

CORRESPONDENCE.

MONTREAL AND HER RAILWAYS. WOOD AND WATER.

To the Editor of the "CANADIAN ILLUSTRATED NEWS."

SIR.—The offer of the Northern Colonization Railway Company to bring in to Montreal a constant flow of pure water for the supply of the city, from the river at St. Jerome, a distance of 30 miles, thus giving, from the natural elevation of the country, an effective head of 300 feet above the city, sufficient for the highest service pipes of the water-works, and saving all the expense, risk, and annoyance of the pumping apparatus at present in use, is one that we would think should, by no means, be despised or neglected. Large navigable rivers, such as the Ottawa, which have other cities upon their upper banks, are, as sewerage is at present managed, very unsuitable sources for the supply of drinking water to the cities lower down the stream, even with the aid of any ordinary filtering apparatus—while we know almost all the filtration in present use to be exceedingly imperfect, and to have little effect upon chymical admixtures. Water that is much discoloured may sometimes be rendered bright by means of a good ordinary filter, but whether all the deleterious principles are taken out of it, is a question that it will require the tests of the chemist to give a satisfactory answer to; and I may say by the way that that most useful functionary should be much more constantly employed than he now is about our food and drink, and the various circumstances and admixtures which affect their quality. A city that has no public analytical chemist is certainly not *in advance* of the times. Now, without wishing to give your readers in Montreal unnecessary pain, I will merely direct their attention to an article which appeared in the *Ottawa Times* of the 1st March, and which will be found in the reading-rooms, to enable them to gather a better knowledge of the nature of the fluid they have in daily use in their households for drinking and culinary purposes. I purposely avoid making a more particular reference to this important subject at present. The wise will look into the matter for themselves. If a railway—this particular railway—will provide the city with pure upland water, as no doubt it may be made to do, one can only entreat the citizens not to turn away hastily from so good an offer—and so much for one branch of this question of the usefulness of a Northern railway. Its great household advantages are, however, very far from being exhausted. Mr. Legge tells us with the greatest verisimilitude that the sum of \$300,000 may be saved annually in firewood, by building and working this new through line, whilst the stock subscription, participating in profits, which has been asked for, is but a million. Such facts are enough to confound us all at the thought of our own dullness. We must have studied our arithmetic to but little purpose at school if we cannot master this simple sum. Letting alone the water supply, our Montreal friends have had this wood question perpetually brought before their notice for, say 20 years past, by the leading journals. It has always been evident to a thinking journalist that there was an abundant supply of wood to the north of the city, and, from its position, competent to reduce the winter prices for fuel to a low figure, if Montreal could but be induced to arouse herself, and make for once a united effort to have it brought in. Making abatement for the increase of the city, and so multiplying only \$200,000 by the 20 years, during which the subject has been agitated, we find as the result of the deferred action of the citizens, a dead loss to themselves and their families of four millions of dollars for that period alone! Against this vast sum we have nothing to inscribe but the simple sad word—*ΑΡΑΘΥ*. Really it is a wonder in the midst of so much indifference that the journalists referred to have not become sadly disheartened or very conceited. Railway proprietors they could not make of themselves, for that requires means. The first energies of emerging civilization are devoted to a due supply of wood and water for household use, and we can only conclude that it is when a community becomes overcharged with knowledge and refinement that such things are neglected. Then come Tichborne cases, and nonsense of many kinds, interfering with the habit of consensic thought on common, as well as on higher matters. So, as we shake off the clouds that have enveloped us, we may begin to remember that it is a pleasant thing to have pure water and good fires, and to have them at a moderate cost. But do not let us suppose that the benefits to accrue from the Northern Colonization Railway are here exhausted. The great Canadian Pacific Through Route is necessary to our existence as a Dominion—should be the grand bond of the future between the mother country and her gigantic child on these western shores. See what the Secretary for the Colonies has just said about this. It will be the great instrument, when completed, of pouring wealth into every one of our eastern and lake ports—the wealth of the Indies, and of China and Japan; and the Northern Colonization Railway, as its Montreal Branch and section, will be the channel for these advantages, as well as for connection with Manitoba and British Columbia. Truly at the present time we are not wrong in saying "our politics are railways." There is no need to assume that it will always be so, but that does not make it the less an essential, unavoidable incident of the times we live in. Let us be faithful to the needs of the time and of our posterity. From the now acknowledged value of our spare lands, the money burden to be apprehended has become wonderfully lightened, and it will also very properly be spread over a long term of years. The Americans are devoting themselves heart and soul to their Northern Pacific line. Whatever may be their faults as a people, they understand the conditions of progress. Railways,

