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## NOTICE.

### THE DOMINION EXHIBITION.

Montreal. The next number of the CANADIAN ILLUSTRATED NEWS will contain a double-page

### Bird's Eye View of the Exhibition Grounds.

And subsequent numbers will furnish sketches of the different departments of this great show.

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## CANADIAN ILLUSTRATED NEWS.

Montreal, Saturday, September 11, 1880.

### "THE FRENCH YEAR."

Among the many cheerful and encouraging signs of the times, we may not overlook the new era of prosperity upon which the old Province of Quebec seems to be entering. Not only is she enjoying her full share of that revival of trade, which the blindest and most prejudiced cannot fail to witness all over the Dominion, but there are special advantages offered her that are bound to result in incalculable good. We refer to the re-opening of relations between France and her ancient colony. This is, indeed, so striking an event that *La Gazette de Sorel* very properly christens the present "The French Year," destined to be forever memorable in Lower Canadian annals. And the facts are certainly striking, both individually and cumulatively. In the early spring we were all agreeably startled by the announcement of the Paris Loan of \$4,000,000, which may be set down as a veritable god-send, coming at a very critical time, and saving the Province from bankruptcy. Next came the Credit Foncier scheme, involving some twenty-five millions, one fourth of which is already under way, and all to be expended in the Province. At the national festival of St. Jean Baptiste, celebrated this year at Quebec, with exceptional splendour, there was the presence of distinguished representatives from France, who not only took a leading part in the proceedings, but engaged themselves to assume the cause of immigration to the Lake St. John country and other portions of the Province. A little later, the French North American squadron visited the Ancient Capital, and participated in a round of social festivities. Still later, M. FRECHETTE, the eminent poet, was declared a laureate of the French Academy, and received an ovation at Paris, where he was awarded the Grand Prix Monthyon. Within the past few weeks, we have been informed of the subscription of ten millions of francs by leading French capitalists for the establishment of four large beet sugar factories at Quebec, Berthier, Hochelaga and St. Johns respectively. Full particulars of this great enterprise were given by us editorially last week. And still the list is not exhausted. M. Dior Brothers, a French firm, largely engaged in the manufacture of superphosphates, have been making investigations in the Ottawa Valley, and have secured a vast area for future

work. Indeed, they are delighted with the prospect which this branch of industry opens out to them. A M. ESCHAND, associated with the same firm, goes further, and sees such chances of an extensive sheep and cattle trade between this country and France that he proposes the establishment of a line of steamers that shall ply, for that purpose, directly between Montreal and Brest or Havre. It is calculated that the French Government would subsidize the line to the extent of one hundred thousand dollars. This scheme alone is of the vastest importance, leading up to the widest possibilities of trade. There is also a M. DE LALONDE, who arrived in this city only last Saturday, with a view to learn the prospects of a profitable investment of French capital in the country. This gentleman, who is Mayor of Longueue, is especially commissioned for that purpose by the Rouen and Seine Sociétés Centrales d'Agriculture. With commendable enterprise, both the South-Eastern and Occidental Railways have offered M. DE LALONDE the use of a special train to visit the parishes bordering on the north and south shores of the St. Lawrence, where he will meet delegates from those several parishes who will be notified to confer with him. Finally, we learn that the French Government are about to send a special commissioner to study the agricultural, industrial and other commercial advantages of the country and make an official report thereon. Surely, all this is fine work to be crowded within a short period of six months, and it is a matter of the sincerest congratulation. France is probably the richest country in the world to-day. She has millions upon millions of capital seeking investment. There are ties of sympathy between her and her ancient colonists which need only to be touched upon once more to insure an immense trade. The men who have been instrumental in bringing about this new order of things deserve the thanks of the whole country, and we are certain that no efforts will be left untried by Canadians to maintain and enlarge the relations now so auspiciously opened.

