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All remittances and business communications to be addressed to G. B. BURLAND, General Manager.

All literary correspondence, contributions, &c., to be addressed to the Editor.

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## CANADIAN ILLUSTRATED NEWS.

Montreal, Saturday, 16th Sept., 1876.

### CRISIS OF BURNT CITIES.

The St. Hyacinthe catastrophe which has come upon us all with the suddenness of a thunderbolt, as indeed all great fires do, though it is seldom, indeed, that the destruction is so sweeping and so disheartening in its effects, will in the first place demand all the consideration and ingenuity we are capable of for immediate provision for the numerous sufferers. The purses of the wealthy, and the aid in every shape of sympathetic action by those who have been less blessed with this world's goods, should be found promptly contributed to this great need. The near approach of winter greatly increases the severity of the situation. We invite suggestions from all quarters in this sad calamity which has befallen an industrious and peaceful population, and integral part of our Province and Dominion. If it were not that rebuilding must so soon commence, we should almost deem it premature to go into the question of construction now. But we cannot avoid saying, at once, that the grand rule in rebuilding this, or any city or town, should be that, in the business portions, where it is almost necessary that buildings should be in close neighbourhood to one another, no wooden structures whatever should be allowed to be erected—party-walls always to intervene between those forming one block—while the rigidity of this rule might, in country towns, be relaxed for the outskirts, with the important and indeed essential proviso that, wherever the building is mainly of wood, space should be retained all round sufficient to isolate from risk of fire by immediate contact. Nor would we hope to see, even then, any more shingled roofs, or their dangerous adjuncts, wooden gutters, placed upon those timber buildings. Plated or other fire-proof roofs and metal gutters will be the means of warding off almost all danger from flying embers, which are generated largely wherever the older structures are shingled, and to some extent also from the other portions of a burning building. In all these great fires in wooden districts, these "fire-flakes" have been the chief means of bringing ignition to fresh points, and carrying forward the ravages of the consuming element. The ignition by contact being overcome by isolation of buildings, and that which comes through the air itself by the shield offered through the covering by iron or slate of the sloping surfaces, we have only to deal with the upright walls which, even when of wood and little protected, are seen to withstand the effects of the fire-flakes long after the shingled roofs have succumbed—the danger in them being chiefly in their projecting ledges. But to protect these wooden uprights more fully, there will come in all the benefits to be derived from coating them externally with more or less fire-proof washes—even ordinary lime-wash is valuable for this—but if there is any

truth in the descriptions given of the various "fire-proof" compositions which have been set forth from time to time, something ought to be found which would bear at least this particular test.

As to isolation of dwellings, the first thought that strikes us is that, land for building purposes should be plentiful enough in this wide country, so that there should be little excuse, indeed, for the crowding up of the suburbs which we behold in of the neighbourhood of all our towns. Houses ought, in such a country as this, to be not only isolated from each other, but built upon sufficient elevation for healthy drainage—and the other suggestion is that priceless domestic advantages will flow from this normal principle of isolation—such as pleasant and productive gardens surrounding the dwelling—all noxious principles in sewage being at least minimized; while the beauty and arboreal interchange of the district so arranged will present the greatest possible contrast to the present gloomy and deleterious system. Some of our pleasant country villages offer already excellent examples of what may be done in this way in enhancing the comfort and attractiveness of neighbourhoods, and giving to our children more of the freedom and relaxation, and taste for natural objects which form so large a part of a right education of the youthful powers.

### LAFAYETTE.

All the dead walls of the city have been covered of late with huge posters, advertising a trip to New York, for the purpose of assisting at the inauguration of the Lafayette statue. We are pleased to know that many of our French-Canadian fellow-citizens availed themselves of the opportunity to visit New York and honor the occasion by their presence. Several years ago, the design of presenting a national gift to New York city during the Centennial year was conceived by the French residents of New York, but the work was taken out of their hands by the French Republic and completed at its own expense, both in token of the traditional friendship between the nations and as an expression of gratitude for aid sent to the suffering French people in the memorable winter of 1870-71. And also, it might be added, to show that the French bear the Americans no ill-will for their open sympathy with Germany during that war. The pedestal has been constructed at the expense of the French residents of New York. The statue has been erected on Union Square, facing Fourteenth street and at the head of Broadway. It is about midway, and nearly on a line between the statues of Washington and Lincoln. The ceremonies, on the 6th inst., were unique and interesting. Three flagstuffs had been planted near the statue—one tall one behind it, and two not quite so high to the right and left. The statue was enveloped in the American flag. Each of the two smaller flagstuffs was decked with the French oriflamme, and below it was fastened a stand of American colors. When the French Consul-General, Edmond Breuil, addressing the Mayor of the city, said the words, "I present you this statue in the name of the Republic of France," M. Bartholdi pulled a chord, which lifted the enveloping flag from its position and drew it upward to its place on the tall flagstaff. At the same time a battery of United States Artillery began to fire a salute of twenty-one guns. A man stationed in a neighboring telegraph office notified the officers of the Brooklyn Navy Yard, and a simultaneous salute was fired there. The sound of these larger guns was echoed by those of Governor's Island and of the Minnesota and Plymouth, which are now lying in the harbor. While the guns were being fired, the band on the music-stand adjacent to that devoted to the orators and specially invited guests burst out with the "Marseillaise." The French choral societies standing in the vicinity added to the power of the strains with their united voices, and a large part of the people in attendance

