

# The Dominion Illustrated.

\$4.00 PER ANNUM IN ADVANCE.

G. E. DESBARATS & SON, Publishers,  
73 St. James Street, Montreal.

GEORGE E. MACRAE, WESTERN AGENT,  
36 King Street East, Toronto.

J. H. BROWNLEE, BRANDON,  
Agent for Manitoba and the North West Provinces.

London (England) Agencies:

JOHN HADDON & CO.,  
3 & 4 Bouverie Street, Fleet Street, E.C.  
SOLE AGENTS IN THE UNITED KINGDOM.

8th JUNE, 1889.

## PUBLISHERS' NOTICE.

In our next number, (being No. 50, of 15th June) we will give the following illustrations of the Queen's Birthday Celebration:—

### SCENES AT THE REVIEW:

- The Reviewing Staff on Fletcher's Field.
- The Montreal Field Battery.
- The Royal Scots marching past.
- The Governor-General's Footguards on Park Ave.
- The Montreal Troop of Cavalry.
- General View on the Field.

### SCENES ON ST. HELEN'S ISLAND:

- The Queen's Own Camp.
- The Queen's Own Reception.
- The Lunch.
- The Queen's Own assembled for Church Parade on Sunday.
- The Queen's Own Bugle and Drum Corps.

The 8th Royal Rifles on the Plains of Abraham, Quebec.

Presentation of Colours to the 54th Battalion, at Richmond, P. Q.

Portrait of Lord Aylmer, commanding the 54th.

Portrait of the late Sergeant Waliek.

The latter we did not obtain in time for publication in connection with the illustrations of the Quebec disaster. The demand for the number containing Major Short's portraits and the eloquent though silent pictures of the ruins has been unprecedented, and our large edition was soon exhausted. Every one will want to have a portrait of this other hero, Sergeant Waliek, and this feature added to the attractions of the Queen's Birthday illustrations above enumerated will doubtless create a very large demand for No. 50. Dealers will do well to order supplies in advance, so as not to be disappointed. We have been obliged to refuse orders for several hundred copies of No. 48.

## CANADIAN ART IN EUROPE.

The success of a young Canadian artist in France is worthy of record. Miss M. A. Bell, daughter of Mr. Andrew Bell, of Almonte, Ont., has achieved the honour of having a large picture hung in the Paris Salon. The subject is a domestic scene in the interior of Brittany, on a canvas of five feet by four. It has been highly praised by eminent French critics, who pronounce that "Miss Bell will arrive at the rank of a master." The winter works of the best French artists are exhibited at the Paris Salon. Many meritorious works are annually rejected, and the young painter who gains a place achieves a high distinction. Canadians have reason to be gratified at the success of this young lady, who is Canadian by several generations of descent, having a liberal share of good old United Empire Loyalist blood in her veins.



Those who delight in contrasts will find an ample fund of pleasure, not unmixed with profit, in comparing the St. John of to-day with the desolated city of that name of twelve years ago. "How does the city sit solitary!" Many and many a sermon was preached in the season of sorrow from that and kindred texts. The chief solace was the helpful sympathy of the other cities and towns of the Dominion, every one of which did its share in relieving the distress, in encouraging and sustaining the sufferers. The people of St. John showed themselves worthy of the assistance that came to them in their hour of need. In twelve years they have built up a new city fairer and richer than its predecessor. And now they are promoting it, by a wise and timely policy, from the seventh to the fourth rank in the list of Canadian centres of commerce and industry. Its area is now 7810 acres; its population, about 48,000; its wards are thirteen, instead of nine; the new ones—those of Portland—taking the names of Lorne, Lansdowne, Dufferin, Victoria and Stanley, instead of the obsolete numbering; and administrative changes have been made which are, it is hoped, on the side of economy and good government. One police force and one fire department will secure the new city from disturbance and from conflagration. When the new Council has been elected and sworn in, a Board of Public Safety will have supervision over both these departments. The harbour, streets, public buildings and water works will be in charge of another department, while that of finance, with the chamberlain as permanent officer, will look after all civic expenditures. At the same time several minor offices have been abolished. The new dispensation is generally considered satisfactory, and we sincerely hope that, in the stage of its existence on which St. John and Portland have entered, they will have a full measure of progress and prosperity.

