

CALENDAR FOR THE WEEK ENDING SATURDAY,
OCT. 7, 1871.

SUNDAY,	Oct. 1.—	Seventeenth Sunday after Trinity. St. Remigius, Bp. Cornille died, 1684.
MONDAY,	" 2.—	Channing died, 1842. Roman plebiscitum on annexation to Italy, 1870.
TUESDAY,	" 3.—	Battle of Wurttemberg, 1813. Treaty of Vienna, 1866.
WEDNESDAY,	" 4.—	Rennie died, 1821. Topmost stone of Toronto University laid, 1858.
THURSDAY,	" 5.—	First English Bible printed, 1536. Horace Walpole born, 1717. The headquarters of the King of Prussia advanced to Versailles.
FRIDAY,	" 6.—	St. Faith, P. & M. Great Fire at Miramichi, N. B., 1825.
SATURDAY,	" 7.—	Archbishop Laud born, 1573. Treaty of Aix-la-Chapelle, Cape Breton ceded to France, 1748. Execution of Riego, 1823.

NOTICE.

In the interest of our subscribers we are making arrangements with a News-dealer in each city and town to deliver the CANADIAN ILLUSTRATED NEWS and the HEARTHSTONE at their residences. This will ensure the delivery of every paper in good order. Instead of being folded and creased, the papers will be delivered in folio form, so that the fine steel engravings, published from time to time, will not be spoiled, and the premium plates and other extra publications issued to subscribers, will be delivered as from the press.

We are sure our subscribers will be delighted with this arrangement, and we trust they will assist us and the local agents in extending the circulation of the News.

The subscriptions will be collected by the News-dealers who undertake the delivery; and for the convenience of book-keeping, we have made the current accounts end, as far as possible, with the present year. We beg that subscribers will pay as early as possible, and renew their subscriptions for next year at the same time.

After the 31st December next, the subscription to the News will be \$4.00 per annum, if paid in advance, or within the first three months, after which it will be \$5.00. For six months the price will be in proportion. The postage, at the rate of 20 cents per annum, will be collected by the delivering agent to cover his express and delivery charges.

Next week we will publish the names and places of residence of agents who have, so far, accepted the proposed arrangement. This list will be published weekly until complete.

Montreal, Sept 30, 1871.

THE CANADIAN ILLUSTRATED NEWS.

MONTREAL, SATURDAY, SEPTEMBER 30, 1871.

THERE has been a conference at Ottawa on the subject of immigration. It took place last week, and if not absolutely surrounded with red tape, was at least thoroughly official, the members present being confined to representatives of the Dominion, and of the several local Governments. An extraordinary statement is made in connection with this meeting, viz.: that the agreement arrived at must be submitted to the several Governments—"of course!"—"and be approved of by them "before publicity can be given" to it. We can thus see how absurdly vulgar and common-place are the Governments of France and Prussia, of England and the United States, compared with those of the Canadian Provinces. The treaty of Versailles, and the treaty of Washington were both communicated to the world before they had received formal sanction; yet a simple "agreement" in Canada must remain a profound secret until Messrs. of Manitoba, Ontario, Quebec, New Brunswick, and Nova Scotia have severally pronounced upon it, and then—if the verdict be favourable—the public will be taken into their confidence.

Really this reads like a joke, and we are half inclined to believe that the remark quoted was intended merely to poke fun at the conference. Do the Governments of the Provinces act in accord with, or in defiance of, public opinion? Can any agreement entered into for the promotion of immigration be too soon promulgated? Rather ought not the representatives of Canada in Europe be made aware at once of the new measures adopted to induce an increase of immigration? Might not the people of the several Provinces be taken into the confidence of their respective governments, seeing that immigration as well as emigration must ever, in a free country, be mainly dependent on private enterprise or personal choice?

It is, on the other hand, represented that the conference did little or nothing for the promotion of immigration; but that, instead, the several Provinces made a demand for the *pro rata* division amongst them of the Dominion moneys appropriated to immigration purposes. If this be true, we have no hesitation in saying that this fresh Provincial exaction should be firmly resisted by the Government at Ottawa. The Provinces already receive

enough from the Dominion Treasury. Most of them maintain an unnecessarily expensive system of local legislation, and possibly also of local administration; while none of them, save Ontario, has shewn very much zeal for the promotion of immigration. To divide the Dominion appropriation between the five Provinces would simply be to fritter it away. The local governments would far better promote the object professedly aimed at by slightly supplementing the very meagre salaries of the Dominion agents, and liberally supplying them with printed information concerning the special attractions offered by their Province. In this way, and at a small cost to each Province, the Dominion officers might be rendered doubly useful without increasing the cost of the central department. The Province of Quebec might with advantage at the present time make a special effort to secure a fresh influx of a kindred people from the conquered or war-wasted Provinces of France; but as regards the others the same machinery which the Dominion has already organized could be made to serve their purpose at a very small additional expense.