### THE RAILWAY ARRANGEMENT.

The Government organ at Ottawa has published a cable message containing fuller and more detailed information respecting the negotiations of the Ministers in England for the construction and subsequent running, by a Company, of the Canadian Pacific Railway. We are informed there are two competing Companies, and that the only questions now at issue have respect to the details of the arrangements. A total land grant of fifty millions of acres is spoken of, together with a subsidy of \$10,000 per mile. If the lands are estimated to net only two dollars an acre, the aggregate of the land grant and the money subsidy would probably amount to a greater sum than it would cost the Government to build the remaining portions of the railway; and the land may probably net more than two dollars an acre. The average price at which the lands of the American railway companies have been sold has been over five dollars an acre. But this is not by any means all the question. The Company will undertake to settle its lands at its own cost; and this is not only a work which a Company can do better than a Government, but it is a work which would cost the Government a greater number of millions of dollars than the difference of price paid to the Company, as compared to what it might itself do the work for. If the Government could do this work of colonizing as well as a commercial company, we should say it would be better to do it. But it cannot, and that is the fact which governs the whole question. It appears, moreover, from the telegrams in the Government organ, that the Company is to build about 600 miles of road, between Lake Nipissing and Thunder Bay, and, after building it, to work it. There is very heavy work in this section—through a country with a severe climate and a very sparse population; but the road may tap great mineral

wealth. At any rate, however, the addition of this section very much alters the complexion of the bargain, making it harder for the proposed contractors. There is another consideration. The introduction of these millions of English capital, which will be followed by settlement, will bring on and cause the creation of great wealth in the Dominion, within the next ten years. It is further stated in the telegram to which we have referred, that capitalists are coming out to see the country, with a view to investment. The movement has, in fact, already begun. This is a sign which the people of this country may regard with satisfaction. The great object and legitimate functions of a Government are less to make money directly from the construction of a great public work than to establish such a state of things as will lead to rapid increase of population, which means creation of wealth, that will, in its turn, invigorate the public revenues. It may be added that the Ministers have taken their return passage by the Allan steamer of the 9th. They may, therefore, be shortly expected in Canada. It is scarcely possible to over-estimate the vast importance of the work which we believe they are correctly reported to have done—all our other party issues dwindle into insignificance when compared with it.

### FARMERS' DELEGATES.

We notice that the Government have again adopted the device of inviting delegates from tenant farmers in the United Kingdom to visit this country, in order to report upon its resources, for the information of their class at home. We believe that those who come this year are from different parts of the Kingdom from those who came last. Those who came last made very favourable reports; and we notice from our contemporaries in the West that the delegates who are now examining the country are very favourably impressed with its suitability as a field for the settlement of English tenant farmers. There is no class of settlers so valuable for Canada, and none more slow to move. It is almost in vain to approach them with any kind of representation that can be made by emigration agents. But they will naturally have more confidence in the reports of men of their own class specially sent to examine; and the more so, when this testimony is uniform and cumulative. The confidence thus created, and the information conveyed, cannot fail to be of the very greatest importance for the country. The Government deserve well of the people for this action.

### WRECKED ON ANTICOSTI.

On the evening of the 15th of August a small group of passengers stood on the deck of the SS. *Cybele*, of the Donaldson-Clyde line, discussing the prospects as to life on Anticosti, and anxiously scrutinizing the sterile, uninviting shore. We left Glasgow on the 6th ult., and our passage, though at first we met with strong westerly winds, was quick and pleasant; the weather after passing Belle Isle was clear, and having a favourable breeze we were calculating on a speedy termination to our voyage. The island was sighted early in the evening, and at nine o'clock we were opposite Heath Point, but a smoke or haze having settled on it, the captain was deluded as to the real distance, and running at full speed we struck at high tide on the rocks, within half a mile of shore, going so far on that our bows drew but six feet of water. The Allan line SS. *Grecian* was close behind, and after signalling she hove to and we despatched a boat to say that no danger was apprehended for the present and for her to telegraph from the nearest station; she at once went on leaving us to ourselves. There was no such thing as sleep, and though we had informed the *Grecian* that there was no immediate danger there was yet considerable, for rising with the heavy ground swell we would come down with a tremendous crash on the solid rock bottom, our masts promising to snap off, the funnel swaying furiously, and the entire frame threatening speedy dissolution. After some difficulty the boats were got ready for lowering and we were informed that we would be landed in the morning. This quieted our apprehensions but did not deter several anxious ones from selecting several large and suitable planks with which they hoped to reach shore through the ice cold water and numerous sharks, believing, maybe, that dry land must be reached at all hazards. Standing on the moonlit deck and hanging on to the

