

OCEAN STEAMERS DUE AT CANADIAN PORTS.

"Neera," (Dominion), Quebec, from Liverpool, about July 6th.
 "Polynesian," (Allan), " " " " " 7th.
 "Minstrel," (Temperley), " " " " " 9th.
 "Hibernian," (Allan), Halifax, " " " " " Liverpool via St. John's,
 Newfoundland, about July 10th.

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.

POSTAGE ON THE "CANADIAN ILLUSTRATED NEWS."

Persons mailing copies of the Canadian Illustrated News to their friends in foreign parts will do well to take note of what is the proper postage payable thereon, inasmuch as papers addressed to Foreign Countries and British Colonies must, to secure their transmission, have their postage fully prepaid. If this is not done, they are not forwarded. The postage on newspapers to Foreign Countries in Europe is regulated by weight. They fall under what is termed, "Book Post" regulations, wherein the element of weight operates. This, as is generally understood, is not the case as respects the transmission of newspapers within the Dominion, to the United States, to Great Britain or other several Colonies. In these cases, no account is taken of the weight of newspapers forwarded through the mail. But, as already said, the case is different as respects papers for Foreign Countries of the existence of which distinction, however, the public generally do not seem to be fully aware, judging from the circumstance that newspapers are being constantly mailed insufficiently prepaid. Amongst such insufficiently paid papers, the Canadian Illustrated News is, we are informed, frequently found, our paper being a special favourite for transmission from Canada to places afar off.

The rates then on newspapers for Foreign Countries in Europe are, it should be remembered, based on a scale of weight beginning "not exceeding 2 oz."—from 2 to 4 oz.—"4 to 6 oz." and so on. Now a single copy of the Canadian Illustrated News exceeds 2 ounces, weighing, indeed, with its wrapper, nearly 3 oz. It thus becomes subject to two rates of postage when mailed for countries in Europe. The proper postage, to be prepaid by stamp, is therefore now given for the following

FOREIGN COUNTRIES:

Bavaria, Denmark, Frankfurt, Greece, Hanover, Hesse, Italy, Norway, Prussia, Russia, Spain, and Sweden,—all 16 cents.
 Belgium and Portugal,—12 cents,—and France, 8 cents.

BRITISH COLONIES, (VIA ENGLAND.)

Cape of Good Hope, 4 cents; Ceylon, 6 cents; India, 6 cents; Malta, 4 cents.

BRITISH COLONIES AND FOREIGN COUNTRIES, (VIA THE UNITED STATES.)

Australian Colonies, 4 cents; Bermuda, 4 cents; Brazil, 4 cents; Cuba, 4 cents; Hong Kong, 4 cents; Japan, 4 cents; West Indies, British, 6 cents.

CANADIAN ILLUSTRATED NEWS.

MONTREAL, SATURDAY, JULY 5, 1873.

It is to be hoped that in view of the appearance of the cholera on the northern portion of this continent, satisfactory and sufficient measures will be taken by the civic and urban authorities throughout the country to prevent the appearance of that dreaded scourge within our lines. We have of late, in the Dominion, enjoyed comparative immunity from the ravages of this fatal disease, but to this, under Heaven, we believe we are entirely indebted to the prompt measures taken for the promotion of cleanliness and the adoption of those sanitary reforms which have from time to time been recommended by experts in such matters. The immunities we have in the past enjoyed do not, however, absolve us from the duty of preparing for future contingencies. The note of warning has been sounded in time, and unless we take the necessary precautions, the whole blame of the visitation, should it occur—as it undoubtedly will if the present indifference continues to be shown—must lie upon our own shoulders. Such indifference would be criminal, and we are pleased to notice that one Canadian city has shown itself ready and willing to meet the coming situation. The Montreal civic authorities, who do not as a rule bear a high reputation for their fatherly care of the city's interests, have in this matter taken a new departure, and set an example to the Corporations of the sister cities which cannot be followed too speedily. The credit of the new measures adopted in this direction is, we believe, mainly due to the new Mayor, who on his accession to office pledged himself to watch with vigour and assiduity over the health of the city. This pledge has been amply redeemed, in promise at least, and there appears to be no reason for fearing that the promise will remain unfulfilled. The Sanitary Police force is to be increased, and a house-to-house inspection will be instituted. Foul premises will have to be cleaned and white-washed, the Corporation supplying lime and disinfectants where necessary. Meat inspectors are to be appointed, and any one visiting the Montreal markets will at once see the absolute necessity of this measure. Drains will be flushed once a week—the gratings and shafts being disinfected at the time—and the streets will be regularly watered two or three

times a day. The results of these salutary measures will speedily be made manifest in a reduction of the death rate. It is to be hoped that other cities will, for once, take example by Montreal.

