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TEMPERATURE.

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

THE WEEK ENDIX

February 6th, 1881.			Corresponding week, 1880.		
Max.	Min.	Mean.	Max.	Min.	Mean.
Mon.. 9°	-6°	1° 5'	Mon.. 35°	26°	30° 5'
Tues.. 8°	-5°	1° 5'	Tues.. 26°	-5°	10° 5'
Wed.. -2°	-5°	-3° 5'	Wed.. 5°	-11°	-3° 5'
Thurs.. 10°	-6°	2°	Thurs.. 10°	-6°	2°
Fri.. 20°	9°	11° 5'	Fri.. 28°	8°	18° 5'
Sat.. 22°	9°	15° 5'	Sat.. 27°	11°	19°
Sun.. 23°	-3°	10°	Sun.. 23°	15°	19°

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PUBLISHERS' NOTICE.

In fulfilment of the intentions announced in our prospectus for the present year, we are endeavouring to extend the influence of our paper throughout the Dominion. Mr. J. H. Gould will leave this week for an extended tour through the principal cities of Ontario in the interests of the NEWS, and we trust that he will meet with a good reception from our friends that are and those that are to be. For our paper we claim with confidence that support which, now that the times are so materially changed for the better, we are sure all classes will be ready to extend to a representative Canadian illustrated paper. We have done our best hitherto to raise our standard and improve our paper, and the flattering notices of the press since the commencement of the year may be looked upon as a proof of what we are doing and an earnest of what we intend to do. But it is to the public that we look for such an appreciation of our efforts as may enable us to carry on our work, and we trust that Mr. Gould's subscription and advertising list may show us that our confidence in them is not misplaced.

CANADIAN ILLUSTRATED NEWS.

Montreal, Saturday, February 12, 1881

THE WEEK.

A STATE of affairs totally unparalleled in the history of the English Parliament has resulted in the suspension and removal by force of no less than 29 members of the House of Commons. Whatever are the wrongs of Ireland, and whatever sympathy the Home Rule party in parliament has hitherto received as the representative of a national cause, there can be but one opinion amongst all law-abiding folk, as to the conduct which has led to this unusual step. A systematic obstruction of the business of the house by a small minority of its members is itself an evil, the magnitude of which can hardly be overestimated, but when such obstruction culminates in an absolute defiance of the ruling of the Chair and a refusal to take part in the business of the House, there is but one course open to the House to preserve its dignity, and the expulsion of the offending members becomes a matter of necessity. Is there not a lesson here that he who runs may read? What manner of men think you would compose the Parliament which should sit on Stephen's Green—and what like would be the debates over which Parnell and Dillon should preside, far from the warning voice of the Speaker, far from the friendly grasp of the Sergeant-at-

Arms. Truly the spirit of Donnybrook fair has out-lived the reality.

Mr. JAMES FREEMAN CLARKE has struck a new vein in the vexed question of the authorship of the Shakesperian writings, in an article in the February number of the *North American Review*. Assuming the monistic theory, which assigns a common authorship to the works of SHAKESPEARE and BACON, to be founded on truth, he confidently maintains that SHAKESPEARE must have written (or assisted in the production of) the "Advancement of Learning," rather than admit for a moment that BACON could have produced "Romeo and Juliet." The idea is at least novel, and the reasoning is, like all Mr. CLARKE's, clear and accurate, but we prefer to agree with him in the conclusion, that the monistic theory altogether is in the last degree improbable.

ALTHOUGH the news has been expected for some days, no less great is the shock of CARLYLE's death. Probably none of our modern writers, with the exception of DISRAELI, possessed so striking an individuality, both of mind and manners; none, without any exception, have made a more indelible mark upon the literary history of the century, with which he was so nearly coeval. Born in 1795, he commenced his literary career at a time when BYRON and SHELLEY were in their prime as the contemporary nearly of WORDSWORTH and KEATS. From translation, with which he commenced, he soon launched into original work and became, as the years went by and the bent of his mind strengthened more and more the advocate of the masses, the "people's friend." The "History of the French Revolution," has done more to place on record the true spirit of republicanism, and to trace the failures of that terrible episode in French history to their true source, than any work of the century. It is a history told with a special object in view, an end never forgotten; a terrible warning to despotic monarchy, it is a warning too against the grosser errors of revolution, and the despotism of popular leaders. Brotherly love and common sense were the essence of CARLYLE's broad mind, their practice the mainspring of his teaching. Quaint and eccentric though his language may be at times, it has a true honest ring about it that is dear to English hearts. "There are eighteen millions of people in England," he wrote, "mostly fools." But while he had no patience with their folly, he loved them all, and for his love he should have a place in our hearts, that we can give to few teachers among men.