joined. After this, Mayor Wickham made his address of acceptance. Then the band played "Hail Columbia," after which the principal address of the occasion was delivered by F. R. Coudert. A patriotic song, entitled "France," was sung by the Choral Society. Remarks were then made by Charles Villa, Secretary of the French Committee; Dr. W. C. Cattell, President of Lafayette College, of Easton, Pennsylvania, and O. G. Brady. Mr. Brady is one of the two surviving gentlemen who were present at the installation of General Lafayette as Sir Knight of Morton Commander in 1823.

In consequence of the reproaches cast upon the Russian Government for not preventing the Russian people from espousing the cause of co-religionists connected with them by race, it is semi-officially stated that that Government, after mature deliberation, has decided that it cannot interfere; the Government, with the other Powers, has taken official steps for the amelioration of the condition of the Christians in Turkey and the suppression of atrocities; excesses of the press will be punished by suspension, but the Government is not called upon to restrict, through the agency of its police, the expression of national and religious sympathies, but organizations to enable volunteers to cross the frontier *en masse* will not be permitted.

### GARRETT F. FRANKLAND.

Garrett F. Frankland whose portrait we give in this number was born in the Village of Barrowford, Borders of Yorkshire, near Burnley, County of Lancashire. He came to Canada in 1855, and knowing the great want that existed amongst those hives of industry, throughout Lancashire, for animal food, he has given his attention to the shipping of large quantities of preserved meats from Toronto to London, Liverpool and other large towns of England. He has been very successful in inaugurating from Ontario the shipments of live fat cattle to Liverpool and London, by the Allan Line of steamers which so far has proved a very profitable undertaking and considered by the people of Canada to be a step in the right direction and calculated to do more towards developing her resources and making known the richness and fertility of her soil than anything hitherto attempted. Mr. Frankland has lately received a public recognition of his services from his fellow craftsmen of Toronto and we join in the general wish for the success of this great enterprise. At that public banquet, Mr. Frankland said that last summer he went to Great Britain and France and he could not see any cattle that surpassed those of Canada, excepting Irish heifers. Canada has every year 5,000 fat cattle fit for any market. These 5,000 cattle are collected by some ten or twelve firms. In October they were purchased and fed and exported in June. Formerly they found markets in Albany, Philadelphia and New York; but now the United States had a surplus of cattle instead of a want. He saw all the cattle at the stalls in Toronto, and thought that any one who took them to England and brought the money back would confer great benefit. He thought that if they could get the cattle over all safe there would be a handsome profit. The Allan steamers are an honour to Canada. We had suffered enough with the Americans. When the rinderpest was in England, the Americans prevented us from carrying over beef there. We had to slay one thousand six hundred cattle in Toronto, salt them, and carry them to Boston and sell them. Canada would be in a position, when England was in her struggle, to supply her with food and flour.

Mr. Frankland served his apprenticeship to the Cattle Trade at Facit near Rochdale, England. We may mention that he is a thorough Englishman, but has a great love for Canada, his adopted country, and that early in life he conceived a great respect for true independence and the dignity of labour.

### PROF. SMITH, V. S.

Prof. Andrew Smith, V.S., Principal of the Ontario Veterinary College, Toronto, is a native of Dalrymple, Ayrshire, Scotland, and his father, the late Mr. James Smith, was long well known as an enterprising and highly respectable farmer. Mr. Andrew Smith studied his profession under the late Prof. Dick, of Edinburgh, and graduated with highest honours, having during his course of study gained four medals, besides other prizes from the Highland and Agricultural Society of Scotland, embracing anatomy, chemistry, and the best general examination on all subjects. He was also awarded the silver medal for highest honours in Dr. Stevenson Macadam's class at the Royal College of Surgeons. He was Secretary to the Dalrymple Farmer's Society for several years previous to beginning studies, and Secretary to the Edinburgh Veterinary Medical Society for the session of 1860-61, elected by an unanimous vote. For sometime previous to 1861, the Board