by the needs of their construction, are inextricably bound up with the question of our future immigration, and our future cities and settlements. We need not despise missions and agencies and over-crowded lands, but it is the principle of attraction, after all, that must secure a population for us—the fact being made evident to all that the immigrant will be better cared for, and more comfortably and securely settled here than in other parts of the world—that his life will be protected in his work, and his hours made peaceful in his intervals of rest. If we wish to be prosperous as a people, we must protect the working classes. There is no blinking this plain proposition. Railways will be one chief means to this great end. Through them we shall be enabled to bring work-people and their families to their destination, to organize and develop new Provinces, with their Governments and churches, which, when organized and developed, will, by the blessing of Providence, be bound up together in a bond of fertility and wealth and social happiness, extending from the Atlantic to the Pacific Ocean, and so, in many new and unthought-of aspects, be privileged to present a good and striking example before the eyes of a too somnolent and also too irritable world.

Yours, &c.,

X.

THE THANKSGIVING DAY.

(From the *Illustrated London News*, March 2.)

The Queen of Great Britain and Ireland, on Tuesday last, went to St. Paul's Cathedral, in the city of London, with her son the Prince of Wales, to give public thanks to God for his recovery from the illness which had well-nigh cost his life.

The procession started from Buckingham Palace at five minutes past twelve o'clock. It was led by the carriage of the Speaker, the Lord Chancellor, and the Commander-in-Chief, and was composed by nine Royal carriages, the eighth drawn by four, and the ninth by six horses. The last two were open carriages. The first seven carriages (which were closed) were filled with ladies and gentlemen of the court; but the eighth conveyed their Royal Highnesses the Duke of Edinburgh, Prince Arthur, Prince Leopold, and Prince George of Wales; while the last carriage was occupied by her Majesty the Queen, their Royal Highnesses the Prince and Princess of Wales, with their eldest child, Prince Albert Victor of Wales, and Princess Beatrice. The Marquis of Ailesbury, Master of the Horse, was in the eighth carriage, attending the Princes. The only member of the Royal family present, not in the last two carriages, was the Duke of Cambridge, who sat in his own carriage, following those of the Speaker of the House of Commons and the Lord Chancellor. There was a guard of honour of the Coldstream Guards, and sailors of H.M.S. "Excellent," at Buckingham Palace. Lord Charles Fitzroy, Equerry in Waiting, rode by her Majesty's carriage, and a field officer's escort of the Royal Horse Guards accompanied her Majesty, who proceeded through Stable-yard Gate to Pall Mall, Charing Cross, the Strand, Fleet Street, and Ludgate Hill to the great west entrance to St. Paul's Cathedral.

The streets along the whole route were lined with a dense throng of people, standing behind the barriers on each side-pavement; every shop, every window, upper and lower, every doorstep, portico, and balcony, and the roofs of many houses were occupied by eager spectators. Lofty and spacious stands, or covered galleries, in which several tiers of seats rose one above another, were erected at convenient places. There was one in the Mall, behind the wall of Marlborough House; one in Pall Mall, a platform filling the whole inclosed courtyard in front of the War Office; one in front of the Charing Cross Hotel, a superb pavilion, white and gold, lined with scarlet; one inside the railings of St. Mary's Church, in the Strand; another at St. Clement's Church; and an immense range of covered seats, erected by Messrs. Willing, on the site of the New Law Courts fronting the Strand, with another stand, belonging to the same contractors, just inside Temple Bar. The private boxes and temporary balconies, constructed in front of many houses, are too numerous for notice. The multitude and variety of the decorations, in which every householder might consult his own fancy, though combinations of design were frequently apparent, cannot here be described. The procession, as it went along the Strand and Fleet Street, passed under a canopy of standards, banners, streamers, and strings of flowers stretched across from house to house. In regular order along the street stood light Venetian masts, from whose summits countless pennons floated in the breeze, which bore in their centres either trophies of colours or miniature shields. On every side floral decorations, mottoes, and expressions of loyalty were in abundance.

