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TEMPERATURE,

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

THE WEEK ENDING

July 31st, 1880.			Corresponding week, 1879		
Max.	Min.	Mean.	Max.	Min.	Mean.
Mon.. 85°	75°	80°	Mon.. 74°	56°	65°
Tues.. 80°	65°	72° 5	Tues.. 80°	53°	67° 5
Wed.. 78°	65°	71° 5	Wed.. 73°	63°	68°
Thur.. 74°	64°	69°	Thur.. 82°	62°	72°
Fri.. 72°	65°	68° 5	Fri.. 80°	68°	74°
Sat.. 78°	63°	70° 5	Sat.. 85°	67°	76°
Sun.. 78°	64°	71°	Sun.. 86°	66°	76°

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CANADIAN ILLUSTRATED NEWS.

Montreal, Saturday, August 7, 1880.

PACIFIC RAILWAY ROUTES.

A pamphlet has appeared during the week entitled "Startling Facts," relating to the Canada Pacific Railway, its route, the North-west lands, and the Western terminus, by CHARLES HORETZKY, "late of the C. P. R. Surveys." The object of this pamphlet, the time chosen to put it out, and the sending of large numbers to England, have for patriotic object to hamper the operations of the Ministers now in England. Mr. HORETZKY's title to give an opinion on this large question may fairly, as a preliminary, be inquired into. The questions discussed are those of engineering, yet Mr. HORETZKY is not an engineer. He was attached to the Survey in the capacity of a photographer, and being a good walker, came to be employed as an explorer. He tells us that he is "late of the Pacific Survey." The meaning of this, in other words, is that he did not command sufficient confidence from his immediate superiors to make it desirable to retain his services. And we are afraid that in consequence, he does not rise so much superior to the rest of mankind as to be above what is called, "taking it out in spite." We do not say that because of this reason he should not be heard, or any statement he has to make should not be considered, but it is fair that the whole tone of the pamphlet should be viewed in the light of this fact.

Mr. HORETZKY's aim is to show that the lines selected for the Canadian Pacific Railway will take it through a country containing a great deal of bad land. This is as regards the Prairie Region, while as regards the section from the Tête Jaune to Burrard Inlet in British Columbia, he treats it as simple madness. He contends that farther north there is a better country with an easy access to the Pacific through the Pine River Pass, and a much better harbour than can be obtained at Burrard. This harbour, moreover, would lie about four hundred miles nearer to China and Japan, while the road itself would be something like a hundred miles

longer. For ourselves we find in this the only point in the pamphlet which is worthy of serious consideration, and this also seems to have been the opinion of Mr. FLEMING, the late Chief Engineer, as appears from a letter quoted at length.

Mr. HORETZKY endeavours to show that it is folly to attempt to build a railway through the Rocky Mountains at the expense of many millions for the use of the few inhabitants who can settle on its line on the plateaus of the mountains, and on this point he runs into poetic description. He tells us the result of all will be a right of way and "two streaks of rust" as the monuments of Canadian folly. But surely this is very midsummer madness.

The same argument might with ten times greater force be applied to the Union and Central Pacific Railways now in successful operation between Chicago and San Francisco. That railway has much more frightful ranges of mountains to go through. There are more than double the elevations, and a much greater distance. If any body had asked the projectors of that road whether they constructed those enormous engineering works for the use of the inhabitants who lived or who might live on the rocks they pass over, he would justly have been set down as a candidate for the lunatic asylum. The same kind of argument moreover might apply to the long stretches of that railway which pass through the American Desert before coming to the Rocky Mountain district.

The real question is as to the absolutely best route of a through railway not to be built for any locality, but to serve for the vast population which must in the near future occupy the North west.

Mr. HORETZKY is at great pains to give it to be understood that the actual decision of the selection of route arrived at by the Governments of Mr. MACKENZIE as well as that of Sir JOHN MACDONALD, was compassed by means of suppressions of fact, and mutilations of reports, Mr. HORETZKY's among others. Now nobody in his senses can believe any such nonsense as this. And indeed there is a reason given by Mr. HORETZKY with respect to his own reports, viz., they were too long and not sufficiently to the point of the discussion, to justify publication by the Chief Engineer. The world will probably consider Mr. FLEMING's judgment on this point better than Mr. HORETZKY's. While, however, we find no difficulty on this head, we hesitate to express any opinion as to the route which should have been ultimately adopted in view of the important letter of Mr. FLEMING to which we have referred.

