

OCEAN STEAMERS DUE AT CANADIAN PORTS.

"Circassian." (Allan). Quebec, from Liverpool, about June 16th.
 "Thames." (Temperley.) " " London. " " 20th.

OUR NEXT NUMBER

will be in great measure devoted to the illustration of

THE FUNERAL OF SIR GEO. E. CARTIER

in Montreal.

SPECIAL NOTICE.

Every subscriber served by mail will remark on the wrapper after his name figures indicating the month and year to which he is marked paid on our books. Thus, 7-73 means paid to 1st July, '73. 9-72 means that the subscriber has paid to 1st Sept., '72, and consequently owes us the current year's subscription, to Sept., '73. Subscribers owing current year, or arrears, will please remit at once. Subscriptions being henceforth strictly in advance, parties marked paid to some future date will please remit the next year's subscription before the date indicated on their wrapper.

NOTICE TO CORRESPONDENTS.

Letters on business matters should be addressed to the Business Manager.

Communications intended for the Editor should be addressed to The Editor of the *Canadian Illustrated News*, and marked "Communication."

Rejected contributions are not returned unless stamps for return postage have been forwarded.

CANADIAN ILLUSTRATED NEWS.

MONTREAL, SATURDAY, JUNE 14, 1873.

A CORRESPONDENT has forwarded us a paper on the prevention of railway accidents, accompanied by extracts on the same subject which have already appeared in other journals in Canada. Owing to the length of these extracts in comparison with the limited space at our disposal, we must content ourselves with giving a brief digest of the suggestions made, which are well worthy of consideration by all who are in any way interested in the building and working of railways. The first point is a good one. Speaking of the responsibility which attaches to a company in the case of an accident for the acts of its employees, he remarks that the question to be chiefly dwelt upon is not that of blame so much as of prevention.

"The question of prevention," he says, "is a distinct one from that of blame—and for this reason it seems to me that our whole railway system is conspicuously wrong and defective. If you come to the responsibility of a just distribution of blame—and the public service certainly demands that the fullest enquiry should always be made into the facts—you will probably find that, outside of such enquiry, a great part of the responsibility is morally, though not legally, shared by a great many harmless citizens, who are answerable for the use of the facilities that heaven has blessed them with. Not that I mean to say the company is not primarily responsible, but it is so because there is literally no one in Canada who will assume to look after them. The engineers, who are of course the most competent body, are in the pay of the companies, or hoping to be so." In this dilemma our correspondent proposes, as a last resource, what has been suggested many times already, that the railways should pass under Government control. Were this the case he thinks that we should then see that there was some responsibility somewhere, and that the safety of the lives and properties of passengers would be very much better looked after than at present. It is not our intention to discuss this question, as it has been thoroughly ventilated of late; and, moreover, we are of the opinion that the country is at present by no means prepared for such a change. Our correspondent next goes on to consider the most practical methods for the prevention of railway accidents, and more especially of so-called embankment horrors. "Safety from these," he insists, "will never be secured until you get parapets on all embankments. You start at the thought of the expense, but please remember in the first instance, that embankments form but a small percentage of the mileage upon any of our large lines; second, that timber is very cheap in this country; third, that these low wooden walls would require but very little repairs; and lastly, that the annual saving in a mere money estimate would be an excellent interest on the outlay. Our forefathers considered this security necessary for ordinary bridges, and for dangerous sections of the old highways; but then those worthy fellows took time to their thinking, and laid the public safety deeply to heart, whilst we have long ceased to do so."

Such a simple suggestion as is this is well deserving of consideration. It must, however, be borne in mind that an embankment, though it may be and frequently is the cause of intensifying an accident, is seldom or never the proximate cause of a railway catastrophe. As the writer remarks, "Parapets will create a comparative immunity from danger, but we want also solid and continuous bearings for the rails,

such as the street railways possess. The engine and cars will then be more likely to hold the track." Furthermore, we must have close and continuous examination of the track as well as of the rolling stock, only steady and reliable officials must be employed, and over-work—that fruitful source of accidents—must cease to be allowed on our roads.