Some of the criticisms of the Queen's Birthday review on Fletcher's Field have been deprecated as more severe than the occasion warranted. It is never pleasant to be found fault with, and military critics are, perhaps, too much inclined to pose as martinets when they are treating of volunteer field days. It should be borne in mind that the opportunities allotted to our citizen soldiers of perfecting themselves in soldierly requirements are at best but scanty compared with the ordeal through which they have to pass. Mere censoriousness ought, therefore, to be avoided, and, where a word of encouragement can be conscientiously given, it is a patriotic duty not to withhold it. On the whole, we do not think that the praise accorded to those who participated in the evolutions of the 24th ult. was meagre. In some instances it was lavish. The quota of our little regular army that was present was highly commended, and due credit was given to the officers in command. The visiting battalions were, in the main, generously dealt with. Where details were discussed, fault was sometimes found with that carelessness which comes of overconfidence, and if one or two critics allowed a harsh word to creep now and then into their comments we would be sorry to suspect them of any deliberate intention of wounding susceptibilities. Perhaps volunteers are too prone to take offence at any criticism that is not laudatory. The indication of

defects that detract from the merits of a battalion or company—whether they be due to inadvertence, to laxness of discipline, or to negligent habits—ought, if called for and kindly meant, to be accepted as wholesome counsel. Taken in that spirit, criticism would be fruitful of good. If unfair, or ill-judged, it is pretty sure to redound to the confusion of the author.

Every now and then, when some railway smash is accompanied by a holocaust of human victims, there is an outcry against the car stove as the source of danger. But accidents are, of course, exceptional features of railway travel, and the number of persons who meet their death on the train is but a small proportion of those who fall victims to all kinds of casualties. Sir E. W. Watkin, indeed, insists that eating is a more perilous proceeding than railway travelling, as the number of persons choked while trying to swallow their food is larger than that of the fatalities by railway mishaps. The world's business is too urgent, at any rate, to allow of any pause in the constant whirl, and the cars are as crowded after as before a great disaster. It is for that very reason that railway travel should be made as safe as it is possible to make it. Nor should either the administrators of our great lines or the interested public wait till some fresh soul-harrowing scene of agony and death—agony to which death is the only relief, though the victims may be in the prime of life and strength—to agitate anew for some safeguard to be devised and applied. At least, the subject ought not to be dropped till it has been proved that greater security than that which exists under the car stove dispensation is not attainable. For many reasons the present is a good time to direct attention to the subject. Let it be known that the inventor of a substitute for the car stove in winter or of a method for protection against fire after accidents at all seasons will be suitably rewarded, and ere long we shall be sure to hear of some suggested improvement on the arrangements now in vogue. One thing, it is clear, may even now be provided for—a supply, constantly within reach of any point on a line, of such appliances as may help to disengage the entrapped victims of a smash-up from the debris that holds them in its deadly vice. This, at least, can be done by the management of every railroad.

It is pleasant to learn from so many different quarters that Canada is every summer becoming more and more a favourite resort for health and pleasure, for sport and intelligent curiosity. This increased interest in the natural beauty and grandeur and historic scenes of the Dominion is to be ascribed to a variety of causes. The opening up of new lines of railway is, of course, one great incentive. The Canadian Pacific revealed a new world and offered itself as guide to its unknown regions. With the older and newer lines we have now a network of communication branching off into almost every corner of Canada that is worth visiting for its scenery, its facilities for sport, its associations with a romantic past, or for the advantages that it offers to the colonist or the capitalist. It has been one of the chief aims of the DOMINION ILLUSTRATED, as its name implies, to show the public the natural features of the vast new Northland which recent explorations and enterprise have thus disclosed to us. We rejoice to think that our efforts in this direction have not been wholly unappreciated by our readers. Of many and manifold expressions of sympathy with our aims we make grateful ac-