rigging, we smoked cigarettes, and had an opportunity of remarking that on the 15th of August, 1535, Jacques Cartier had sailed up the Gulf and landed on this same island, christening it L'Assomption; the coincidence was certainly singular, but in truth we did not consider the subject very thoroughly, situated as we were. Day at length dawned and in due time we were taken ashore, and to our surprise discovered that the arrangements there were quite comfortable, and that when all hands were landed there would yet be room for more. Safety assured and mother earth beneath our feet, we looked serenely on the surroundings and made many gratifying observations. There was plenty of fresh water, two small lakes, but a quarter of a mile from the house, merely a dike forty feet wide between them and the salt water, so that good bathing was assured, though the stay in the latter was necessarily brief because of that predatory individual the shark. A depot established contained six months provisions, and the weather continuing fine we saved all our own besides kitchen utensils. Fish and game abounded, duck, goose and plover representing the latter, and the funny tribe had for its representation, cod, mackerel, halibut, herring and flounders, while our after-meal amusement was lobster catching, frequently bringing in two or three dozen. In fruit too there was the utmost profusion, strawberries, cranberries, and the yellow, raspberry-shaped berry, with its mellow tart taste and healthful qualities, in greatest abundance of all; the case also with which they could be picked being a strong recommendation. We used the beach and the firm ground adjoining it as a promenade, and confined our walks to them, as the swampy interior was not considered safe. Time slipped slowly by. On the Friday Capt. Clotworthy was compelled to desert his vessel, as a stiff gale was blowing and the seas swept over her from stem to stern, and leaving it was discovered that her back was broken and all hopes as to getting her off were resigned. Saturday saw every one complaining of the monotony, on a sharp look out for the wrecking tug; late in the evening the fog cleared and her lights were discerned and she shortly after came to anchor. I need not say the arrival was welcome, and when it was known that we were to go away on her next day there was not a heart but beat lighter, for Anticosti is a nice enough place to spend a week, if the mosquitoes can be withstood, but like all other watering-places, it has deficiencies and very noticeable ones, but I cannot doubt that when the cable is laid a road to it from the north shore, and landed again at Gaspé on the other side of the Gulf, there will be many locations far worse. The salmon fishing is excellent; bears are numerous for those inclined towards heavy game. Of the bathing I have already made mention, and the freshness of the air completely restored our enervated constitution, and in our small circle there was not one who would dislike a return if it could be accomplished differently. The island is not as deserted as it seems from a passing ship. There are several villages—the character of the villages may stand examination—and on the south-west shore the soil is highly cultivated. The telegraphic communication that I have just spoken of is appreciated here, and the department receives well-deserved praise. The wrecks of innumerable ships of all grades and nations strew the beach at short distances around the entire coast, and had there been a telegraph station and relief sent promptly many might have been saved, and mariners and ship-owners will gladly greet the consummation of the project. There are no harbours where vessels can ride out a gale in security; there are none whatever on the south coast. On the north I was informed that there were several which are resorted to when hard pressed, but available only with certain winds, and as the long stretch of shingle precludes any chance of landing in small boats in rough weather, there is scarcely a worse locality for a shipwreck. At noon on Sunday we were taken out to the tug—the *Margaret M.* of Quebec—and were soon steaming rapidly to the south-west en route for Gaspé. We have many amusing recollections of the island and besides remember with gratefulness the efforts of Mr. Thomas Gagné, the lighthouse keeper, and his worthy spouse, to make our stay pleasant. We were sorry also to part with the estimable officers of the *Cybele*, for one and all, Capt. Clotworthy; the first officer, Mr. MacDonald; the second, Mr. Muir, and the chief engineer Mr. McAllister, did the best in their power to render us comfortable. It was sad too to see a gallant ship that had carried us over many a mile of tumultuous water lying helpless on the storm rock, but the tug was fast, and while we careened over the sparkling waves the lighthouse was disappearing, and evening saw not a trace of our late home. Early Monday morning we arrived at Gaspé and lay there until Tuesday morning, when a telegram was received from Mr. John Rose, the agent of the company at Quebec, instructing the captain to proceed at once with us to the latter city, and we were accordingly deposited there in good order and condition on Thursday morning, the 26th inst. That evening we were sent on the steamer *Quebec* to Montreal and got in at 7 a.m. Friday. We are very thankful for our safe arrival and consider ourselves as indeed fortunate in escaping so well, and I am positive that none care to experience another night similar to that spent on the rock at Heath Point, and our respective memories will be lamentably bad should we ever forget the events of the occasion, the lobster-catching, draught-playing, mosquito-slaying and the everlasting euchre.