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NOTICE.

In order to prevent any delay in the delivery of the NEWS, or loss of numbers, those of our subscribers who change their place of residence will kindly advise us of the fact.

TEMPERATURE,

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

THE WEEK ENDING			Corresponding week, 1879			
June 5th, 1880.	Max.	Min.	Mean.	Max.	Min.	Mean.
Mon..	67°	51°	62°	85°	60°	72° 5
Tues..	71°	51°	61°	86°	68°	77°
Wed..	66°	61°	63° 5	83°	59°	71°
Thur..	64°	58°	61°	84°	50°	57°
Fri..	69°	55°	62°	88°	50°	59°
Sat..	68°	58°	63°	89°	55°	62°
Sun..	70°	53°	61° 5	87°	54°	60° 5

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CANADIAN ILLUSTRATED NEWS.

Montreal, Saturday, June 12th, 1880.

FROUDE ON THE COLONIES.

Canadians are most assuredly sensitive to a degree regarding the opinions of Englishmen. If an English journalist or essayist happens to write an article in an anti-colonial spirit, there are Canadians quite ready to hold the government and people of England responsible therefor, and it is well if it does not lead to a suggestion that it is high time to cast about in our mind's eye for a new state of political existence. We have been led to make the foregoing remarks by reading the comments of a Canadian journal on a paper contributed by Mr FROUDE to the *Princeton Review* entitled, "England and her Colonies." Mr. FROUDE is of opinion that England treats the colonists as "poor relations," whom "she will not recognise as really belonging to her," and, by way of illustration, he cites the revival of the order of St. Michael and St. George as being a mark of "a distinct and inferior race of beings." On this a Canadian journalist observes that "there is sufficient truth in these remarks to compel the people of the colonies to reflect upon their actual status within the Empire," and adds, "it is hard for them (the Canadians) to be told they are 'poor relations' whom the ruling classes of Britain tolerate at a distance." Now we confess that to us it seems incomprehensible that any sane man in Canada should trouble himself for a single moment about anything that Mr. FROUDE may write or speak. It is sufficiently absurd to fret over a leading article in the *Times*, but really when Mr. FROUDE's opinions are treated as those of the English nation we hardly know what to expect next. It is a tolerably well-known fact that the revival of the Order of St. Michael and St. George was suggested by an eminent Colonial Governor to obviate the difficulty that was felt in conferring the distinction of an order of merit as a reward for services rendered to the Crown in the colonies. For the same reason the Order of the Star of India was instituted to meet the cases of persons who had rendered

services in the Indian Empire. It will be difficult for Mr. FROUDE to convince people gifted with common sense that there was any intention to mark the members of the Order of St. Michael and St. George as an "inferior race of beings," when the Queen herself and two of her sons are members of the order, and when on the occasion of its revival, among the first creations were Earl RUSSELL and Earl GREY, two noblemen who had filled the office of Secretary of State for the Colonies.

We could not have believed without ocular demonstration that a Canadian journalist could be so thin-skinned as to declare that Mr. FROUDE's remarks "convey a sense of humiliation to the people of this country which they cannot understand and certainly will not tolerate." We hope that Mr. FROUDE will not see the article in question, as we have no doubt that he would exult at the notion that he had found a raw spot in the Canadian hide, and that he would lose no time in inflicting a few more lashes. But we are told by this Canadian journalist that the "uneasy feeling engendered by a sense of the ideas so curtly enunciated by Mr. FROUDE" has been the cause of "those various propositions for reorganizing the Empire which have engaged the attention of British and Colonial politicians." On this point Mr. FROUDE, we admit, has made some very sensible remarks intended to demonstrate the absurdity of imagining that any such scheme as Imperial Federation would be entertained by the Imperial Parliament. The Canadian journalist imagines that a great number of Canadians will be disappointed at finding the Confederation scheme pronounced impracticable by so high an authority as Mr. FROUDE, but he gives a very strange reason for their being so, viz., that "they are not inclined to resign their birthright." If the enjoyment of their birthright depends on Imperial Confederation, it is rather a singular circumstance that no one has ever been found to propose any such confederation scheme in Parliament. Our own belief is that if people could be made to understand that the meaning of Imperial Federation is that Canada should assume her share of the military and naval defences of the Empire, there would be a very insignificant number indeed who would countenance it. Nothing would tend more to assist Mr. JOSEPH PERRAULT and Mr. GOLDWIN SMITH in their annexation scheme than an agitation for Imperial Federation by a considerable number of influential persons. As to the suggestion of Mr. FROUDE that England should force her population and capital into her colonies, we may observe that as regards emigration people will go to whatever country they think most advantageous to them; while as to capital it will be lent to colonists as well as to foreigners provided the security is deemed sufficient.

