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TEMPERATURE.

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

THE WEEK ENDING

October 9th, 1880.			Corresponding week, 1879		
Max.	Min.	Mean.	Max.	Min.	Mean.
Mon. 62°	42°	52°	Mon. 73°	54°	63°
Tues. 60°	52°	56°	Tues. 55°	46°	50°
Wed. 67°	55°	61°	Wed. 60°	47°	53°
Thur. 77°	59°	68°	Thur. 59°	45°	52°
Fri. 75°	65°	70°	Fri. 60°	41°	50°
Sat. 76°	56°	66°	Sat. 62°	44°	53°
Sun. 71°	61°	65°	Sun. 67°	51°	60°

NOTICE.

Among other illustrations we shall present our readers with a sketch of the

GREAT LACROSSE MATCH BETWEEN THE SHAMROCKS vs. TORONTOS.

And also a sketch of the

ANNUAL GAMES OF THE MONTREAL LACROSSE CLUB.

Besides a variety of fresh and interesting literary matter.

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CANADIAN ILLUSTRATED NEWS.

Montreal, Saturday, October 9, 1880.

THE WEEK.

NOTHING is as yet known in regard to the prospects of a fall session of Parliament to consider the Pacific Railway Contract. It is possible, however, that with the return of the Governor-General and all the Ministers to Ottawa, some decision will be arrived at in the course of this week.

THERE is much curiosity to know what change, if any, will be made in the political direction of the *Globe* by the change in its proprietorship. Three of the principal shareholders are said to be members of the Pacific Railway Syndicate, and it is difficult to see how they can countenance any systematic hostility to the scheme.

THE chief point in the Pacific Railway Contract is the financial strength of the contractors. That must be assured beyond all cavil. In other words, they must have that solid and substantial standing which will guarantee the completion of the road in the time specified, without any danger of hitch or delay.

THERE are rumours of changes in the Dominion Cabinet and it is said that the successor of the Hon. Mr. Masson has been nominated. Mr. CHAPLEAU has beyond cavil a prior claim to the seat, and if he has waived it for the present, it must be because his services are still required at the head of the Provincial Government.

It is to be sincerely hoped that Sir JOHN MACDONALD's prediction of a large German immigration, consequent on the embodiment of German capital in the Pacific Railway, may be abundantly fulfilled. No more desirable element of thrift, honesty and industry could be desired in the building up of our great North-west.

We congratulate the *Gazette* of this city on the maintenance of its new enlarged and more convenient form. One by one,

our chief papers are rising to the proportions of our American contemporaries, thereby giving another proof of the revival of prosperity in the country. There is, perhaps, no surer sign of the growth of a people than the improvement of its press.

THE Eastern question is still in abeyance. The Allied Fleet rides in the landlocked bay of Gravosa, a sketch of which we publish to-day, and the week has been spent in parley. It is clear, however, that this anomalous situation cannot last long, and probably before our next issue we shall have some decisive news. The Porte has displayed all its usual craft and shrewdness, while the Powers may be said to have shown unusual patience.

THE new Cabinet in France is moving very quietly, indeed, as the nature of things seems to warrant. We may not expect much of a startling nature before the meeting of the Assembly. The Prime Minister, M. JULES FERRY, has no special strength of his own, but the Minister of Foreign Affairs, M. BARTHELEMY DE ST. HILAIRE, a life-long friend of THIERS, and heir of his pacific principles, has already done much toward allaying any uneasiness which the change of Cabinet might have inspired.

SCHEMES of immigration and colonization on a gigantic scale are spoken of as the direct result of the visit to England of Hon. J. H. POPE, Minister of Agriculture, and Mr. A. P. CARON, M. P. for Quebec County. The services of Rev. A. J. BRAY, of this city, are said to have been secured in this connection. Some of the details have been given to the press, but with neither sufficient authenticity nor minuteness to justify intelligent comment thereupon. It is remarkable that while the Toronto papers have gone into particulars, the official organs at Montreal have been completely silent.