Mr. HORETZKY next gives us some high-flown phrases as to the frightful dangers to the people of Canada of fastening on them a gigantic monopoly, by giving to a railway company large tracts of land in the North-West, instead of retaining them in the hands of the Government. It is difficult to read with patience stuff of this sort, in view of the facts which we have plain before our eyes supplied by the history of the last ten years. We have the indubitable fact that the great railway companies of the Western and North-Western States have been within the last 10 years the most successful colonizers that the world has ever seen. Not only the question of their success, but that of their very existence depends on the results obtained; and they are guided to these by a sharp and intense commercial instinct. A Government such as ours, subject to changes of party every five years and spiteful and disgraceful attacks of all sorts to promote the ends of faction, cannot successfully do this work. The prices, moreover, at which these railway companies sell their lands would not, in our opinion, represent so large an amount of money as would be the cost of their propagandism to the Government. We have seen for the last ten years that the propagandism carried on by the companies to which we have referred has been almost entirely free from that kind of attack,

which has almost rendered nugatory the efforts of the Canadian Government as well under Mr. MACKENZIE as under Sir JOHN MACDONALD. If on the other hand, the Canadian Government were to determine to build the road, and pay for it by taxes, the payments would be certain, while the efforts of the Government to sell the lands might be rendered unsuccessful by reason of party attacks.

THE DOMINION EXHIBITION.

We return to this subject again in the present number, being convinced of its importance and of the interest which the public attach to it. It is only one week since the citizens of Montreal, at the instance of the press, took the matter in hand, and already a great deal of useful work has been accomplished. A large and influential general committee has been appointed, and that committee has had an initial meeting at which a finance committee was struck, and a number of sub-committees named. The business of the finance committee is to go about and solicit subscriptions from the inhabitants of the city. It would have been more simple and more natural if the City Council had allotted this sum at once, but as it did not do so, the citizens themselves have to raise the money. The sub-committees have special duties relating to every form of amusement, and from the names of the gentlemen composing them, there is reason to believe that they will accomplish their end.

There is much work to do, however. The permanent buildings in the Exhibition grounds, are not yet finished, as will be seen by a glance at the engraving which we publish this week. The prize-lists, we believe, are not yet published; at least intending exhibitors no further away than Ottawa complain of this. Neither are the posters set up in different parts of the country. We are quite aware that an Exhibition of this kind requires a great deal of labour, and that, in the way of organization, a thousand details are constantly arising to delay progress. We feel sure also that every thing will be ready in time, as the officers connected with the Board of Arts and Manufactures and the Board of Agriculture will re-double their efforts seeing that they are, as it were, under the surveillance of a citizens' committee.

To all our readers, outside of Montreal and the Province of Quebec, we can sincerely recommend this Exhibition as an event of national importance. It is not a mere Provincial enterprise, but its scope embraces the whole Dominion, and it is intended to show what Canada is able to produce in the different branches of agriculture, manufactures and commerce. We know of no more potent means of stimulating the ambition of our people than this general display of native industry, and we look forward to the September Exhibition at Montreal with the assurance that it will go a great way toward contributing to the revival and prosperity upon which we are unmistakably entering.

We are certain that the great Province of Ontario will come forward with her usual spirit, which will be the easier as the Provincial Exhibition will take place just a week before at Toronto. The Prairie Province, we are happy to state, will be even more efficiently represented than it was at Ottawa last year. But it is especially our Maritime Provinces that we would call upon to do their very best in the way of contribution. They and we will mutually gain by knowing each other better, and the readiest way to this knowledge is through commercial transactions of this nature. For our part, we shall continue to do all we can, by pictures and letter-press, toward promoting the success of the Exhibition.

THE announcement is made that Prince Gunther the Second of Schwartzburg-Sonderhausen has abdicated because he has become near-sighted. When he wrote his name he rubbed it out with his nose, and his subjects felt mortified to see their ruler with half a pint of ink smeared on his countenance.

OUR ILLUSTRATIONS.