THE WASHINGTON TREATY.

Among the many vexed questions which the Cabinet of Mr. GLADSTONE find awaiting their decision, not the least troublesome is that of our Fisheries. Of course, the BEACONSFIELD Administration is not responsible for this, and if there were any blame attached, as there is not, it would naturally fall, like a bit of retributive justice, on the present English Premier, the Washington Treaty having been concluded during his previous government. Our American friends are very restive under these Fisheries clauses, and especially since the Halifax Conference, are using it chronically as a weapon of contention.

Conformably to a resolution recently passed by Congress, the President has sent a message to that body, accompanying a report of Mr. EVARTS, Secretary of State, relative to the now famous Fortune Bay affair. Our readers will remember that in January, 1878, some fishermen from Gloucester, Massachusetts, were attacked by the inhabitants of Fortune Bay, Newfoundland, for alleged violation

of local fishing laws, and driven away with the loss of their nets, which they had tied on the shore.

This "outrage" was made the subject of a bill of claims by the United States, to which Great Britain replied with a declination on the ground that the American fishermen had fished at a prohibited season and with forbidden instruments, in violation of the local laws and regulations. In consequence of this reply of Lord SALISBURY, Congress called upon the President for all the correspondence and other papers connected with the negotiations, and it was in compliance with that call that Mr. HAYES sent in the message just referred to.

The message of the President is brief, confining itself to an approval of the conclusions arrived at by his Secretary of State respecting the measures to be adopted to affirm the rights of American citizens and obtain a redress of the wrongs suffered by the Gloucester people. The report of Mr. EVARTS is more extensive. It contains an exposition of facts, explains the relative attitude of the two Governments, lays down clearly the American interpretations of the Treaty of Washington and suggests such measures as would imply a virtual abrogation or an immediate revision of the treaty.

There is a tone of moderation in this document indeed, as required by the usages of diplomacy, but a strong feeling is manifest, as in the passage where Mr. EVARTS hints that the British Government would seem not only to justify but to defend "the violent expulsion of our fishermen." Lord SALISBURY's despatch, certainly, gave no ground for such interpretation and we very much doubt whether Lord GRANVILLE will take another course in the premises. Of course, the subject is not of sufficient actual moment to lead to any excitement, but for that very reason, we would like to see it discussed purely on its merits, without recourse, even the most remote, to vulgar diplomatic tricks. Fortunately, the Presidential campaign will keep the whole country absorbed for the next six months, during which time the Fisheries will be clean forgotten.

IN ACCORDANCE with a general desire to mark the deep feeling of regret pervading the public mind at the untimely death of the late Hon. George Brown, a public meeting was called on the 21st May, in Toronto. It was then unanimously resolved to erect a monument to his memory, and a committee was appointed to determine on the character of the work, and take the necessary steps to carry out this resolution. The Committee at a subsequent meeting decided to adopt a monumental statue of bronze as the form of the memorial—the monument to be placed on some public grounds in or about the Queen's Park, Toronto. It was also resolved, in order that all might have an opportunity of contributing to the proposed memorial, to accept all sums however small, up to any amount which any one may feel disposed to give; and that the following gentlemen be named to assist the officers of the Committee in communicating with representative men in each electoral division, who will undertake to secure the collection of subscriptions in the several municipalities, viz: Hon. Messrs. Alex. Mackenzie, William McMaster, Adam Crooks, T. B. Pardee, and Messrs. David Blain and H. H. Cook, M. P. It is impossible at once to determine the character and quality of the statue and pedestal until the amount likely to be received shall have been approximately ascertained; but it is estimated that a work which will be creditable to the country, and which will present a fitting tribute to the memory of so distinguished a Canadian, cannot be erected for less than from twenty to twenty-five thousand dollars. While contributions may be sent direct to the Treasurer, it is deemed desirable that local organizations should be formed to make collections in all parts of the country.

OUR ILLUSTRATIONS.

THE BELGIAN NATIONAL EXHIBITION.—The Belgian National Exhibition is to be opened this month, for the feast of the celebration of the jubilee of Belgium's last fifty years of independence.