After the diffusion of full and correct information concerning the wants and capabilities of the country, immigration must be mainly allowed to take care of itself. To have agents in the old world to advise the emigrant as to his destination; to have agents in Canada to direct him, and comfortable houses to shelter him, on his arrival; to have registers of lands for sale or free occupation, and of places where employment may be had, are measures of the highest importance for the encouragement of a healthy immigration. But beyond these, it is questionable if Canada, or any of the Provinces, can go with advantage. The transition from Canada to the United States, or *vice versa*, is so easy that any plan of assisted immigration is liable to abuse on both sides. The Americans, in addition to the increased attractive force of their larger population, and the *éclat* which their successful revolt gave them in the eyes of the world, have very greatly contributed to the promotion of immigration by their liberal land laws and still more liberal land grants to railway companies. The eminent English politician, the late Richard Cobden, probably did more for the settlement of the State of Illinois than ever did any twelve English gentlemen for Canada; and the reason was not improbably, because of his large investment in Illinois Central Railway bonds. Throughout England many capitalists are interested in American securities, and to the extent of that interest are they promoters of emigration, while in Canada we have not always been without writers on the press who have upheld the attractions of the Western States as superior to those of this country. But these are simply some items in the bill which our free system costs us; and we have been amply compensated for them by the numerous additions to our population of generally very respectable and almost always enterprising Americans. The fact is that the ebb and flow of population are affected by the proportionate reward which different localities offer to industry, and as intelligence and knowledge increase, this influence will be more and more apparent. Our Government has but to push forward the construction of the Pacific railway, the *Baie Verte* canal, and other necessary public works, east and west, to secure a large and permanent addition to the population. This would be wiser and more effective than giving additional subsidies to the Provinces, under whatever plea they may be claimed.

A correspondent writes to us to say that in speaking last week of St. Catharines, we inserted the name of Dr. Hill instead of "Dr. Mack, a gentleman who at a great expense has established 'Spring Bank,' a magnificent building, with Turkish, Russian, Vapour, and other baths. His establishment, over which he himself presides, is said to be the first and most perfect in Canada. For twenty five or thirty years he has made the mineral waters of St. Catharines the subject of diligent study, to the successful application of which thousands in Canada and the United States can testify."

THE FIRST VOYAGE OF THE "SARMATIAN"

(Continued.)

And amidst the rolling of the sea, and the noise of many waters, a still small voice, mightier than the created waves, calls for a human spirit, and the soul of an infant (the only child and companion of its sick mother) answers the Almighty summons, and enwrapped in its country's flag the little body is committed to that angry deep, amidst the dirges and the wail of the mournful wind. A calmer day ensues, as if the sea were satisfied; but anon the tempest gathers; the night grows thick and dark; headwinds and seas drive their fury on to the panting but buoyant vessel.

Here rises a pendant wave some forty feet above the deck, down goes the prow of the gallant ship to meet it—not engulfed therein, she rises on its bosom and "walks the waters like a thing of life." Now again the storm subsides, and rain beats heavily upon deck, and the joyful cry is made of Land Ho! Who does not venture out on deck, to see, to peer on solid land once more? Yes and to-morrow is Sunday, and

although we are still "Rocked in the cradle of the deep," we can lay ourselves "down in peace to sleep." The morning dawns; we offer praise and prayer, and raise grateful songs for deliverance from the perils of the deep. Soon after luncheon a new trouble arises. We are fairly within the straits of Belle Isle, and the engineer announces we have but twenty-four hours' supply of coal. How to make coal in twenty-four hours? That is the question; we have been consuming in this bad weather about ninety tons per day, whilst seventy tons was considered an extra calculation for our furnaces. Four of our ten boilers are at once extinguished, and we steam slowly on and hold councils of war; shall we make Gaspe, or run for Pictou? Had we known earlier we might have called at St. John's or made Halifax. Onward we go slowly.

All that day
Make bad way
In the straits of Belle Isle Oh!

A certain small group of passengers, however, care little for weather, but play cards and smoke from morning to night. With gambling, and drinking, they made their nightly revels in the smoking-saloon. They praised themselves and swore at each other, and disturbed their fellow-passengers as they rolled into their berths toward morning.