of Agriculture of Upper Canada saw the necessity of promoting the veterinary profession in this country, and through communication with the late Prof. Dick, Mr. Smith was induced to come to this country and begin the practice of his profession in the city of Toronto, and also to give a course of lectures on veterinary medicine in connection with Prof. Buckland's agricultural class in the University, with the view of forming an institute that might be termed a Veterinary School. The course of study was gradually increased, and as it was necessary to have proper accommodation for the teaching of veterinary students, in 1869 Mr. Smith erected the building on Temperance street, known as the Ontario Veterinary College. This college has proved the most successful veterinary institution on this continent, evidenced by the number of its graduates, close on two hundred, who are in successful practice throughout Canada and the United States. Owing to the great increase in students it has again been found necessary to enlarge the buildings, and at present there are additions in the course of erection which will make it one of the most complete institutions in America.

Mr. Smith as well as being an accomplished veterinarian, is also considered one of the best horsemen in Canada, and has shown his judgment in the selection of stock, by the importation of several of our finest thoroughbreds.

Prof. Smith may justly be termed the pioneer of the veterinary profession in this country, as by his energy and perseverance as a teacher, and by his success and straightforwardness as a practitioner, he has done much to elevate the profession in Canada, and to bring it to the position which it occupies to-day.

Prof. Smith is President of the Ontario Veterinary Medical Association which was formed in 1874, and now numbers some one hundred members; he is also President of the Caledonian Society of Toronto, and Past Master of St. Andrew's Lodge, No. 16, G.R.C. of Canada.

### GREAT FIRE AT ST. HYACINTHE.

The City of St. Hyacinthe has been almost burned down. The fire commenced about one p. m., on Sunday, the 3rd inst., and a strong wind blowing eastward, fanned the flames from house to house, until ten streets and about a mile in length of the city was consumed. Hotels, banks and churches are reported burned. The Montreal firemen were telegraphed for, and responded to the call by a special train, which was placed in readiness for them about 3 p. m. by the Grand Trunk Railway Company. The steam fire engine and several firemen were despatched in haste. On their arrival at St. Hyacinthe station, steam being on, the firemen were directed to operate upon a large shoe factory, in which about one hundred hands are employed. They succeeded in saving this building, and several others, amongst which was Madame Duclos's French-Protestant school. The latter building miraculously escaped, whilst all around were burned to the ground. An aged woman after leaving her dwelling, which was on fire, returned again, it is supposed for some hidden treasure, and was nearly burned to death. In the consternation of the inhabitants fleeing from the flames with horses and vehicles, several people were knocked down and several others were more or less injured. Tavern and hotel-keepers dealt out ginger ale and intoxicating drinks whilst the flames were consuming the buildings in which they were. The fire engine belonging to the place was almost useless. The Montreal firemen and engines were overtaxed, but they prevented the further spread of the fire.

The fire began at 1.45 p. m. in a shed in rear of the *Courrier de St. Hyacinthe*, and rapidly spread to the adjoining buildings. So inflammable was the material, and numerous the houses, that within one hour no less than thirty buildings were in flames. The town fire-apparatus, consisting of two or three weak hand-engines, was found to be useless. The fire leaped from one street to another until the town authorities, at last, compelled to acknowledge the fact that the whole town was about to be consumed, telegraphed to Montreal for aid. As usual, the response was prompt, and the firemen worked with all their famed energy.

The principal places destroyed are the Merchants' Bank, the Town Hall, the St. Hyacinthe Bank, the Montreal Telegraph Office, the Coté, Coté & Company boot and shoe factory, Victor Coté & Son's tannery and shoe factory, and, as already stated, the whole business community. Over four hundred buildings have been destroyed. The people burnt out are housed in the convents, Bishop's Palace and the Court House. One man is lying in the hospital, badly injured, and others are reported to be hurt. Assistance was asked at Quebec, and the city responded. At about ten o'clock the fire was under control, and the worst over. Meanwhile, Mr. Alfred Perry was making arrangements to afford food for the sufferers, and Mr. Kirkman, the Grand Trunk Station-master, with his accustomed zeal, had the relief train ready at two o'clock in the morning. The first load of bread reached the station about a quarter past three from the bakery of M. S. Lafleur, followed a few moments later by Mr. Lasalle's waggons. The train left laden with supplies of various descriptions. The train which conveyed the engine to St. Hyacinthe made the run from Point St. Charles—35 miles—in 32 minutes. Another despatch, dated September 4th, a. m., says:—A fire started here about 2 p. m. in a shed owned by one