ONLY a week or two ago we referred to the difficulty which existed at American military headquarters, as to the ultimate destination of the Modoc captives. The advice given at the time by the *New York Herald* was all that could be desired, and it is deeply to be regretted that the rash act of a few unlicensed executioners should have put it out of the power of the authorities to signalize their administration by an act, if not of signal clemency, at least of even-handed justice. The details of the massacre of the Modoc prisoners appear to be briefly thus. Some seventeen Modocs, including women and children, were travelling under an escort of only twelve men, from the scene of the warfare southwards, when they were attacked by a party of ruffians who massacred several of them without mercy, despite their entreaties and the protestations of the members of the escort. Had not the ruffians been alarmed by the approach of some troops nothing could have prevented them from completing their bloody work. It is supposed that the murderers were a party of Oregon volunteers, and it may well be imagined that for years to come Oregon will suffer for the atrocious deed. The result of the butchery may indeed be something frightful to contemplate. So long as such treachery goes unpunished, there can be no hope of quietness in the United States Indian Reserves, and proof enough has already been given of the terrible manner in which the tribes nurse their revenge, and how when the occasion offers, they indulge in retaliation. This very Modoc war which only a day or two since, was to all appearances at an end—but which now will doubtless be rekindled with fresh animosity—was an example of this. Captain Jack had himself suffered at the hands of the whites, and of the manner which he took to revenge himself we have heard enough during the last few months. The experience has been cruel enough to have taught the Oregonians a lesson, of which however they have taken no heed, and a day of reckoning may come when they will bitterly regret their carelessness. The strangest part of the story is that no steps have been taken for the apprehension of the murderers. To say the least the whole affair wears a very suspicious look. The captives were placed in the charge of a weak and poorly-armed escort incapable of protecting their charges or themselves in case of attack, for this the authorities are indubitably deserving of censure, while the fact of the escape of the perpetrators of the butchery and the apathy of those whose business it should have been to bring them to trial is totally inexplicable. Until the murderers are made to answer for their treachery and unwarrantable cruelty, the odium of the affair must rest with the United States authorities.

OBSEQUIES OF SIR GEORGE E. CARTIER.

THE FUNERAL SERVICE IN LONDON.

The *London Standard* gives the following account of the obsequies in London of the late Sir George E. Cartier—
 "The death of this distinguished Canadian statesman, which we announced a few days ago, has caused deep regret among the Canadian residents in London. The respect in which he was held was testified by the large number of Canadians and others who assembled yesterday in the little French chapel, King street, Portman Square, on the occasion of the services for the dead which were there performed. Since his death the body, which had been embalmed by Mr. Garstin, had been laid out in the chapel ardente, Baker street, where it had been visited by large numbers of the deceased's friends. On Monday the body was conveyed to the chapel, that the customary funeral services might be celebrated. The little place of worship was hung with black cloth, bespangled with stars, from ceiling to pews, except at those places where a number of venerable and much-faded oil paintings on sacred subjects looked forth from the walls, telling us how Roman Catholics still cling to artistic adornment. Above the altar, on the sable background, was an immense Latin cross of white satin, and in front of the altar, and also on the pulpit, were small Maltese crosses of the same fabric. The coffin, which was deposited in front of the altar rails, stood on a bier, and was covered with a rich mortcloth of black velvet, having a broad border of lavender coloured moire antique, with a mixed bullion fringe of alternate colours. On the border was the inscription taken from the Creed "*Exspeco resurrectionem moriuorum et vitam venturi seculi. Amen.*" On each side of the coffin stood four large lighted candles in silver candlesticks, and on the bier lay wreaths of *immortelles*, which kind hands had placed there as tributes of affection, grief, and hope beyond. They bore the touching inscriptions, worked in blossoms, "*A non mari*," and "*A non pere*"; and one was inscribed "*to my master and friend.*" The deceased's hat and sword were laid on the mortcloth; and on the lid of the coffin was the inscription, surmounted by a large brass Latin cross, "*Sir George Etienne Cartier, Bart., Minister of Militia and Defence of Canada, died 29th May, 1873, aged 59 years, R. I. P.*" When the little chapel had been well filled a side door opened and a procession, consisting of the officiating priest, Rev. Louis Tournel, and three or four boys, marched through the chapel, and the members of it took up their various positions within the altar rails. The ordinary service was then gone through, consisting of requiem mass, the music chosen being the Gregorian. After mass, M. Tournel, to the solemn sound of the "*Dead March*" in *Soud*, retired from the chapel, in which many of the visitors lingered, some of them in a kneeling posture and engaged in prayer. Miss Cartier and Miss Hortense Cartier, the daughters of the deceased

statesman, were present, but Lady Cartier was too ill to attend. Among the Canadian residents, and the friends of the deceased present, were General Macdougall and lady; Lord Lisgar, ex-Governor General of Canada; Sir Hugh Allan; Archdeacon McLean, of Manitoba; Sir John and Lady Rose; M. F. Gautier, ex-French consul at Quebec, and Madeline Gautier; Colonel Pope, ex-town major of Quebec; Mr. J. Ross Robertson, of the *Toronto Globe*; Mr. Macadam, of Quebec; Mr. and Mrs. Joseph Nelson; Mrs. Cuivillier; Mr. H. Burkholder, Hamilton; Mr. T. C. Livingstone, Hamilton; Mr. H. S. Robertson, Toronto; Mr. John Priestman, Toronto; Sir Henry Havelock, &c. The remains are to be conveyed to Liverpool to-night, and are to leave for interment in Canada by the steamer of to-morrow.

