

The Dominion Illustrated.

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PUBLISHERS' NOTICES.

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TO PHOTOGRAPHERS.—We are anxious to procure good photographs of important events, men of note, city and town views, forest and farm operations, seaside resorts, mountain and prairie scenery, salmon and trout fishing, yachting, etc., from all parts of the Dominion, and we ask photographers, amateur and professional, to show their patriotism as well as their love of art, by sending us prints of such subjects as may enable us to lay before our readers, at home and abroad, interesting and attractive pictures of Canada.



There is a painful rumour of endemic disease at Redbank Farm. Within a short time three valuable horses, of Kentucky birth—the classic land of the American thoroughbred—have died almost suddenly. Among the practical institutions of Ontario, there is none that has done more good than Redbank. Montreal seems disposed to follow suit with the old Percheron and Nivernais breeds.

We are promised a new Atlantic port on Canadian soil. St. Andrews, at the northern end of Pasamaquoddy Bay, will probably rise from its decay and, becoming connected with the Canadian Pacific system, may turn out the Canadian Atlantic shipping point nearest to Montreal. A large amount of foreign capital is being invested there, with the view of making St. Andrews a watering place as well.

There have been some feeble excuses attempted for the fees charged on the Canadian side of the International Park at Niagara Falls. It is said that the contribution is so small as not to be worth talking about, and that it is meant only to keep the payment of guardians' expenses. No such argument will hold. That park should be wholly free, as is the American, else Canada will be made a laughing stock and a by-word.

The fruit harvest will be quite plentiful this year. Early in the season Mr. Charles Gibb, the well-known Abbotsford orchardist, foretold that apples would yield with exceptional abundance.

And while that forecast has come true, it is further pleasant to know that small fruit—strawberries, raspberries, plums, cherries, currants, gooseberries and other varieties—will be of cheap access. It surprises one to know how many poor people make food of fruit.

Our remarks, last week, on the coming of age of the Dominion, have been echoed far and wide. The chief organs of the press noticed the day in their editorial columns, and the people turned out in crowds to celebrate the event by amusement and recreation. It is calculated that, in Montreal alone, twenty thousand men, women and children went forth into the country on the holiday. This is a rational form of enjoyment, as it furnishes links of attachment to the country.

The Victoria Rifles, of this city, chose Toronto as their point of excursion, and were not disappointed. They went forth in all their martial bravery, marched through the chief streets of the Queen of the Lake, and were everywhere received with a welcome admiration. The country battalions also turned out in many places, the 53rd, of Sherbrooke, for instance, setting the example by timing its inspection for that day.

The fruit garden of Canada is the Niagara Peninsula. That tongue of land, entwined by the waters of Erie and Ontario, and fecundated, it may be, by the mist of the great Falls, is favoured in a special way, and the districts that are like it may be mentioned on the fingers—such as Rochester, in New York; Newark, in New Jersey, and Annapolis, in Maryland. Although in a higher latitude, the Niagara country is less than none of these.

There is nothing like bearding the lion in his den. The Ship Labourers' Society, of Quebec, has been a terror for years and none dared face it, until it almost ruined the water trade of the ancient capital. A private member of the Legislature, however, took up the matter fearlessly, with the result that, in less than two months, the society came to satisfactory terms. This is a most encouraging piece of news, not only for Quebec but for the whole shipping trade.

The Republicans had quite a choice for the chief magistracy, even outside of Mr. Blaine. Although circumstances have not been such as to bring out great men, there is perhaps no country in the world where so many available men can step forward to the call for the highest and most burdensome offices. Gresham and Alger, both from the West, were thoroughly eligible and either would make a good President. Senator Sherman is a power, but lacks personal influence and is narrow and bitter on *post-bellum* issues. Chauncey Depew is too talkative and too far entangled in railway monopolies.

The atrocities of campaign literature, in the United States, are worse than ever. Some of the writers and the papers are a disgrace to civilization. A parson—since dismissed—began by charging Mr. Cleveland with wife-beating and other abominations. Mr. Ingalls, of Kansas, Speaker of the United States, and almost Vice-President, calls the President "the Jumbo" (with an offensive adjective) of the White House. This is bad enough, but what will be said of the following, sent to the Chicago *Inter-Ocean* from Boston, and signed Lilian Whiting? "I hear that Mrs. Harrison is a woman of cultivation and charms. It will not be the least of a needed

change to see a woman of refinement and personal dignity presiding at the White House, rather than one of tawdry and vulgar ideals, to whom personal advertising appears to be the aim of existence."

THE GREAT NORTHWEST.

Both in the introductory notice of the DOMINION ILLUSTRATED, and in the course of a separate article, last week, we referred to the steady growth of the Northwest and its prospective political sway in the not distant future. Events of the most weighty result follow each other in such swift succession that we hardly heed them, and only half understand their bearing. Four of these mighty events have, within the short space of eighteen years, directly made of the Northwest what it is to-day, from the dreary "Lone Land," which it was till then. The first was the admission of Manitoba into the Confederacy, in 1870; the uprising of the Half-Breeds; the murder of Scott; the expulsion of McDougall; the flight of Schultz, and Wolseley's expedition. The gates of the old Indian fort at Garry were forced, and the flag of responsible government planted on the prairie. The second incident was the purchase of the Hudson's Bay Territory, the finest stroke of business that Canadian statesmen ever made, throwing open those same boundless prairies to civilization up to the foot of the Rocky Mountains. The third point to be recalled is the second rising of the Half-Breeds and Indians, in 1885; the magnificent turn-out of the militia; the utter quelling of the rebellion, and such assertion of lawful authority as will hereafter keep the wild elements of those prairies in wholesome bounds. A further result has been the overhauling of the administration in the territories, and a correction of the glaring abuses which doubtless existed, and which gave a colouring of pretext for the hostility of the malcontents. A still further effect is the assurance of peace and protection in that far country. It is now known in Europe and elsewhere that emigrants, pioneers, and settlers of all kinds may come and build their cabins, in the valley or on the slope, on the plain or in a clearing of the wildwood, without dread of the wolf-cry of the Cree, or the rifle-crack of his lawless ally. The fourth and last episode was the building of the Canadian Pacific Railway—that long, strong, bright link of steel which binds the fair little island on the Atlantic coast with her bigger sister on the shores of the blue Pacific. There is a marvel of statesmanship—we put this first, by right—of financing, of enterprise, of engineering skill and of noble faith in the country in an enterprise, which was so swiftly wrought that few of us hardly noticed it. The contract was for ten years, in 1891, and the chronic croakers kindly stretched it out to the twentieth century. Instead of that, the enterprise started in earnest in 1881, and in 1886 all was finished—the proof before an astonished world being a locomotive, with a fully equipped train, speeding the whole way from Montreal to Vancouver, and continuing the service daily ever since. There is no telling what effect this wonderful feat had abroad, and how much it has done toward insuring the flow of settlement and feeding the channels of prosperity. Thus the great Northwest stands to-day, and thus it will go on. It cannot choose but grow, and become the balance of power in our political and administrative system.