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## CANADIAN ILLUSTRATED NEWS.

Montreal, Saturday, January 1, 1881.

## CANADIAN ILLUSTRATED NEWS.

THE ONLY ILLUSTRATED PAPER IN CANADA.

## PROSPECTUS FOR 1881.

With the New Year we present to our subscribers and the public generally, the XXII.

Volume of the CANADIAN ILLUSTRATED NEWS.

A new era of prosperity is dawning upon the country. After a long period of depression the good times are close at hand. Through good and bad alike we have not relaxed our efforts to maintain and improve our standard of excellence, and now that prospects are bright once more, we come forward to offer a paper improved as well as the times.

We have made changes in our editorial department, by which we hope to ensure bright, sparkling and original reading matter. The want of a good, readable family paper is widely felt throughout Canada, and this want we are determined to supply. Our paper is to be read, not merely looked at for the illustrations.

With the new volume will appear the first chapters of a new and highly interesting tale, entitled, "Against the Law," by Dora Russell, an author whose "Beneath the Wave" was so much appreciated by our readers a couple of years ago.

The illustrations of the paper we propose to materially improve, and shall endeavour to bring them to the highest possible state of excellence.

A greater amount of original work is to be introduced than heretofore: and in this department we appeal to our friends throughout the country to send us sketches and notes of such subjects as they may think will interest our readers. Where possible, such drawings should be in pen and ink, but we shall be glad to receive drawings of any kind, or even photographs, where the subject is of sufficient importance.

From our literary friends we ask the same favours. The Editor will be pleased to receive stories, articles, or notes on any subject of interest.

In conclusion, we would say to our present subscribers: If you have been satisfied in the past, you shall be more satisfied in the future; if you were right in subscribing to us last year, you will have double reason for renewing your subscription, while all such as have never yet taken the paper, we would remind that the New Year is the time to turn over a new leaf—and that leaf should be the page of the CANADIAN ILLUSTRATED NEWS.

In a British peerage list appear 498 names, of which 5 date from the thirteenth century, 5 from the fourteenth century, 11 from the fifteenth century, 29 from the sixteenth century, 67 from the seventeenth century, 119 from the eighteenth century, and 271 from the nineteenth century.

## HAPPY NEW YEAR.

Having devoted the present number almost entirely to light literature connected with the festivity which we celebrate to-day, there remains to us only a brief editorial space wherein to offer all our friends and patrons the compliments of the season. Not as a mere formality, but in heartfelt sincerity, we wish the subscribers of the NEWS throughout the Dominion every blessing which Heaven may be pleased to confer on them during the coming year. It is now ascertained beyond a doubt that the country has entered upon a career of renewed prosperity, and it is therefore our hope that every one of our patrons may have a share in it. Personal as well as national blessings depend very much upon individual effort, and while each one owes it to himself to work for his own improvement, all of us owe it to our common country to contribute to the general weal. That in both cases these efforts may be crowned with success is our sincerest wish.

It would be out of the question to let the New Year's Number go to press without a special bouquet of good wishes to our fair readers. A Happy New Year to you, ladies, young and old, short and tall, fair and—but no, all ladies are fair to the right-minded.

The momentous question which at the present moment is agitating the majority of the fair sex, is doubtless "Shall we keep open houses on New Year's Day?" A word of warning to you, ladies. Look intently at the misery which our artist has feelingly represented for you on another page and beware—oh beware, of thrusting upon jaded humanity that last cup of tea. Open your houses we beg of you, but remember that man wants but little here below, and fourteen or fifteen cups constitute the limit to the powers of assimilation of most people.

Our young friends, too, must come in for their share of our good-will. We have tried, and always shall try, to make your holidays pleasant for you. Enjoy them while you can. It is only Christmas, or New Year, for that matter, every now and then, and Christmases and New Years grow less full of fun as the years run on. Now is the time to be happy, and what wishes can do, we will do for you at least. A happy New Year to you all.

MR. ARCHIBALD FORBES, whose lectures were so highly appreciated on his recent visit, is at present the guest of Prof. GOLDWIN SMITH in Toronto, where he has met with a most enthusiastic reception.

THE death of GEORGE ELIOT is an almost irreparable loss to the world of letters. Although, after the death of LEWES, it was pretty well understood that her literary career was at an end, the public were not prepared for her so sudden departure. She was the English DE STAEL.

THE New Year does not open with fair auspices for Ireland. Bad as the situation has been during the past few months, there is reason to fear that it will grow worse within a comparatively brief space. Fortunately, Parliament meets early in January, and Government will be called upon to take some definite action.

