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#### TEMPERATURE.

As observed by HEARN & HARRISON, Thermometer and Barometer Makers, Notre Dame Street, Montreal.

#### TUE. WEEK ENDING

Oct. 12th, 1879.				Corresponding week, 1878			
Mon.	Max.	Min.	Mean.	Mon.	Max.	Min.	Mean.
Mon.	62°	45°	53° 5	Mon.	62°	49°	55° 5
Tues.	74°	48°	61°	Tues.	75°	46°	60°
Wed.	77°	59°	68°	Wed.	61°	49°	55°
Thur.	77°	63°	70°	Thur.	63°	50°	56° 5
Frid.	71°	51°	62° 5	Frid.	60°	46°	53°
Sat.	61°	51°	56°	Sat.	59°	44°	51° 5
Sun.	60°	50°	55°	Sun.	57°	47°	52°

#### CONTENTS.

ILLUSTRATIONS.—Falls of the River Jaune—The Vice-Regal Reception at Ingersoll—Leaves from Our Artist's Sketch-Book—Ottawa Views—Soft Maples—Algerian Sketches—The Highlands of the Hudson—The Late J. G. Sippell—The Late "Love Farmer"—Spot Where the Prince Imperial was Killed.

LETTER PRICES.—Editorial Paragraphs—False Prophecies—Passage of the Dead Sea—Tariff Criticism—The Pacific Tenders—New Railway Project—Primitive Conscience—The Lesson of the Dominion Exhibition—The Classic Dress—"My Creoles," continued—Varieties—The Vice-Regal Reception at Ingersoll—Brevettes Pour Dames—The Most Popular Smoking Song—Paragraphs—Our Chess Column.

## CANADIAN ILLUSTRATED NEWS.

Montreal, Saturday, October 18, 1879.

A TELEGRAM in one of our city contemporaries states that one-fourth of one hundred and thirty-three emigrants who arrived at Winnipeg by train on the 7th inst., came from the United States, and intended to settle in the Province. This is corroborative of the statement of Lord BEACONSFIELD that a large number of the settlers in Manitoba come from the United States. For two years past the returns have shown a state of things similar to this. The Americans appear to know where the largest extent of unoccupied wheat lands on this continent is situated, and they avail themselves of the information.

OUR front page is from a painting in possession of our artist, and represents a picturesque fall not far from Quebec and about eight miles from the Montmorency Falls, on the same road. It will be doubly interesting to Quebecers on account of its being from the pencil of one who is well remembered amongst them, having been a resident artist of the Ancient Capital a number of years. The falls of the River Jaune are on the grounds of Mr. SMITH, near Beauport, and show a bit of unusually fine scenery. We have also a couple of Algerian sketches, the photographs of which were furnished us by a citizen of Montreal, who has travelled lately in that country. The Ingersoll reception to the Vice-Regal party is described in a separate column, as are also the public careers of Messrs. Sippell and Gane, whose portraits we present. The sketches from our artist's sketch-book are a result of a visit which he made to Ottawa during the late Dominion Exhibition.

It appears from the cable despatches and from some utterances of the Reform Association of the County of Oxford, Ontario, that we are to have a new LETELLIER agitation. It seems that the despatch of Sir MICHAEL HICKS-BEACH to the Governor-General has been published at length in London, and has been attacked by the *Times* as being a capitulation on the part of the Crown of well established rights of Colonial Governors, to the manifest detriment of Colonial public interests. We have not yet the text of that despatch and therefore it is premature to discuss it. But the Oxford Reform Association tell us that "the crown-

ing offence of the present Dominion Ministry is their ruthless invasion of Provincial rights as exemplified in the dismissal of Lieutenant-Governor LETELLIER," and as they assume (without, however, any evidence of this) in "inciting the Legislative Council of Quebec to an outrageous violation of the principles of popular and Responsible Government in withholding the supplies from a Ministry supported by a majority of the popular branch." This is rather excited language for the deliberation of a written formal address, and one could have greater respect for any decision arrived at if the authors had not indulged in making assumptions which are probably wholly without foundation in fact. There is a further point in this address arising out of the controversy referred to, viz., that this Reform Association makes a complete change in the constitution of the Senate and the Legislative Councils of the Provinces, a new "plank" of the Reform "platform." The address refers to the announcement of policy on this point in Mr. MACKENZIE'S speech at Galt, which it "hails with profound satisfaction." Perhaps the greatest wisdom in the interest of the Conservative party in the Council's action may be found in the fact that it gives point for popular cry in this agitation.