THE Presidential campaign is still raging furiously in the United States, but next week light will be thrown upon the probable result. The State elections in Indiana take place on Tuesday, the 12th inst. It is admitted on both sides that the returns there will practically decide the November battle. If the Democrats carry the State by any majority exceeding 5,000, all the chances will be in their favour. The Ohio State elections take place on the same day and are conceded to the Republicans, but if their majority is curtailed in any way the prospect for them will be still further darkened.

PROFESSOR THOROLD ROGERS has hit upon a capital idea in suggesting the formation of a company for the purchase and sale of land in different British Colonies and in the United States, with a view to furthering the emigration of small farmers, and for assisting such emigration by loans on the security of the land sold or occupied. The company would set up homesteads on farms of say 100 acres, fence the land, and put it in a condition for immediate occupancy. The tenant, on his part, would be required to pay down a portion of the cost of stocking the farm, and would have to provide for his passage out and support until the farm began to be remunerative. To many small farmers such temporary assistance would be very valuable.

THE good work is still advancing. Every week brings us fresh proofs of the substantial interest which France is taking in her old colony. We have kept our readers regularly informed of these facts as they became public. This week we have a letter from a French gentleman expressing the belief that, by next season, the duty on Canadian built ships in France will be reduced to 40 cents a ton. This will doubtless cause a revival of shipbuilding in Quebec, especially of vessels destined for the French fisheries. We are also in-

formed that Messrs. DIOR BROS. of Granville, France, intend to commence next year running a new line of steamers between that port and Quebec. The writer believes that the line could be supported by the subsidies of \$50,000 promised by the Canadian Government and \$150,000 by the Government of France, as also by the trade in exporting Canadian live stock and phosphates to France. Finally the French Government have given instructions to the Governor of St. Pierre, Miquelon, to lend all the assistance in his power to the furtherance of Dr. Fortin's scheme of telegraphy in the Gulf of the St. Lawrence.

THE Plantations of Aroostook are about to become celebrated. Everybody has read HOWELL's amiable story "The Lady of the Aroostook," and later we have heard Mr. BLAINE's denunciation of the inhabitants as the cause of the late Republican defeat in Maine. The townships in question are situated on the norther frontier of the State of Maine and adjoin the southern counties of the Province of Quebec, such as Temiscouata and Rimouski, and also the New Brunswick line. The people are of exactly the same race as inhabited this Province, and formed part of Canada before the cession of that territory to the United States by the treaty of 1817. This is by no means the only district lost by the carelessness or ignorance of British diplomatists, and it is well known that the north of Vermont and New Hampshire, and the extreme north of the State of New York, were half French, constituting detached portions of this Province. The inhabitants of Aroostook are, of course, Americans by birth and identified with the political discussions of our American Cousins. They seem to be for the most part Democrats, and their influence determined the late contest in Maine against the Republicans.

THE LAND OF MYSTERY.

There is a strange fascination about everything connected with Arctic exploration, probably because it combines the two elements of danger and the unknown. Arctic literature is sufficiently abundant and has always proved popular, the narratives of adventure in those glacial wilds furnishing all the zest of the most thorough romance. The latest sensation in this respect is the expedition of Lieut. SCHWATKA, particulars of which have just reached the public. It appears that this gallant officer and his companions have made the longest sledge ride on record—3,251 miles—have endured degrees of cold never experienced before, and discovered important rivers and coasts hitherto unknown. They have furthermore made the discovery of numerous relics of the ill-starred FRANKLIN expedition, and brought home the remains of Lieut. IRVING, third officer of the *Terror*. It will be remembered that Sir JOHN FRANKLIN sailed in command of the *Erebus* and *Terror* in May 1845, and were last spoken in July of the same year. Being equipped and supplied for a three years' service, no apprehension was felt about their safety until that term had long been passed. Then the British Government took measures to reach them, and during the next eleven years no less than twenty expeditions were sent out, including two from the United States. The first clue was found by Dr. RAE, a servant of the Hudson Bay Company, who discovered a number of articles belonging to the FRANKLIN party in the vicinity of King William's Land. Sir LEOPOLD MCCLINTOCK, the actual commander of the North American squadron, lately on a visit to Quebec, followed in the *Poz*—fitted out by Lady FRANKLIN—and he was so successful as to determine the date of FRANKLIN's death—June 11th, 1847—and ascertain that none of his officers or men had survived.

