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NOTICE OF REMOVAL.

The business and editorial offices of "The Dominion Illustrated" have been removed from 73 St. James Street to the general offices of the Sabiston Lithographic and Publishing Co., Gazette Building, Montreal.



In no respect has Canada's progress in recent years been more noteworthy than in the comprehensiveness and solidity of the public works that have reached or are approaching successful completion. The latter half of the present generation will, indeed, be gratefully remembered by posterity for the thoughtful provision thus made for the needs of an increasing population and a vastly expanded volume of business. Among structures made, not for a day, but for coming centuries, one that has aroused the admiration of neighbours not always too prone to commend, is the St. Mary's Ship Canal. The bill for its construction was passed in the spring of 1889, and on the 1st of May in that year the contractors, Messrs. Ryan and Haney, began work with a staff of 250 men, which in March last was increased to 400, and next year will be raised to 700 or 800. The water power is derived from the adjacent rapids. The plan of excavation is by derricks worked by compressed air, each of which removes 100 cubic yards a day. These derricks are set up at intervals of 120 feet on each side of the lock-pit, the excavation of which is now completed. The entire length of the canal is 3,700 feet. At each end there will be piers, with beacons, 900 feet long. The lock will have a depth of 18½ feet of water over the mitre sill at low-water mark, a breadth of 85 feet from wall to wall, and of 65 at the gates, the space between which will be 600 feet. The lock walls will be of gray limestone, quarried near Amherstburg, the floor of the lock-pit of concrete, the filling culvert extending the entire length down the centre. The gates will be of oak, and, with the valves, will be operated by hydraulic power. It is expected that the masonry of the lock will be completed before the fall of next year, and that the entire canal will be ready for lockages about this time two years. This is a triumph which may well add prestige to the 250th anniversary of the foundation of Canada's commercial metropolis—the quater-centennial of Columbus's discovery.

A remark, of a practical import which all Montrealers and all persons west of Montreal interested in the trade with the West Indies will be sure to recognize, was made by the Hon. G. A. Drummond, in seconding the vote of thanks to Mr. A. Brown, M.P., for his address on the Jamaica Exhibition before the Board of Trade of this city. Mr. Drummond pointed out the vital importance of having the vessels engaged in the trade brought to our own wharves. As our readers are aware, the line is at present run only from the chief ports of the Maritime Provinces, so that commodities sent to the island, from the interior of Canada, are subjected to long transport by rail before being shipped at St. John, a plan which, apart from its inconvenience, is anything but beneficial to

products like cheese, butter and eggs. If ever our possession of this trade is to be an accomplished fact, an effort must be made to have the present arrangement altered in our favour. "It was utterly impossible," as Mr. Drummond insisted and as his colleagues on the Board of Trade were equally convinced, "that trade with the British West Indies could ever take the development it should have until we had proper facilities for shipment, and that could only be secured by bringing the vessels up here." It is to be hoped that Senator Drummond's suggestion will receive the attention that it deserves, and that steps will be promptly taken to give his recommendation effect with as little delay as possible.

The St. John (N.B.) Exhibition was no exception to the traditions of that thrifty and enterprising city. The inauguration was worthy of the importance of the event, and lacked no feature that could add prestige to the occasion. The address by Sir Leonard Tilley contained an interesting survey of the principal classes of exhibits. He directed special attention to the collection of West India products, and his remarks on the subject were extremely opportune and likely to be fruitful. It is becoming clearer and clearer to the minds of Canadians (and the crisis through which we are just now passing makes it advisable that this point should be emphasized) that there are few countries better adapted, by relative situation, common allegiance and comparative proximity, for commercial intercourse than the British West Indies and the Dominion of Canada. The exhibits at St. John will give our merchants a foretaste of the fuller display of West Indian goods to be seen at the approaching Jamaica Exhibition. Our business men have dallied too long in pushing the trade with our fellow-colonists as its importance demanded, but the time has come when we must make the most of the outlet or suffer from our neglect. What Sir Leonard Tilley said of the improvement of horses and cattle, of more attention to scientific farming, of systematic dairying with a view to special markets, was all in season. He gave excellent advice on the subject of exporting cheese and butter, as well as cattle, to England. Here again our farmers must make up their minds once and for all. Our cheese is already a favourite in England. Our butter may be made acceptable. In the matter of cattle, we have, as Sir Leonard said, advantages over the American exporter. The trade with England, then, must be built up. The incalculable benefit of the fisheries was also dwelt on, and it was pointed out that every province in the Dominion was represented at the Exhibition. The exhibits of Manitoba and British Columbia were highly commended. Altogether the Exhibition was a credit to St. John and to the Dominion, of the varied wealth of which it gave an admirable illustration.