#### TARIFF CRITICISM.

Mr. MACKENZIE declared in his reply to an address of the Oxford Reform Association that the recent tariff changes and what is known as the National Policy would only last until the next general election. He said the people felt that a wrong step had been taken, and that the only thing to do was to retract it as soon as possible. He further stated that a noted English gentleman (undoubtedly he alluded to Mr. POTTER, M.P., one of the pillars of the Cobden Club), had visited a number of the fall exhibitions in Ontario and he had been much struck with the unanimity of opinion he had found among the farmers against the new policy. It is not surprising that a man like Mr. POTTER should elicit many opinions of this nature, but he might very easily deceive himself, and what he found would afford ground for a very imperfect generalization of the opinions of the people of Canada. There may come times of very great prosperity before the next general elections, and great interests will arise in Canadian manufactures which it will be very difficult to upset. It is, therefore, very unwise as a party question to harp upon the repeal of the recent tariff policy at so early a day after its enactment by the overwhelming voice of the people of Canada. But such an agitation has a worse side than this. If it could have any influence at all it would only be to unsettle men's minds and the effect of this could only be to frighten capital and investments away from our country. That would be a fearful price to pay for a party interest if it could be successful. But we doubt if it can even promote a party interest for the reason that the good sense of the people will revolt against it and resent it.

#### THE DEAD SEA PASSAGE.

Here is something decidedly new. It appears from a report made to the French Academy of Sciences that, at the epoch of the exodus of the Israelites from Egypt, the point of the Red Sea extended much more northward, and that the Hebrews must have crossed not to the south of that point but rather northward of Suez. A distinguished French Naval Engineer, M. LECOINTRE, who has thoroughly explored the country, fixes the point of passage in the locality which afterward constituted the Bitter Lakes. The celebrated Abbé MOIGNO starting from these premises, retraced the itinerary of the children of Israel, day by day and concludes that, as we now know exactly the place where the chariots and horse of the Egyptian army were swallowed up, it is time to invite the whole Christian world to under-

take a great and noble enterprise. That consists of the collection of funds for the purpose of making excavations and discovering traces of the army which the right arm of the Most High shattered. It may be that these monumental remains are in an excellent state of preservation, being certainly buried in numerous and thick layers of salt. The learned Academician estimates that the cost of excavation would not exceed three hundred thousand francs, or sixty thousand dollars. It might be that the sale of discovered objects might be sufficient to refund the capital and add a substantial profit. Another object of search would be the aerolites which fell from heaven on the night of the famous battle won by Joshua and which covered the earth from Bethoron to Asceca. These cannot be buried deep and would probably easily be discovered. What do our readers think of this? The project is enticing and we should not wonder if something came of it. Certainly a success at this point would reconstruct the whole Mosaic legend and give an extraordinary impulse to Biblical research.