The building is of Græco-Roman style, and is erected on the spot named Plaines des Manceuvres, which was formerly used as a race-course, and is well known to many on this continent.

The building is made after the original plan of M. Bordiaux, and represents the principal facade of the Exhibition. It consists of two great pavilions united by a beautiful colonnade, having at its centre a gigantic "arc de triomphe." Each pavilion is eighty-five metres long, fifty-two metres wide, and forty-two metres high. These pavilions contain all the marvels of ancient artistic treasures dispersed in the Belgian museums, churches, and particular collections.

The other portions of the building cover a large space in the rear.

The general area of the constructions, without including the stables for the domestic animals (16,000 square metres), is 70,000 square metres.

H. R. H. PRINCESS BEATRICE.—The Princess Beatrice, the youngest of Her Majesty's children, was born April 14th, 1857, at Buckingham Palace. The Queen's recovery was unusually rapid. Five days later Prince Albert wrote to his stepmother: "Hearty thanks for your good wishes on the birth of your latest grandchild, who is thriving famously, and is prettier than babies usually are * * * The little one is to receive the historical, romantic, euphonious, melodious names of Beatrice, Mary, Victoria, Feodora." In a letter to King Leopold, the Queen explains how these names came to be given: Beatrice, a fine old name, borne by three of the Plantagenet Princesses; Mary, after her aunt Mary; Victoria, after the Duchess of Kent and the Princess Royal; and Feodora, after Her Majesty's sister. The infant Princess was christened at Buckingham Palace on the 16th June following, in the presence of the Archduke Maximilian, who was then about to be married to the Princess Charlotte of Belgium, and whose career opened with a brightness sadly belied by its tragical conclusion.

As the last of the Queen's other daughters was married more than nine years ago, the Princess Beatrice has been from childhood her mother's chief girl-companion, and many of us know how in such cases the hearts of mother and daughter are intertwined together, and with what a wrench even the gentle separation caused by marriage is felt. Yet it would be unkind of us even to seem to grudge the Princess Beatrice the privilege which her sisters have enjoyed, and it is to be hoped that in due time she will meet with a husband worthy of her hand. We may add that the Princess bears the title of Duchess of Saxony, and that in 1874 she received the Russian Order of St. Catherine.

THE RAILWAY UP VESUVIUS.—The ascent of Mount Vesuvius up to within a mile or so of the cone itself is not particularly laborious, and; indeed, hitherto has been usually accomplished by carriage as far as the inn below Professor Palmieri's Observatory, as there is a capital road all the way from Naples. Close by the Observatory, however, the road was wont to end, and thence would-be ascenders walked over a foot-path cut in the streams of hardened lava to the foot of the cone, where they would begin their three hours' zig-zag climb of a slope that barely takes seven minutes to descend—pestered half the way with porters anxious to carry them up on a litter—shin deep in loose ashes and crumbling scoria. Now, however, the ascent can be made with all the "modern improvements" which the ingenuity of engineers can suggest. The carriage road has been extended to the foot of the cone, and there is situated the lower station, from which the train starts for the summit, a distance, as the crow flies, of a little over a thousand yards. The upper station is built about 260 yards from the mouth of the crater, the whole return journey from Naples now costing a napoleon. The line is worked on what is termed the "funicular" system, the carriages not being propelled by a locomotive, but being drawn up and lowered by means of two endless steel ropes and a windlass, which, set in motion by a steam-engine, is placed in the lower station. The line has been constructed with great care upon a solid pavement, is planked throughout, and is believed to be secure from all incursions of lava. The wheels of the carriages are so made as to be free from any danger of leaving the rails, besides which each carriage is furnished with powerful automatic brakes, and these, in the event of any rupture of the rope, would stop the train almost instantaneously. No little difficulty was found in obtaining a water supply, but this was obviated by the formation of two large reservoirs, which may be seen on the left of the station in our sketch. The gradients throughout the line are exceedingly steep, varying from 10 in 135 to 63 in 100, the mean being 56 in 100. The ascent only occupies seven minutes, but it is to be doubted whether those who will henceforward climb Vesuvius in this manner will enjoy the hearty lunch of eggs roasted by the guides in the hot sulphurous cinders, and the deliciously-refreshing bottle of Lachryma Christi brought up from the inn below, as much as after the two or three hours' battle with the slope and the cinders which they would have to have fought before the advent of the iron way.