THE *London Advertiser* has made an addition to its staff. It now keeps a prophet to direct the movement of its ordinary reporters. It is not enough to arrive at the scene of an accident after all is over. The *Advertiser's* seer lets the reporters know a-head, and they are there to witness the occurrence itself. So at least we are forced to believe from the criticism which our contemporary passed on a recent illustration in the NEWS. It is not always easy to be present at an explosion, indeed it is not always desirable, but if the *Advertiser* will do us the favor to let us know a day or two previous to the next one that takes place in its neighbourhood, we will insure our artist's life and send him on. There is a grain of comfort left us in the criticism. "It is reasonably satisfactory," says the oracle, "to anyone who was not there at the time." Can we, may we dare to hope, that perhaps, we only say perhaps, our critic is of that number? If it is "reasonably satisfactory" to him, all may yet be well.

ERRATUM.

THE GEOGRAPHICAL SOCIETY OF QUEBEC.—In our notice of the annual meeting of this Society in last week's issue, we printed in error "F. Sims, Esq.," instead of "F. D. Sims, Esq.," as one of the additional members of the Council of the Society.

THE SEAT OF GOVERNMENT.

(From Our Special Correspondent.)

OTTAWA, February 5th, 1881.

On Tuesday Sir Charles Tupper moved the third reading and final passage in the House of Commons of the Pacific Railway Bill, and both motions were carried by very decisive majorities, the vote on each division being 125 to 49. Amendments continued to be moved up to the last, that of Mr. Bunker being the most noticeable. "That the construction of a road from Esquimaux to Nanaimo be immediately proceeded with," he being the only voter in its favour. The House, for once, adjourned before twelve, probably because the members themselves were thoroughly exhausted with the prolonged and wearisome Pacific debate. It is for a similar reason I refrain from attempting to give you any account of the further arguments or amendments. Every possible point and phase of this question had been exhausted by what had gone before.

The Bill was introduced into the Senate on Thursday, and had its second reading the same day. The debate in the Senate was opened by Sir A. Campbell, and has so far been conducted with great moderation and ability. The arguments of the Conservator Fathers would, in fact, in themselves, be very interesting, if we were not so thoroughly tired of the subject.

The Government will undoubtedly press the bill through the Senate as rapidly as possible, and also its final sanction by the Governor-General, in view of the many important interests depending on this action.

Sir Alex. Campbell again brought up in the Senate his "Patent Amendment Bill." He admitted that the objections which had been made to the form of the bill at first introduced, were fatal, and he stated he had come to the conclusion that it was better to pass a short bill affirming a principle, and giving the Minister of Agriculture power to act in certain cases, in order to preserve patents alive which would expire under the operation of the law as it now stands. If anything of this kind is to be done, I think the proposal is more correct in principle than an omnibus of private bills under the general title of "Patent Amendment Bill." But there is ground for very serious doubt if it is at all wise to open any door after patents have once been allowed to expire. If patentees know that they cannot renew after expiring, it will be precisely the same thing to them to take a step before that event takes place.

There was little business done in the House on Wednesday. Mr. Merner, in moving for papers, found fault with the manner in which timber limits were granted in the North-West Territories. Sir John Macdonald explained that the practice of late years had been to grant the licenses year by year, and only to persons who undertook to put up saw mills to supply timber necessary for building purposes.

There was a short discussion on a motion of Mr. McQuaig, on the question of the right of the Local Governments to appoint Magistrates, License Inspectors, &c. Several of the members thought the question should be carried to the Supreme Court and definitely settled. The House adjourned at six, in order to give the members an opportunity to go to the ball at Rideau Hall. The ball was very brilliant, and was, of course, the great social event of the week.

On Thursday, Sir John Macdonald stated in answer to a question of Mr. Trow, that the Government had been corresponding with the Imperial Government respecting the promotion of assisted emigration. He also stated, in reply to Mr. Tassé, that it was the intention of the Government this year to give effect to the resolution adopted by Parliament in 1873, respecting a monument to Sir George E. Cartier.

There was another debate on the motion of Mr. Thomas White for papers relating to the exodus to the United States. The points brought out were the same I stated in a previous letter. Hon. Mr. Anglin said large numbers had left St. John and other parts of New Brunswick in consequence of the National Policy. Sir Leonard Tilley said that he had been furnished with information that, by the International line alone, 2,270 persons had returned this autumn to New Brunswick. He also noticed that the fact of a large increase in imports and exports, and in articles of consumption in that Province, does not indicate a great decrease in population. Mr. Shaw said that he, returning from Manitoba last year, was put down as an emigrant to the United States, and he had no doubt both Sir Richard Cartwright and Mr. Cameron were so also. Agents came on board the trains and asked their names and whence they had come, and put them all down as immigrants. Hon. Mr. Blake insisted that there had been a large increase in the emigration from Canada during the last two years. Hon. Mr. Pope read from a return to show that during fifteen months, the difference between those who went to the United States and returned from it by the Grand Trunk and Great Western railways, was only 6,705.