#### THE PACIFIC TENDERS.

The Government have advertised for tenders for building another section of the Pacific Railway in British Columbia, on what is known as the Burrard Inlet route, on the line from near Yale to Lake Kamloops, a distance of 127 miles. This is the most important announcement made in Canada for many months past; and it is *prima facie* a sign that Mr. CAMBIE'S surveying party have not found a feasible Northern outlet from the Peace River country to the Pacific Ocean. If this is true, and we believe it is, it is a fact in many senses to be regretted, although probably for the immediate interests of two or three generations of men the Burrard Inlet route will afford the most facilities. This action of the Government may possibly cause disappointment in the Island of Vancouver; but the Government of the Dominion of Canada could scarcely be expected to spend fifty millions of dollars more, adopt altogether steeper grades, and make the Pacific Railway within British Columbia thirty or forty miles longer to subserve the interests of the inhabitants of the Island. It would be much cheaper to buy them all out and give to each a little fortune than to spend all those millions, and then after all get a road much worse fitted for the through traffic. For our own part we never believed the Government intended to do this; and when they by resolution during last session declared that the decision in favour of Burrard Inlet by Mr. MACKENZIE'S Government was premature, we thought they had in view the possibilities of a Peace River route. Perhaps our readers may remember when we had occasion some weeks ago to review the speech of Mr. MACKENZIE at Galt, we ventured to predict that he might have reason to regret the very vigorous language of denunciation he used against the Government for the adoption, as he alleged, of the Burrard Inlet route; but for which hasty decision on his part there was absolutely no good ground—nothing in fact, but jumping to conclusions which are erroneous, and piling up mountains of invective on the basis of the error, tends to destroy the confidence that would otherwise be reposed in the utterances of our public men. Burrard Inlet affords good anchorage. Burrard Inlet has none; and the railway would really be of no use until it was carried across the Strait to Victoria. Burrard Inlet affords navigation to a considerable distance inland, and the section of railway for which tenders are advertised, will open up to colonization, settlement, and development of mineral resources a very important part of British Columbia. In the future as the mineral resources of British Columbia come to be developed there will be wealth enough created to build many railways; but the

question now is what to build first, and we have not a doubt that the Government have decided with a due sense of the responsibilities of their position.

#### NEW RAILWAY PROJECT.

A movement, in fact almost an excitement, has been going on in Minnesota, the object being to give St. Paul and Minneapolis a short communication with the East and the Atlantic Seaboard, which shall make that State independent of Chicago. It is a movement in which Canada, and especially Montreal, has a very deep interest; and we were therefore glad to see that it has been intelligently discussed before the Montreal Board of Trade at its meeting last week. We notice that a very important statement was made at that meeting to the effect that the Government of Canada favoured the policy. And the action that is known to have been recently taken by the Government, notably the cancelling of the contract for a very difficult and apparently not over useful connection with the Georgian Bay, is corroborative of this view. If any person will take the map of the continent he will see there is an almost straight line from Montreal *via* Ottawa to the Sault Ste. Marie which may be easily crossed by a railway bridge; and thence running along by the south shore of Lake Superior to Duluth the line continues straight from that point either by the existing roads or a short cut. There is again a pretty direct line to Manitoba. The through line by this route between the terminal points would be very much shorter than the routes now taken. Except that this road would, for part of its way pass through foreign territories, it would be unnecessary if we had to build another around the north of Lake Superior; that is as far as connection with the Pacific Railway and Manitoba is concerned. But the road around the north shore will open up a region of great mineral wealth. The connection with Minneapolis and St. Paul is controlled by Chicago with the present railway system, and hence the immense jealousy of Chicago at the prospect of opening up this new route. It would, in fact, cut off Chicago from a large portion of the trade of the north-west of the continent especially adapted to the growth of wheat. The struggle, therefore, involves vast pecuniary interests. The St. Lawrence and Lake system, as well as Montreal and the Eastern States have great interest in this new development. It is the short direct line from the West to the East, and a great trade bringing great wealth would be sure to follow it. As between St. Paul and Chicago the struggle is almost one of life and death. In this, however, we have only interest from the fact that Chicago is to a great extent leagued with, and its trade naturally falls into, the city of New York; while the Sault Ste. Marie would, as naturally, bring trade to this city. The distance from St. Paul to Liverpool *via* Chicago and New York is 4,413 miles; while the distance between these points *via* Sault and Montreal is 3,836 miles, making a difference of 577 miles in favour of the new route. By further possible shortenings of this route which may be made, the difference in favour of Montreal would be the very considerable one of 650 miles, a very important factor in travel and commercial operations. The new route, moreover, would bring Winnipeg within 60 hours' distance from Montreal by the ordinary speed of railroad travel. The earnestness which the different interests involved in this new route have already manifested, affords reason to believe that we shall have it in the immediate future, and when that is coupled with a railway west of Winnipeg, and the great settlement that will certainly follow its construction, together with a line to Thunder Bay, bringing the commerce of our North-West to the lakes, there will come a new and almost undreamt-of era of great prosperity for the whole Dominion of Canada and particularly for the city of Montreal.