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GENERAL NOTES.

Still another suggestion with regard to the Exhibition, which is that the Q., M., O. & O. R. R. should run a track from the grounds down to Sherbrooke street in the vicinity of Bleury. This would save pedestrians an immense amount of trouble and expense, and could be effected by the railroad at a small outlay, as there are no buildings in the way, nor would the grading be difficult—it might be somewhat cheaper to build it on trestles. It would not be a bad idea to erect a permanent passenger station here, as it is quite a journey for residents of the West End to go to the Mile End or Hochelaga depots. Apart from this latter suggestion, it is very important that the means of access to the Exhibition should be made as easy and inexpensive as possible. Is not this Committee business being overdone? It surely is, if every member is at all active, as it will be a case of too many cooks spoiling the broth. The sole remaining private citizen who is not on a single committee will, it is stated authoritatively, occupy a prominent place in the Exhibition, and will be an object of curiosity.

The only feasible plan of colonizing the Province of Quebec with desirable settlers is to do as a land company in Tennessee is doing, which has purchased a tract of 50,000 acres in East Tennessee, and is about to erect buildings to accommodate immigrants. A survey has been made for a town, and town lots are for sale, "also small farms for fruit growing and large farms for agriculture. The former will be confined to between forty and fifty acres." It is necessary that immigrants should be assured of homes before leaving, and the plan of providing them with homes in this way is a philanthropic one, and should be carried out by companies or governments who are not desirous of fleecing the immigrants. When these companies start with the sole idea of securing as large a profit as possible, the immigrant invariably suffers to the degree that his ignorance permits of his being cheated. Mr. Thomas Hughes, author of "Tom Brown," is the English chairman of the Tennessee Land Company, and was to sail from England on the 12th August for America, in order to supervise the further organization of the company, and it is a happy circumstance that a gentleman of such undoubted probity and ability is devoting himself to the charitable task of aiding his unfortunate or overworked fellow-countrymen. "The Chapeau Government is acting very wisely in making special efforts at directing a stream of English immigration into the Eastern Townships. It was charged a few years ago that the Quebec Government, backed by influential classes in that Province, were doing their utmost to substitute Catholic French settlers for English Protestant speaking people in these Townships. Probably the charge was ill-founded. But, however that may be, the Protestant population of the Townships has not been increasing as it has been desirable it should. It is creditable to the Chapeau Government that it seems to improve on this state of things. It has set apart one hundred thousand acres for settlement by English immigrants in the Eastern Townships region; and it has commissioned an Englishman with popular powers of oratory to go to England to stimulate emigration. The moment is timely for an effort of this sort. The reports of the British tenant farmer delegates respecting the capabilities of the

Eastern Townships country are in the main favourable. It is one of the very best grain districts in Canada, and has good markets at hand and good railway facilities."

It is reported that the Montreal Telegraph Company have sold their telephone interests, and that the Bell Telephone Company intend paying the City and District Company \$25,000 cash, and the Montreal Telegraph Company \$25,000 cash and \$25,000 in stock to give up their telephone interests.

A contributor sends us the following:—

"As there is nothing like exactness in statistics, perhaps Dr. Larocque, the able Civic Health Officer and colleague of Dr. Carpenter in the former 'Sanitary Association,' will furnish us with the exact number of deaths in the last civic year, for every association in the city that undertakes the care of young children, that is to say, the deaths of young children under one year, and also of children under five years. Such returns used to be furnished for the Grey Nunnery Foundling Hospital a few years since. We desire to say nothing invidious of the Grey Nuns and their efforts, but it is no secret, because they have never for a moment made a secret of it, that the children are given out from that establishment on a system of baby farming to women in the surrounding country, who are described by the nuns themselves as ignorant and unfit for the duty of caring for the wants of young children—and this is done on the insufficient plea of poverty. Where we differ from those ladies, is probably in the estimate we are in the habit of putting upon the human life of an infant, as of every other citizen of the Dominion, which we wish not to see made the subject either of mere sentiment or of joking, as is rather too commonly the case. They, the ladies, look to the interests of the soul. So do we, according to our light, but we do not allow our treatment to conflict with the claims of the body, so far as knowledge will suffice, which, without disrespect to our devotee fellow-citizens, we are afraid with their distinctive views, they scarcely claim, either mentally or in practice. In some Protestant institutions for maternity-needs, enquiry should also be made into the consequences of wrenching the young child from its mother immediately after birth, for the crime of illegitimacy, for which the poor infant is not responsible. The State has a duty in such cases, and if there be no element less exalted to initiate a better system, a petition to the Crown, in the person of its Canadian Representative, will prove whether or not that it is still a substantial and effective power in our affairs. Certainly, healthy-minded Canadians, of whatever creed, should not shrink from their plain duty on this question."

Steamboat accidents are quite frequent now in New York harbour—so frequent that no one is astonished. The last one was the result of running on a rock, and we can hardly blame the owners; but surely the pilots were culpable. With reference to these, we would ask why it is that so little attention has been paid to the recent narrow escapes of the "Spartan" and "Beauharnois." The "Spartan" touched a rock near the Lachine Rapids, but luckily escaped without damage. The reason for this touching should be explained, as it is absolutely necessary to know why it did occur. We understand that an Indian pilot is, as a rule, taken on the mail boat opposite Lachine, and we should like to know whether this was done on this occasion, and if so, why it happened when he was at the wheel. Is it not time that the regular pilots knew the channel as well as any Indian, and is the taking on of the latter only done as an advertisement? Regarding the "Beauharnois," it was stated that one of the bearings had become so heated as to necessitate the pouring-on of water to cool it—indeed, it was feared at one time that the machinery would have to be stopped. If this had been done, it would have resulted in the loss of many lives, as the steamer was just entering the rapids. It is simply through negligence that a bearing should be allowed by the engineer to become heated; the application of oil in the requisite quantity at the proper time would have avoided this—and it shows a grave dereliction of