The streets were kept by a strong force of police and military, the traffic of carriages being stopped, and the roadway being cleared also of foot-passengers not furnished with tickets of permission. Bands of school-children sang hymns as the procession went by. The people everywhere hailed the approach of the Royal party with hearty and enthusiastic cheering. All eyes were bent on the last carriage to see the Queen, the Prince, and the Princess of Wales. Her Majesty looked in good health, and she looked happy. So did the Princess. As for the Prince, he looked pale, but not thin, after his illness; he seemed, however, to be in good spirits, and kept taking off his hat to bow to the people who cheered him. The Queen wore a corded black silk dress, trimmed with miniver, and a jacket to match. Her Majesty also wore a black bonnet, with black and white feathers and white flowers. The Princess wore a dress of dark blue satin, with polonaise of blue velvet, trimmed with fur, and a bonnet of blue velvet, with feathers of the same colour. The Prince of Wales wore the uniform of a General officer, with the collars of the Orders of the Garter and the Bath. The Duke of Edinburgh wore his naval uniform; Prince Arthur wore that of the Rifle Brigade, and Prince Leopold wore the Highland costume.

At Temple Bar the Queen was met by the Lord Mayor, the Sheriffs, and a deputation from the Aldermen and Common Council of the city of London, all in their robes, mounted on horseback. They all alighted, and the Lord Mayor delivered to and received back from her Majesty the City sword, according to the usual custom. But, contrary to general expectation, the gates of Temple Bar were not closed against the Queen, so that it was unnecessary to present her with the keys, and the heralds omitted to sound a flourish. The Lord Mayor, Sheriffs, and deputation again mounted their white horses, and preceded her Majesty on horseback to St. Paul's, and on arriving there proceeded to take the several places reserved for them in the cathedral. The Lord Chancellor and

the Speaker likewise, on arriving at the west entrance, proceeded to their seats.

It was precisely at one o'clock that her Majesty, having passed up Ludgate Hill, arrived at the great west entrance of St. Paul's, and entered the cathedral through the pavilion, designed for use as a vestibule, erected upon the steps. The approach was by a covered way, the exterior being of crimson cloth, ornamented with such devices as the Royal arms and those of the Prince of Wales. Above was the inscription: "I was glad when they said unto me, We will go into the house of the Lord." At the top of the steps, which were covered with crimson carpet that contrasted very well with the internal drapery of the vestibule—magenta, relieved with vertical bands of white—the porch of the cathedral had been turned into retiring-rooms for the use of her Majesty and the Prince and Princess of Wales. That set apart for the Queen, on the right or south side, was lined with pink, over which fine muslin was disposed in a variety of patterns. The companion apartment was adorned with a rich blue wall decoration; and in both rooms were beautiful gilt furniture covered with crimson damask. Skylights in the roof of the retiring-rooms beyond the line of the porch threw a flood of light upon these charming apartments. Other rooms had been provided for the great officers of state, the Bishops, and the cathedral and civic authorities. The Queen was received at the cathedral by the Bishop of London and the Dean and Chapter of St. Paul's, and by the officers of her Majesty's household who were in waiting at St. Paul's, having come before her in the procession.