POOR VENDOR.—Though indeed we may congratulate ourselves that we have no reason to congratulate you. We must look, it seems, to the future to give us any reliable means of predicting, even approximately, the weather on which we all depend so much. What an impetus, by the way, would be given to general conversation if we could say, "What a glorious day we are going to have the week after next," instead of the somewhat hackneyed "Fine day, is it not?" of to-day.

THERE are now sixty-eight daily political journals published in Paris. Three new ones appeared yesterday: *La Ville de Paris*, *L'Unité Nationale*, and *La Loi*.

## THE SEAT OF GOVERNMENT.

THE HOLIDAY ADJOURNMENT—THE PACIFIC RAILWAY DEBATE—WRECKING TUGS, ETC.

(From Our Special Correspondent.)

OTTAWA, Dec. 24th.—The House of Commons adjourned last night until Tuesday the 4th of January. It did not sit to-day, the day before Christmas being always a sort of holiday, besides being necessary to give the more distant members time to reach their homes. But an adjournment of this kind is very hard upon members from British Columbia and Manitoba, as well as those from some extreme points in the East. Sir John at first announced that he would only allow an adjournment until Tuesday; and again, at New Year's, until Tuesday. This would have been the better arrangement, and the only one consistent with calling Parliament in December. If Sir John could have foreseen that he would have yielded to the "gentle pressure" of which he spoke, it would have been much better not to attempt to call Parliament until January. Giving a long recess for the express purpose of affording an opportunity for agitation, is not one of those things in favour of which any powerful arguments can be used.

The great topic of the week has still been the Pacific Railway Contract: and it is greatly to be regretted that the debating has not been equal to the subject. The bitterness imported into the debate by the insinuations of corruption in Mr. Blake's speech at the close of last week, and the very violent language and sweeping insinuations in that of Sir Richard Cartwright, immediately following, have given a bad tone to the feeling this week, and the result is inimical to anything like a calm discussion of that question which of all others is most vital to the interests of this country.

Mr. McLennan made the speech of the week on the Government side in support of the contract with its provisions as they stand. And it is for those who take the opposite side to meet such positions as he has taken fairly on their merits, and overthrow them if they can. Many of the arguments of Mr. McLennan are so founded on common sense that they must have occurred to most men. Many of them have to me, and some of them I have already stated in your columns. It was especially the clear and gentle manner in which they were put, a manner which had in view at once respect for the member himself and for the intelligence of the House, which made so marked a change in the tone of this debate.

The first point was—the question being decided, and it has been again and again shown to have been decided by both of the great parties in Parliament that it is better to build the Pacific Railway by a Company than directly by the Government,—there must be a sufficient consideration given to induce a Company to undertake the work. Could a less consideration be accepted than is offered by the project before the House? The answer to this cannot be doubtful. The present Syndicate say they will not take less; and as I stated last week, it is an open secret, that several of the great monetary houses whose names have been mentioned in connection with this project, declined to become parties to it when they saw the extent of the obligations involved. This is not to say that there may not be some modifications of some of the details. But there cannot be a change of substantial considerations, if the work is to be done by a Company. And I will venture this prediction that whatever is the upshot, and whether the work is done directly by the Government, or by another Company, it will never be done for less than 50 millions of dollars in money, and 25 millions of acres of land, which, without being opened up by the railway, are utterly valueless.

The resolutions of the Legislature of Manitoba came like a little bombshell, and at first sight very greatly strengthened the hands of the Opposition. They would be very important, if the ground on which they proceed could be sustained. But if this is successfully attacked, they crumble to pieces. It is known that the St. Paul and Manitoba Railway Company, with their lands and connections, have great influence in the Pacific Railway Syndicate; and they are known to be pushing out Colonization Lines in the direction of our frontier to points west of the Province of Manitoba. The Manitoba people, therefore, fear that the line will be deflected south, and so give their province the go by. This, of course, would be a very great injury to Dominion interests. But the question is, could the Syndicate itself have an interest so to deflect the line to favour existing American railway systems at the expense of Dominion interests? The answer must be in the negative. The preponderating interests of the Syndicate would be Eastern to Thunder Bay and by their line North of Lake Superior. Besides, the projected roads of the St. Paul and Manitoba Company, are colonization roads, having for object the sale of lands. That Company has no interest in the United States railway system; East of St. Paul, and West of St. Paul, as I have already said the interest of the Canadian lines would greatly preponderate. In view of this fact, the Manitoba resolutions are not marked with so much wisdom as one might expect from a Legislature, while the references to the land selections are simply childish, in view of the interests involved.