THE CZAR OF RUSSIA'S NEW YACHT.—The new Russian Imperial yacht *Livadia*, which may without exaggeration be called a floating palace, was launched a fortnight ago at Govan, near Glasgow. She is of huge proportions, and entirely novel construction, having been designed by the great Russian Admiral Popoff, the inventor of the circular ironclads. The *Livadia* resembles an ordinary vessel, resting upon a sub-structure shaped like a turbot; the object of this peculiar formation being to render the vessel as steady as possible when at sea, and thus to guard against the horrors of *mal de mer*, against which even Imperial *voyageurs* are not always proof. The length of the vessel is 260 ft., breadth 150 ft., depth 50 ft., tonnage 11,609, and displacement 4,000, and she has three screws and three sets of engines, which it is expected will give her a speed of fourteen knots an hour. She will be manned by a crew of 260 men, and carry three swift steam launches, two lifeboats, and other boats, eleven in all.

FATAL ACCIDENT IN THE HUDSON TUNNEL.—At an early hour on Wednesday morning, July 21st, Jersey City and New York were thrown into intense excitement by the report of a caving-in of the tunnel now being constructed beneath the Hudson to connect the two cities. The scene of this disaster is but a short distance north of the Erie Railway yards. A working shaft 65 feet deep and 30 feet in diameter, walled with brick and with a bottom of concrete, affords the means of entering the tunnel at its western extremity, and into this the sand and silt from the excavation have been forced through pipes, to be afterwards drawn up to the surface. At a depth of 30 feet in this shaft is an air-lock, through which the tunnel itself is entered by way of a temporary tunnel 30 feet long running on a slight decline into the main tunnel, the arch of which at this point has a span of 40 feet. Just beyond, the tunnel divides into two tunnels, each 22 feet high and 20 feet broad, including the two-foot brick walls. The work in the northernmost of the tunnels has been finished to a bulkhead over 300 feet out under the water of the North River. The southern tunnel has been excavated a distance of 25 feet, and the iron shell has been laid and securely braced on all sides. The work here has been abandoned for the time, and the men were engaged in laying the iron shell in the temporary tunnel. The iron plates had been laid and bolted together up to within about a foot of the brick wall of the working shaft. The men must have been laying the last row of plates about the entrance to the air-lock at the time of the accident. These plates are about two and a half feet wide and four feet long, and are curved to fit the brickwork of the shaft. They are bolted together through the flanges on four sides.

THE ALLEGED APPARITIONS AT KNOCK.—The little village of Knock, near Claremorris, county Mayo, Ireland, has lately become famous as the scene of several miraculous visions, and hundreds of pilgrims are now flocking to it, some for devotional purposes only, and others in the hope of being cured of various diseases which afflict them. The first of the apparitions was seen on the night of the 21st of August last year by about twenty persons, who remained watching it from 7.30 until 10 o'clock. They agree in describing it as a kind of raised picture or group of living statuary, standing out, so to speak, from one of the walls of the chapel, the figures being those of the Blessed Virgin, St. Joseph, and St. John, besides which there was the likeness of an altar and a lamb, with a crucifix in the background. On the 2nd of January last, at noon, the parish priest, the Rev. Archdeacon Cavanagh, and some other persons, saw mysterious lights upon the gable and on the outside of a pillar, supporting a figure, which latter was, however, too indistinct for recognition, whilst on the outside were more pillars and some luminous scrolls. These supposed supernatural appearances have been repeated on several subsequent occasions, and are firmly believed in by thousands of the faithful, who travel from all parts of the United Kingdom to pray at the shrine. A great number of miraculous cures are also alleged to have been effected, lameness, blindness, and deafness being cured by the eating or outward application of bits of the brickwork and cement from the wall, which has been so much picked and scraped away for this purpose that it has now been boarded over. More than 200 such cures are vouched for by those who have taken pains to investigate the cases. An inquiry into the alleged visions and cures has been made by a commission, consisting of learned priests and Church dignitaries, appointed by the Roman Catholic Archbishop of Tuam, and they have reported officially that the testimony is trustworthy and satisfactory. The Church has, however, as yet made no declaration concerning them, and even among Roman Catholics there are some who still have doubts.

THE EXPULSION OF THE JESUITS FROM FRANCE.—The three months' term of grace accorded to the French Jesuits to leave their establishments having expired on the 30th June, the Government lost no time in fulfilling their threat of putting the decree of expulsion into force. On the morning of the 1st ult. every Jesuit convent throughout France was forcibly entered by police agents, and their inmates compelled to quit the building. In Paris the chief interest was centred in the headquarters of the Jesuit confraternity in the Rue de Sévres, where, at 4 a.m., M. Clement, a judicial functionary,