The Belgium Labour Congress that met a few weeks ago was mainly engaged in the discussion of universal suffrage, and of the means of exerting pressure on the Legislature so as to bring it to pass. It was resolved by a large majority to hold monster demonstrations in the chief towns of the kingdom on the Sunday preceding the opening of parliament, at which processions and addresses would be salient features. These demonstrations are not regarded with the apprehension that used to prevail some years ago. It has been found, indeed, that there is much less peril in allowing the labouring classes reasonable liberty than in persistent repression by the strong hand of power. The old restrictions on free speech simply drove men to secret combination and conspiracy, which working underground, as it were, ultimately produced those very convulsions which authority would fain have prevented. When men are free to express their opinions and to state their grievances, they have no temptation to conspire against the established order of things. Even socialism, which not long since was a name of terror, has been robbed, to a great extent, of its power for mischief, by having the fullest scope for submitting its claims to the public. The recent Trades-Union Congress in England made it evident that no section of the community was less disposed to

have its time wasted by brawling theorists than that of earnest and busy workingmen who, in desiring to better their own condition, had no desire to pull down the fabric of society about the ears of their fellow-citizens. There is, nevertheless, a danger, which it would be folly to ignore, in the recent revival of internationalism on a new and practical basis. This movement, originated in London nearly twenty years ago, and it is in London that it has had its latest development—a development which recognizes the solidarity of organized labour all over the world. The first fruit of this recognition has been the help afforded to the Australian strikers—help prompted in part by gratitude on the part of the dockmen, but which is essentially the enforcement of the new principle. The unanimous adoption at the Brussels Congress of the principle of a general strike is a clear following up of the same line of policy. No date has been fixed for giving effect to the resolution, but that such a menace should be openly aimed at every branch of industry, reveals a situation the gravity of which can hardly be over-estimated.

It is a noteworthy coincidence that just as Mr. Webster, the immigration agent, who had gone to South Dakota to inquire into the circumstances of the Canadians settled in that State who had suffered from disastrous crop failures, was presenting his report to the Government, a fresh deputation of British farmers should have arrived in the North-West. Mr. Loundsbury, formerly of Elgin, Ont., but who had for some years been residing in Dakota, was selected by Mr. Webster to make a tour in Manitoba and the Territories with a view to comparing the land there with that of the States south of the boundary line. He expressed much surprise at the contrast, and has taken samples of the cereals of Western Canada to show the farmers of Dakota. Messrs. Wood, Simmons, Pitt and Stevenson, the British delegates, cannot but be impressed with this movement for the repatriation of Canadians who had left their own country to better themselves and are now glad to avail themselves of the chance of returning and taking up land in our own North-West. The previous delegations were fruitful in disseminating correct views as to the soil, climate, resources and institutions of our prairie region, and we have no doubt that the gentlemen who have lately begun their tour of inquiry will carry home a mass of fresh information as to the capabilities of Canada for settlement. The extension of railroad communication during the last five years has made every portion of the North-West accessible to the tourist, so that Mr. Wood and his colleagues will have much better opportunities of forming a judgment as to the country's extent and resources than any of their predecessors were favoured with.

The Chicago *Times* some weeks ago published an enthusiastic account of British Columbia, contributed by a young English barrister who had interested in some of the provincial mines. This gentleman, Mr. Charles Baring, was astonished and delighted at the various signs of natural wealth that he met in the course of his journey. The forests, with their variety of precious woods, the diversity of minerals, the delightful climate, all won his admiration. He was surprised to find cities like Victoria and Vancouver, and the rapid growth of the latter was a marvel to him. The presence in British Columbia of Prof. Bryce, M.P., has offered a still more noteworthy opportunity of making known in the Mother Country the grand economic features of the Western Province. The distinguished author and traveller was greeted on both the island and mainland with a fervour of welcome in accordance with his high deserts, and his visit is sure to bear good fruit in many ways. It is gratifying to see that the celebrities of Great Britain who some years ago were too much inclined to pass us by and to devote their attention almost wholly to our neighbours, have of late been attracted to Canada, whose people, resources, scenery and institutions have been the theme of several remarkable studies in the English press.