The body lies in the coffin on a pedestal, covered with a heavy silver-fringed pall, and surrounded by lights, as is customary in the Roman Catholic Church. The body is contained in a heavy leaden coffin, which will be made perfectly air tight, and a second shell of polished elm with bronze mountings finely finished off. On the centre of the half-opened leaden coffin lies the court hat and sword of the deceased Canadian. At the head of the coffin is a massive ivory crucifix with other silver ornamentations. The process of embalming has admirably preserved the features of the dead baronet, although the insertion of a tooth in the upper jaw since death has not tended to give the face as life-like a look as before.

THE ARRANGEMENTS IN QUEBEC.

The body of the deceased statesman arrived in Quebec, by the Allan steamship "*Prussian*," on Saturday last, and was conveyed to the cathedral where a solemn service was held, after which the body was conveyed by the Government steamer "*Druid*" to Three Rivers and Montreal.

During the whole of Saturday preparations for the reception of the body, were going on on the "*Druid*." On the after-deck a chapel was erected containing the catafalque and altar, draped in black and silver, length twenty-two feet, breadth twelve feet. By 9 p. m., Sunday, everything was ready. At 11:30 p. m., the "*Druid*" dropped down the river. On board were Hon. Mr. Robitaille, Mr. Gregory, of the Marine and Fisheries Department, and the Executors. Off the lower end of the Island of Orleans, the "*Prussian*" was sighted and the "*Druid*" turned up stream and arrived opposite the city about 1:45 a. m. She ran up alongside the "*Prussian*" in the middle of the river to take the remains on board. The body, which was enclosed in a polished elm coffin, with steel handles and packing case, was lowered from the main boom of the "*Prussian*" and at once placed on the catafalque. Two priests were in attendance, who remained all night with the remains. The chapel was brilliantly lit up, but no ceremony beyond a few short prayers took place. At seven next morning, mass was said in the chapel on board by Grand Vicar Langens. During the day, over five thousand persons visited the "*Druid*."

At 5:20 p. m. the procession left the steamer for the Cathedral. It was made up of all the civil and military authorities of the city, who formed in the prescribed order, on Champ de Market Square, near the wharf. The pall-bearers, ten in number, were His Worship the Mayor, P. Garneau, Esq., M.P.P., the Hon. P. J. O. Chauveau, Speaker of the Senate, Hon. G. Oimet, Premier, the Hon. Sir N. F. B. Deane, the Hon. Justice Taschereau, and Hon. Justice Stuart, the Hon. T. McGeary, M.P., M.L.C., the Hon. Isidore Thibault, of the M.L.A., R. Dobell, Esq., President of the Board of Trade, and G. O. Stuart, Esq., Q.C.

The rest of the procession was in the following order, viz—
 The Provincial Police.
 The Professors and Pupils of the Christian Brothers' School.
 The Pupils of the Quebec Seminary.
 The Clergy.
 The Military Bands.
 The Coffin.
 (Escorted by a Guard of Honour.)
 The Members of the Family of the Deceased.
 The Governor-General or his Representative.
 The Lieut.-Governor, or his Representative.
 The Members of the Federal Cabinet.
 The Members of the Clergy of the different Denominations.
 The President of the Senate.
 The Chief Justices.
 The Members of the Council of State not forming part of the Cabinet.
 The Military Commandant of the Dominion.
 The Members of the Senate.
 The Puisne Judges of the Court of Queen's Bench and of the Superior Court.
 The Judge of the Admiralty Court.
 The Members of the House of Commons.
 The Members of the Executive Council of the Province of Quebec.
 The President of the Legislative Council.
 The Members of the Legislative Council.
 The President of the Legislative Assembly.
 The Members of the Legislative Assembly.
 The Foreign Consuls.
 The Judges of the Sessions.
 The Recorder accompanied by the Officers of the various Courts.
 The Rector and Professors of the Laval University.
 The Rector and Professors of the Morrin College and High School.
 The Principal and Professors of the Normal School.
 The Military Staff and Officers of Militia.
 His Honour the Mayor and the Members of the City Corporation.
 The President and Officers of the Board of Trade.
 The Magistrates.
 The Bar.
 The Members of the Medical Profession.
 The Members of the Notarial Profession.
 The Wardens of the Church of Notre Dame.
 The Literary and Historical Society of Quebec.
 The Canadian Institute.
 The St. Patrick's Institute.
 The St. Jean Baptiste Society.
 The other National Societies.
 The Musical Union Society.
 The Pupils of the Laval University.
 The Pupils of Morrin College and of the High School.
 The Pupils of the Normal School.
 Majors Turnbull, Amyot and Roy acted as marshals of the procession.