The vast interior of the grand cathedral church had been arranged to accommodate a congregation of 13,000 persons. The central space under the dome was allotted to those of highest rank, the Queen, with the Royal family, the House of Lords, the House of Commons, the Corps Diplomatique and distinguished foreigners, the Judges and dignitaries of the law, the Lords Lieutenant and Sheriffs of counties, and the representatives of the Universities and other learned bodies. The choir was reserved for the clergy, the screen between the choir and the dome being taken away, so that the congregation under the dome and in the nave could see as well as hear all the service in the choir. The place assigned to her Majesty and their Royal Highnesses was a sort of pew, covered with crimson and inclosed with a brass railing. It was raised two or three steps above a low platform which stood directly across the end of the nave, opening into the central space under the dome, immediately fronting the choir. There was a passage left to the right and left of the Royal pew, from the nave to the dome. In one corner of the central space, to the Queen's right hand, towards the south transept, were the seats of the Indian and foreign Princes, the Maharajah Dhuleep Singh and the Maharanee, the Japanese and the Egyptian Prince. In the corresponding angle, to the Queen's left, towards the north transept, were the foreign Ambassadors. The main floor of the dome space, reserving a broad open passage in front of the Queen to the choir, was divided between the two Houses of Parliament, the Lords to the right, the Commons to the left. The Lord Chancellor and the Speaker, in their robes, sat with the two Houses. Of the two farther corners, the one, or that towards the south transept, was occupied by the Judges, the other by the Lords Lieutenant and Sheriffs. The Lord Mayor and Corporation of London and the Metropolitan Board of Works had the north transept for themselves and their friends. The south transept was partitioned between the Universities and scientific bodies, the persons belonging to India and the colonies, and Nonconformist ministers. In the nave, behind the Queen's pew, were the officers of the Army, on the right-hand side of the long middle passage, and officers of the Navy on the left hand, with two compartments for the Mayors of provincial towns, near the west door. But against the walls, and between the pillars along the nave, and overhead, for a large space within the west door, rose tier above tier of wooden galleries, to which the general public were admitted by tickets. The seats and the fronts of the galleries were covered with crimson serge. The seats in the nave and under the dome were plain rush-bottomed chairs; but those for persons of superior distinction were gilt chairs, or cushioned with fine cloth or satin. People had begun to assemble there between eight and nine o'clock in the morning. The brilliant show of military and official uniforms, quaint Beefeaters' attire, rich and grave robes of state, gorgeous Eastern costumes, and ladies' dresses, with the black gowns or white surplices and academical scarfs of the clergy, who moved freely to and fro in the choir or under the dome, made a beautiful spectacle, the effect of which was enhanced by frequent gleams of bright sunshine through the southern windows, lighting up the medley of fine colours with admirable effect.

The Queen, with the Prince of Wales on her right and the Princess of Wales on her left hand, but taking the Prince's arm, walked up the nave, from the reception-rooms at the west door to the Royal pew, in a procession marshalled by the Lancaster and Somerset heralds, who led the way. It comprised the officers of the Lord Chamberlain's department, the equerries in attendance, the great officers of the Royal household, and those of the Prince's household, the Captains of the Royal Guard and Gentlemen-at-Arms, Garter King-at-Arms, and the other heralds, the Gold Stick and Silver Stick, the Master of the Horse, Lord Steward, Lord Chamberlain, and Vice-Chamberlain, who walked before the Queen. Behind her Majesty came the Duke of Edinburgh and Princess Beatrice, with the two boys, Prince Albert Victor and Prince George of Wales. Prince Arthur and Prince Leopold followed; then the Duke of Cambridge. The Mistress of the Robes, the Duchess of Sutherland, the Ladies of the Bedchamber, and the Chamberlain of her Royal Highness, brought up the rear of the procession.

The Queen was conducted by the Lord Chamberlain to her place in the Royal pew. She and the Prince and Princess, before taking their seats, bowed their heads a few moments in silent prayer. The sun was shining mildly and warmly in the church at that time. The Queen sat or stood during the service, with the Prince of Wales on her right hand; then, next to him, his first-born son, Prince Albert Victor; next to the boy was the Duke of Edinburgh; and then, further to the right, Prince Arthur. On the Queen's left was the Princess of Wales, with the Prince's younger son, little Prince George of Wales; then Princess Beatrice, Prince Leopold, and the Duke of Cambridge.

The service began with the "Te Deum," composed expressly for the occasion by Mr. Goss, and sung by a choir of 250 voices, selected from the best cathedral and chapel choirs in England. They were accompanied on the organ by Mr. Cooper, but the pedals were played separately by Mr. Willis, who built the new organ. Then followed a few responses