We have chiefly to add to what we said last week on the subject of steamships, that the loss of the "Northern" has elicited a further enquiry by the Trinity Board of Quebec, which though unaccompanied by any decisive result in the way of verdict, was valuable in having drawn from Lloyd's agent at that port some remarks on the steerage of large vessels which are the result of a long experience in practical surveys. The ships that steer badly may be supposed to constitute a small minority, and one that by a little attention may probably be still further diminished. As has already been intimated, we must consider the responsibility of Lloyd's, in connexion with all such foundering of vessels to be a very grave one, and the way the practice of that corporation is every day operating, may be stated something after the following order: The body of underwriters of which Lloyd's forms the nucleus and guide, not being by profession the Insurers of Human Life, (as probably they ought, by law, to be) have kept the contingencies that affect life steadily out of sight—so that the certificate A 1 at Lloyd's, does not mean a ship in which all reasonable precautions have been taken to make human safety a reality. Very far from this. This reassuring grade in the books of that corporation merely asserts that on a general average of ships and traffic, it will be profitable for the underwriters to risk their money on ship and cargo, at the lowest rates current for Marine Insurance. A money compensation for the loss of life must of course always be, in the main, a fiction, either as concerns the perishing individual or his survivors. Life is something besides dollars and cents. But if the insurers of ship and cargo had also to make compensation for the lives sacrificed to wrong principles of construction in the building of the ship, it would certainly make them more careful, and bring the commercial transaction, and the life-value of the voyage into complete harmony.

It is plain a different criterion must be sought for the seaworthiness of a passenger ship from anything that the present Insurance Rules are capable of supplying. There is all the difference in the world between a good wooden ship of only moderate length in proportion to her beam, and a long iron one of insufficient stoutness in the plates, in the special case of grounding in bad weather; but the instances in which ships come upon the rocks being few in comparison with the total of voyages, the underwriters in their way of business, will say, "The average occurrence of this particular risk of foundering, though not inappreciable, is so small, as it affects our pockets as insurers, that a slight increase in our charges will readily cover it," and this will be final consideration with them—and Lloyd's Registry will be perfectly competent to enable them to reduce it to practice; for by its means, they will know the ships that are good against all but the occasional contingency of rocks or ice. Business is business, of course, but

Oh! for the rarity
 Of christian charity,
 Under the sun!

Practical charity,—the charity of organization,—the poet meant, and so do we, in quoting him. There is no lack of emotional charity. For how fares it, see, with the lives on board, on the occasion of the sinking of that particular ship which represents the average of casualty of iron over wood, and which will some day surely come to pass?

It is plain the unfortunate people on board at the time should have had nothing to do with these merely commercial transactions. But has it been so? Alas! no. The fact was quite different. They were, in actual fact, led to take the passage which has resulted to them in the loss of all things earthly, and has so awfully summoned them into the presence of their Maker, through this very Registry of Lloyd's, and those great Red Letters A 1 they saw placarded at all the street corners—and their surviving friends, if thinking people, will realize, when it has become too late, that the small increase of premium which was able to make the minds of the shipper and the underwriter perfectly easy, was no reliance at all in the case they are now lamenting, namely, the loss of the lives that were dearest to them. Investigations follow of course, according to the customary forms of the recognized courts; but in these, the great civic question of the seaworthiness of the ship is sunk in the subsidiary questions affecting the blame for her management under existing regulations and inspections. The court does not seek to go beyond the law. It is the law that is defective—the actual, incisive law of an A 1 Register. But it is the real constructive seaworthiness of the vessel in which the public is entrusted, and our consolation is that as that public becomes better instructed it will look to better standards for its information in matters involving a life-risk, and will go on to demand a reform in those governmental inspections which will one day, we trust, be its real security.

We are not going to tell an emigrating people that large bodies of population can be moved without some risk; but it is our business to remove, by every effort in our power, the inevitable contingent of risk to the lowest point possible.

Our Illustrations.

"PRETTY POLL!"

A picture of home life that needs no comment. Pretty Poll and its pretty mistress make a charming picture. Mr. Duncan, the painter, has been happy both in the choice of his subject and his execution.

SCENE IN THE COURTYARD OF THE PENITENTIARY, KINGSTON.

This is the first of a series of sketches taken at Kingston Penitentiary, which will appear in our pages. A detailed account of the establishment will appear in a future issue.

THE INTERNATIONAL QUOT MATCH.