The object of Lieut. SCHWATKA's expedition was also the search for FRANKLIN's remains, and in this he was very successful. The papers of the unfortunate commander were not recovered, as they had been

found by the Nathilles Esquimaux and scattered to the winds or destroyed by children; but other memorials were picked up, such as a piece of each of the boats, a part of the bow of one, the sledge upon which it was transported, a portion of the drag-rope at which the poor fellows dropped down and died, a board of the ship which completed the North-West passage, and, last of all, the remains of Lieutenant IRVING, identified by the prize medals buried with him.

It is necessary to add that there is some doubt as to the authenticity of the relics discovered by the SCHWATKA expedition—that is, as to their being connected with the FRANKLIN party. We may add also, as increasing an interest in Arctic exploration, that Captain HOWGATE, in the *Jeannette*, fitted out by JAMES GORDON BENNETT, has not yet been heard from, and some fears are entertained of his safety.

THE PREMIER'S STATEMENT.

The speech of Sir JOHN MACDONALD to the Club Cartier, on his arrival in Montreal, confirmed in the main the statements already published respecting the great question of the day for Canada, the Railway to the Pacific. On two very important points, however, he entered upon new ground, and made intimations of great interest. The first of these was that the difficult parts of the Railway, as well as the easy ones, were to be undertaken by the Syndicate at the same time, thus furnishing the country with a continuous trans-continental route from ocean to ocean. The second was that German capitalists from Frankfort-on-the-Maine also formed a part of the Syndicate. We were very glad to receive this news. It is greatly important as a question of immigration to have a German interest in the work. The Germans make the best of settlers, and they have for some years past poured in a thick stream into the United States, where they have already created great wealth by their thrift and industry. All efforts hitherto have been unsuccessful to divert this stream of immigration to Canada, but a German interest in a Canadian Pacific Railway will probably give us a considerable portion of it. Sir JOHN's statement left the question open as to whether there would be a full session, or whether the matter would be left for the ordinary session in February. On this point, his remarks were corrective of the announcement made by the *Times*, and transmitted by the cable, which we have already noticed, to the effect that the matter would be left to the February session. The impression left by a speech of the Postmaster-General would lead us to infer that there is an intention of a fall session; but he stopped short of making the announcement in terms. We have also rumours from Ottawa of activity in the departments, which might lead us to infer an intention to have a fall session. But we have the statement of Sir JOHN that there is not as yet any decision, in fact there could not be, as these lines are written. This, however, may come at any moment. The reference that Sir JOHN made to a sale of 64,000 acres of land under the Rocky Mountains, to Mr. BRASSEY M. P. for his son, is a point of considerable interest. Farms of 64,000 acres are probably larger than it is well to encourage; but they meet English views as to the desirability of large estates, and Sir JOHN said, what we also know from other sources to be true, that there is a decided interest, not to say a fever arising in England, to settle in Canada. This we may expect to continue, and to be productive of benefit to all concerned. It will afford an outlet for the Englishmen, and be at the same time a source of wealth for Canada. Sir JOHN further stated that the Syndicate will undertake to build the road on more favourable terms than the old Sir HUGH ALLAN proposed arrangement. We cannot say that we are surprised at this, although it was for many years declared, by the present Opposition, that the road could not be built on those