue were to be fought over, would take once more the ground that he occupied in the years of struggle.

An English journal (the *St. James Gazette*) is somewhat hard on the deceased statesman, contrasting the enthusiasm felt, even in Europe, for Lee and "Stonewall" Jackson, with the indifference with which Mr. Davis, living and dead, has been universally regarded. This verdict recalls the harsh sentence pronounced not long since by Lord Wolseley on the ex-President's administration during the war. Mr. Davis, who indignantly denied Lord Wolseley's charges in language that reflected the vigour of his prime, was well known to a number of persons in this city—to the family of Mr. John Lovell especially. By those who enjoyed the honour of intimacy with him he was held in esteem and even regarded with affection. His children were educated in this province, and both he and the members of his household left pleasant memories in the circles which they frequented. The matronly comeliness, agreeable manners and cultured conversation of Mrs. Davis made her a general favourite.

If the civilized nations—and especially England and the United States—rejoice in Henry M. Stanley's triumphant return from the heart of the Dark Continent, Canada has reason to feel proud of her share in the glories of the expedition. Lieut. W. G. Stairs, as we pointed out not long since, served his apprenticeship to soldiering in our Royal Military College, where he graduated on the 27th of June, 1882. He obtained a commission in the Royal Engineers, and after serving creditably in various capacities was, in 1887, put in command of the detachment accompanying the Emin Bey Relief Expedition. From letters received from Lieut. Stairs by his friends in Halifax, it is evident that his lines had not been cast in pleasant places. On one occasion, only the vigour of his constitution, his previous physical training, and the strength that comes from the consciousness of duty faithfully performed, could have preserved him in the land of the living. Of the natives, hundreds fell victims to starvation, disease and all sorts of hardship, and the wonder is that any even of the hardier Europeans survived the ordeal. Canada may well be proud of sons like Lieut. Stairs.

It is satisfactory to know that the financial condition of the Dominion continues fairly healthy. According to the statement recently published, the revenue for the five months of the present fiscal year, ending with November, is a million dollars in excess of what it was for the corresponding period last year, while the expenditure is more than a hundred thousand dollars less. The figures showing the revenue for last year are, \$15,973,000; and for this year, \$16,950,441; for expenditure last year, \$12,498,556; this year, \$12,607,000. The surplus for each period stands thus: 1888-89, \$3,336,000; 1889-90, \$4,551,885.

We did not (as our esteemed correspondent, "W," seems to think) venture on any comparison between the French and English races on the score of literary fruitfulness. All that we were anxious to point out was that the two great sections of our people had severally just the qualities that were complementary to each other, and fitted their possessors for harmonious and efficient co-operation. Any attempt to keep alive religious discord is earnestly deprecated, and we feel that, whatever betide, open-minded, generous-hearted men like "W," who, all their lives long, have devoted

their best gifts to the furtherance of peace and good-will between the two communities and communions will be gratefully remembered in more enlightened days to come, if they must content themselves with the reward of a good conscience in the present. As for those who for purely selfish aims lose no chance of embittering the strife between creed and creed, between race and race, we say: *Sint anathema!*

In the last number of *Canadiana*, the editor, Mr. W. J. White, has a note on the prophecy of Major Robert Carmichael-Smyth, with regard to a Canadian trans-continental railway. He reproduces the title-page of one of the major's pamphlets, dated 1849, and describes one of the accompanying maps to show how near the forecast came to the fulfilment. In a contemporary work on the same subject acknowledgment is made of the precedence of Major Carmichael-Smyth's pamphlets to the treatise of the authors. The book in question bears the title of "Britain Redeemed and Canada Preserved," and was written by Capt. Wilson, K.L.H., and Mr. Alfred B. Richards, barrister-at-law. It was published by Messrs. Longman, Brown, Green & Longmans, in 1850, and is a volume of over 550 pages. In the preface it is claimed that the authors were unaware of Major Carmichael-Smyth's pamphlets on the same great topic until their own scheme had been outlined.

"The discovery (we read in the preface) that the ground was already broken up at first damped, but finally inflamed their ardour. They saw in these pamphlets the heralds of their undertaking, and feeling assured that, in so great a field of operation, it mattered not who was pioneer, since the scope afforded room for the intellect and energies of all, they proceeded with the determination of following up Major Smyth's ideas with still more extended ideas and projects, fully convinced that in so doing they were only furthering the views of a gentleman who had at heart the interests and prosperity of his country." Mr. Richards was glad to find this conjecture confirmed in an interview on a wholly different subject which he had subsequently with Major Smyth. It is more than hinted, nevertheless, that although Major Carmichael-Smyth was "first before the public," Capt. Wilson, had he chosen to do so, could have adduced proofs of priority in the conception of the project. This project, as described in detail by Messrs. Wilson and Richards, was to be carried out by an organized system of working emigrants and convict labour, the whole line being apportioned into divisions of 400 miles each. The volume is of curious interest, and, apart from the railway (the *modus operandi* of which is elaborately illustrated), contains criticisms and suggestions which are not inopportune even after the lapse of forty years.

## EARLY SOUTH AMERICAN EMPIRES.

The equanimity with which the downfall of the Brazilian Empire is regarded both in the Old World and the New, and even by those from whom some form of protest against its extinction might not unreasonably be looked for, is almost without precedent in history. Dom Pedro himself seems to be quite resigned to the change, and the Imperialists (if any there be) whom he left behind him evidently deem silent submission to the inevitable the safest course. Among the other monarchical powers there is clearly no disposition to interfere. Portugal, which, it might be thought,