Favourably contrasting with this abuse of liberty and luxury, are the provisions made by the foresight and experience for the comfort and amusement of the cabin passengers, and of which the majority gladly availed themselves. The library is well chosen and varied, and the popularity of Dickens was evinced by the demand for his works by the first comers, and the retention of them throughout the voyage by the fortunate holders. Why not duplicate these popular works?

The ample supply of Bibles, prayer-books and religious works, show the high aims of those who have their selection, but it would add to the comfort and pleasure of a very large number of passengers to have added to these Monk's selection of Hymns Ancient and Modern. Also, the periodicals—*Good Words*, *Sunday at Home*, and *Leisure Hour*, in volume and in parts, would be very acceptable.

In the musical selection much taste and judgment have been displayed. Modern music, both secular and sacred, is well represented, and the only addition to be cared for is a few of those old national glees and melodies which stir up the hearts of old countrymen, such as Dibden's sea songs, and the standard English, Irish and Scotch national melodies.

With such a musical genius as "the Doctor," however, nothing could go wrong or come short—all were invited to assist, and each felt disposed to do his best. An abundant supply of music was forthcoming from private stores, and thus two lively concerts were given on board, with handsome results to the Liverpool Sailors' Orphan Institution—(perhaps the Montreal General Hospital might sometimes be remembered with advantage.)

Again the flag is lowered and another little body is committed to the deep,—the solemn service is well attended, and many a mother's heart aches as she clasps her own little one to her bosom and sheds a sympathetic tear for her who is left, childless and alone to seek her husband in the Far West.

Fairer weather sets in and our spirits rise to the occasion. We near Father Point and write our telegrams. Electric sparks of love to those anxiously awaiting our arrival. To the owners we cry "send us coal, ere our fires go out." Ah! those fires! To go down over those slippery and greasy iron ladders to the engine-rooms below—and down, down, down to those roaring and blazing furnaces in the depths, reminds one of PANDEMONIUM ITSELF. Yes, the coal is out; but *en* such furious and blazing furnaces have been kept going night and day since we first embarked?—it seems incredible! Ten such yawning gulphs look as if they could swallow up a coal-mine in a night! But hark, as we return from those blazing fires, and from that whirling, champing, churning machinery, which makes our head go round and round again, music is heard—a sound of "Home, Sweet Home." It is our last night, and the ladies are in voice, and from the pen of an accomplished eddress from the Far West, we have an original song, in praise of our gallant ship—the first piece in our last night's programme. Listen:

TUNE.—"ANNIE LISLE."

I.

From our weary sea-sick couches, where we've tossed so long,
On the spacious deck we gather, lured by mirth and song,
While the names of home and kindred dwell on every lip,
Ought we not to sing the praises of our gallant ship.

CHORUS.

Hail to thee! thou brave "Sarmatian!" Allan's boast and pride,
Be it thine to bear us safely o'er the Ocean wide.

II.

On the Clyde for her were moulded stoutest ribs of steel,
Sturdy beams and solid rafters—massive iron keel,
Fearless may she ride the billows, proudly may she sail,
For more perfect ship hath never faced th' Atlantic gale.

III.

When the fiercest seas have struck her, like a thing of life,
She has staggered, reeled, then risen—victor in the strife,
Thro' the wildest midnight tempest, mindful of their part,
Still have throbb'd the mighty pulses of her iron heart.

IV.

Countless be thy trips, good steamship!—this for thee we crave,
Be thy Captain's ever faithful, cautious Wylie, brave,
May thy crews be strong and fearless, prompt to dare and do,
And thy travellers be they ever—worthy ship so true.

V.

This our life is like an ocean—dark its waves and deep,
Fierce the storm that breaks above us—rough the winds that sweep,
Oh! may He who calmed the billows on Tiberias' sea,
Guide our life-barks safely homewards—friends, for you and me.

CHORUS.

And to thee, thou brave "Sarmatian!" Allan's boast and pride,
May He grant His ceaseless watchword o'er the Atlantic wide.

After the concert, complimentary speeches were made by Col. Cumberland, M. P., and Mr. Groer, in acknowledgment of the indefatigable care and attention of Captain Wylie and his officers, to the safety of the ship, and to Dr. Ollerbrad, for his successful exertions to promote the comfort and amusement of the passengers.

All retired in good spirits—but, as the darkest hour precedes the day's dawn—so the good ship stopped about midnight and confessed herself done up—exhausted—out of breath—out of coal—the anchor is just heaved and ready to let go, when the bonny blink of the steam-tender's light is seen just ahead—the whistle sounds—the reply is heard, she