Which took place at Toronto, last month, furnishes us with a subject for illustration. The original sketch, as also that of the scene in the Penitentiary courtyard, is by Mr. F. M. Bell Smith.

THE UNION MINE, TILT COVE, N.S.W.

This mine was discovered about nine years ago, by Mr. Smith McKay, and has since been worked with great profit by him and Mr. C. L. Bennett. A full account of the mine, which yields both copper and nickel, appeared in a paper recently published in the News on mining in Newfoundland.

THE PANORAMA OF THE VIENNA EXHIBITION.

Will be of interest at the present time. Full accounts of the doings at Vienna are given by the daily press. An exact full description of the building has already appeared in our columns.

THE SHAH OF PERSIA.

An account of the appearance, etc., of the Eastern visitor who is just now the lion of Europe, accompanies his portrait. A view of the Shah's palace at Teheran is also given on the same page.

A MODEL MONTREAL ESTABLISHMENT.

On the south side of St. Joseph St., midway between St. Martin and Seigneur Streets, stands the Leather Belting Manufactory owned by Messrs. L. J. Campbell & Co., an illustration of which appears on another page of this issue. This is in every sense a model establishment and even in Montreal, where there is no lack of factories and large workshops, it occupies a conspicuous position on account of the perfection of its fittings and equipments and the thoroughness with which business is there conducted.

A visit to the establishment will well repay the curious, and amply atone for any soreness which may have been made of personal comfort in traversing, either on foot or in a crowded car, the muddiest, and one of the most unsavoury streets of Montreal. On entering the building, the visitor finds himself in a spacious apartment, occupying the whole flat, in which a quantity of hides are stored, and some of the hide-cutting operations are performed. Similar apartments, devoted to various branches of the belt manufacturing process, are on the first and second stories, and at the back is a two-story building in which some of the more elementary operations are conducted. The total superficial area employed in running the business aggregates 20,000 square feet.

Before conducting the reader through the establishment we may state that the number of hides used in this establishment average 300 per week—most of these being Chicago steers. Only twenty hands are employed, a large saving of manual labour being effected by the introduction of machinery, some of which is of a novel and interesting description. The business is by far the largest in the country, Messrs. Campbell & Co. supplying customers in all parts from Manitoba to Prince Edward Island inclusive.

But as to the process by which the raw and not by any means fragrant material is converted into glossy, odoriferous belts. The hide on its arrival is plunged into a tank of water and allowed to soak until it becomes soft enough for manipulation. It is then "skived," i.e. cleaned on the inner side of the fragments of flesh and horse skin that adhere to it, and carried off to the Fitzhugh skiving machine. This operation used at one time to be performed by hand, but in this establishment a very effective machine is used. The hide is spread on a large board, so arranged as to be easily moved about on the table. The machine—in form a large wooden cube which rests on the hide and is worked to and fro by a piston—is set going, and by the double action of the scower and the board, which is kept constantly moving, the hide, dampened by a small stream of water, is thoroughly scoured and cleansed. This operation over, the hide is taken from the back building, where soaking and skiving are carried on, to an upper flat in the main building. Here it undergoes the "stufing" operation. This consists in thoroughly greasing it to render it soft and pliable. After having dried sufficiently, it is again wetted and placed in a stretcher, and left until all the elasticity is taken out. It is then removed to the "turret" drying rooms (an American invention the peculiarity of which consists in the rooms being separated from each other by grating floors and ceilings so as to allow a free circulation of air). After hanging here until dry, it is brushed and "glazed." By the latter operation it acquires smoothness and a certain degree of polish. Both for brushing and glazing machinery is used. The hide is now ready to be cut into belts. This is done on a long table by means of a stationary knife and a gauge to ensure accuracy in width. The hide placed in position and the gauge adjusted, is pulled along the table against the knife, and thus strips of the required width are cut with what seems to an unpractised eye, inconceivable rapidity. The strips are then taken to the back building, where the ends are shaved and trimmed, so as to secure an accurate join, and the belts are then made by cementing the prepared ends together until the required lengths are obtained. Additional strength is obtained by passing the cemented ends under powerful hydraulic presses, one of these, we notice had a ram of 22 in. diameter, which gives a power of over 100 tons pressure. The joins in each belt are afterwards rivetted, thus ensuring their strength, and putting the danger of a break almost beyond possibility. The size of the belts manufactured of course varies very much in width as in length. The narrowest average about two inches, and the broadest, one of which has just been supplied to William McLymond & Co., reach as much as thirty inches. Our representative who visited the establishment saw several of these larger sized belts—16 in., 18 in.,