Mr. Blake said the figures were incorrect. The number of emigrants were much larger. Mr. Pope asked how he knew. Mr. Blake said "By our census." Mr. Dawson said the population of Algoma was now four times that it was in 1871, which was a different state of things from that in some other quarters, according to the reports given that evening. Many other members spoke on the question, and the motion for papers was carried at two a.m.

On Friday there was very little done, and the House adjourned at six o'clock. The only debate was on some points of law, of technical interest.

OUR ILLUSTRATIONS.

WINTER.—The charming head of winter which adorns our title page is from the picture by F. Bodenmüller, in the "Gallery of Beautiful Women." Such drawings are at once seasonable and charming wherever we meet them, and we make no apology for introducing the engraving of this picture to our readers.

ON BOARD THE "RICHELIEU."—The burning of the *Richelieu* in Toulon harbour is so fresh in the memory of most of our readers that a passing account of it alone will be necessary. The vessel was discovered to be on fire at half-past ten in the morning and from then until four o'clock a fierce fight with the flames went on. The endeavours of the fire brigade and the troops who were summoned to assist at the conflagration, were chiefly directed to preserving the two vessels on either side the blazing ship. One of them was removed, but the other, the *Fourbin*, could not be got at. At four a.m. the ill-fated vessel canted over, and the cannons on the starboard side breaking from their fastenings, were precipitated with a crash to port. The increase of weight overcame the equilibrium of the vessel and she turned upon her beam ends, covering the *Fourbin* with her rigging and extinguishing the flames in the water. There is some hope expressed of saving the wreck of the vessel and re-floating her.

THE STREET CAR BLOCKADE.—Toronto has been considerably excited by a battle royal between the employees of the Street Railway Company and the store-keepers on the line of the tramway. During the recent heavy falls of snow the street cars carried ploughs to keep the track clear and in consequence piled up the snow on either side of the track so that the road was impassable for any vehicles but the cars themselves. As this stopped the traffic on these streets the shop hands all along the track turned out to shovel the snow back on to the track. A regular battle ensued in which the street cars got the worst of it, and after defending themselves for a time, had to submit to being blocked up by the snow so rolled upon them by their adversaries. Our illustrations, from sketches taken on the spot by Mr. W. N. Long of Toronto, represent the fight itself and the battlefield after the encounter. A dozen cars were left helpless upon the track, four at intervals one from another, and the other eight in a row together.

R. C. Y. C. BALL AT TORONTO.—The annual ball of the Royal Canadian Yacht Club which had been long anxiously looked for by the ball-going community of the city came off at the Grand Opera House on the 20th ult. Elaborate preparations were made for the comfort and enjoyment of the guests. The whole of the orchestra floor was built over on a level with the stage, and an ample and handsome space was thus provided for the dancing. The back of the stage appeared to run into a beautiful mountain scene, and the management in this and in the setting of the place generally, displayed much taste. The dress-circle was lined with the pennants of the yachts of the club—"Imogene," "Caniser," "River," "Malcop," "Orole," "Compte," "Madelaine," and "Alarm" occupying the places of honour. The domain ordinarily yeeted that of "ye gods," was made use of for the gentlemen's dressing-room, while the ladies were more comfortably accommodated in the various ante-rooms. Over four hundred ladies and gentlemen were present. The dresses of many of the ladies were notably rich and handsome, and combined with the appropriate surroundings to render the scene one of unusual interest. Beyond the magic circle of devotees of the art terpsichorean, the parquet below and dress circle above, save when the orchestra poured forth its dulcet strains, were dotted with interesting couples and animated groups, which refreshed the eye very pleasantly after the whirl of the throng below. Large as the floor was, it was scarcely large enough for the waltzes, in which, as a rule, between sixty and eighty couples took part. The occasional collisions, however, only added zest to the enjoyment of the dance, and evoked only smiles at the worst. Outside of the dancing the broad stairway and large spaces of the place allowed a freedom and ease in change of scene, which lent unusual comfort to the movements of the wandering couples always numerous on such occasions. As the evening wore on the refreshment rooms behind the scenes became very popular, and remained centres of attraction until the "wee sma' hours." The catering was excellently done, and the tables were more than satisfactory both in show and substance. Our illustration on another page is from a sketch taken by one of our Toronto friends.

THE Dublin Trials have occupied the attention of all the world for the last few weeks, and are only just concluded. The illustrations we give are taken from sketches made on the spot, and represent various interesting incidents in the course of those trials. Our other illustrations will be found fully described under separate headings.

LADY FLORENCE DIXIE is going to the Transvaal as war correspondent of the *Morning Post*.