The whole question of guarantees, as Mr. McLennan very clearly and powerfully put it in his

speech, and as has been urged on more than one occasion in these columns, narrows itself down to a question of commercial interest. If the Dominion were to give 25 million acres of land to a Company which had not interest, and in fact, a primary interest to dispose of them, first, for the purpose of obtaining money for their operations and profits, and second, for the purpose of obtaining population and traffic for their road, it would be a mistake of the greatest magnitude, for any consideration, to place any Company in possession of so much land. But on this point, we have not simply theory to depend upon; we have experience of the operations of great railway and land companies in the Western States. We have seen that the commercial efforts which they have put forth to induce settlement on their lands, have led to the most successful emigration propagandism that the world has ever seen, and that the results which have crowned their efforts in promoting settlement, and creating vast wealth and a great civilization within the last fifteen years, have constituted another wonder of the world. I believe it is knowledge of this fact that has mainly moved, if it has not entirely led, the men who compose the present Syndicate to take up this scheme. And in the face of considerations of this kind, and the great possibilities which would naturally arise from the exercise of the commercial instincts of the Syndicate, in promoting immigration, and thereby creating wealth in our North-West, it is the wildest nonsense, and in the last degree inimical to the best interests of this country, to declaim about this land grant as a huge "Monopoly" of the pernicious sort of those private speculators who invest their money in wild lands, and then fold their arms until they become valuable by the exertions of their neighbours. It is a fact, that some of the men in Parliament, who have this cry of "Monopoly" the loudest on their tongues, are themselves steeped to the lips in land speculations.

Mr. McLennan further contended that the same kind of argument, as respected the interests of the Syndicate, must be applied to all the parts of this contract and especially the running of the road. Whoever the proprietors may be they will have the greatest interest in the prosperity of the country; and they will have this especially in their capacity of large land owners. It is said the Manitoba and St. Paul road charges very high rates. That is true; but the circumstances are not the same. And besides under the Railway Clauses Act, they will not be able to levy tolls to bring on a greater revenue than 60 per cent. on the capital invested. If it is said the Company will have too much influence to prevent this Act from being enforced, the answer is that if there were any real necessity, there would be so strong a feeling in the country that no Ministry could do otherwise.

There has been another Ministerial caucus, at which the feeling was quite in favour of the measure. But it is understood there was a modification of a detail suggested, namely, that if the Syndicate are allowed to bring in their supplies duty free, all dealers in Canada, who sell them supplies, shall have drawbacks of duty on such sales. That is at least fair. And it meets the arguments of those who opposed this provision as inconsistent with the National Policy. The Syndicate I understand would not undertake the work in the absence of this provision, as it is a part of their calculation and they could not expose themselves to the chances of an uncertainty, involving millions yearly.

Mr. Patterson moved for a correspondence on wrecking, and the debate cleared some misapprehensions. A wrecked or distressed vessel may obtain the services of United States tugs, but not before application is made to a Canadian tug, if there be one available. Mr. Bowell explained that this regulation was made in consequence of the high charges of American tugs.

There was no other business in Parliament during the week calling for special notice.

## HOME MANUFACTURE.

To encourage home manufacture should be the aim of every person having the prosperity of the country at heart, and more especially so when their productions are at least equal, if not superior, to foreign production. One of the important industries of Montreal is the manufacture of sewing machines, the oldest establishment of the kind in the Province being the Lawlor Manufacturing Company, whose sewing machine factory is situated on Nazareth street. Their machines are found in all parts of the Dominion and many other countries, and are rapidly gaining favour in every household where they are introduced. It is not our intention to depreciate any sewing machine, but we consider that the Lawlor Improved Machines are so complete as to overcome all the objections found in machines generally, (these improvements are secured by letters patent) and that which has been sought after by every maker throughout the land has been attained by this Company—viz., an "even, round, bird's-eye stitch" on all kinds of goods, coarse and fine. The silence and smoothness of the motion is a positive proof that they will continue to run well for years without expense; this is clearly shown by the machines being in constant use during the past twenty years in Montreal, and are highly recommended by some of the best families and nearly all the religious institutions of the Dominion, as well as the largest manufacturing houses. This Company have ample facilities for manufacturing in large numbers, and have the latest improved machinery, much of which has been invented specially for their machines.