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2nd MAY, 1891.



To Our Readers.

We have pleasure in stating that the next issue of this journal will contain an extra supplement of a high artistic class, printed in colours, and that hereafter from time to time we propose issuing others of a similar nature. We also call the special attention of our literary friends to the liberal cash prizes we are offering for short stories by Canadian writers. Our aim in this is to assist in developing literary aspiration among the people of this country, and, in giving preference to Canadian subjects, to stimulate an interest in our history and surroundings in the minds of both writer and reader.

Von Moltke.

It seems but yesterday that the world congratulated COUNT VON MOLTKE on seeing his ninetieth birthday, and Germany on the continued receipt of valuable services from her distinguished son. The iron heart and reserved nature of the old hero could not but have been profoundly touched at the spontaneous outburst of regard and honour which he then received from all quarters. It was an expression honourable alike to the givers and to the recipient. The news of his death has, we doubt not, carried sadness into many homes in the Fatherland; and to those who fought her battles under his incomparable skill, the intelligence will be especially painful. As a strategist, as a master of the higher art of war, VON MOLTKE stood far above any soldier of this century. The great NAPOLEON at times seemed to forget his cunning, to under-rate his opponent, and to trust for success to the valour of his men rather than of his own foresight; our own IRON DUKE, singularly like the dead Teuton in many characteristic traits, occasionally gave opportunities to his enemy which might have resulted in the loss of his army and the ruin of his prospects; but VON MOLTKE entered on no campaign and, as a rule, no engagement without a careful study of chances and matured plans to meet any contingency that might arise. His skill in war, and the high standing the German Empire has reached under his control of her armies, has had much to do with the long peace that has kept the nations of Europe from shedding each other's blood. While the armaments of the four great powers have been maintained practically on a war footing for the past twenty years, and the world kept on the *qui vive* for an explosion, only one of them has had a campaign, and that with a weak and unimportant neighbour. Germany, standing in the middle of Europe, has been too great to offend. In tactics, in discipline and in improved weapons of attack she has been foremost; and her state of continuous preparation for any campaign has become proverbial. Much of this is due to VON MOLTKE; and the school of warriors that has grown up under his training will, we cannot doubt, continue to make the nation one whose very power will aid the cause of peace.

The Steamship Service.

In spite of the articles that have appeared with almost clockwork regularity each week in the leading newspapers for the last year or two, informing us that negotiations for a fast steamship service between Canada and Great Britain were nearly completed, in reality nothing whatever seems to have been accomplished. At any rate, there is neither any satisfactory result nor any sign of such; in fact, the tendency appears to be the reverse of that hoped for. The recent instructions issued by the Canadian Government, materially advancing the rates of newspaper postage, would seem to be of anything but a hopeful nature. But we think that this very fact will do much to hasten the inauguration of a good direct service. It will bring the subject prominently before the people; and added to the increase in rates, there is also the unpleasant conviction that all the mail matter for Great Britain and the Continent has to be sent through foreign territory. With the rank Canada holds for shipping among the nations of the world, this feature is anything but creditable; and viewed in connection with our excellent railway systems and general facilities for a fast direct service, the foreign shipment of mails appears unnecessary if well directed and vigorous efforts are made by our Governments—Imperial and Dominion—towards inaugurating a fleet of vessels whose speed and equipment would be beyond reproach. It is undeniable that such a line would—if properly advertised—attract an enormous patronage from the travelling public from the scenic advantages the St. Lawrence route offers and from the reduced time spent out of sight of land—two great desiderata with modern trans-Atlantic passengers. Nothing has been heard during the past few days of the negotiations said to be in progress between the ALLANS and the Naval Construction and Armament Company; but the principals of both parties are men likely to carry through anything to which they put their hands. The nature of their plans, as outlined, appear to be just what Canada wants, viz., a service which will rival in every way (except in number of vessels) that now offered by the New York route. We sincerely hope that the preliminary negotiations will be successful; the new company will then be in a position to claim the Government subsidy, and on the latter's shoulders will then rest the weal or woe of the scheme.

Behring Sea.

The postponement of the Sayward case until next October on a merely technical point, seems to indicate a weak case for the United States, or a desire to have the sealing of this season carried on free from the effect of any legal decision. The whole question is no further advanced than it was last fall; and the rather questionable *coup* by which a decision was referred to the United States Supreme Court has not had the slightest effect on the practical bearings of the case. It is not, however, at all likely that any attempt will be made by the American cruisers to interfere with the Canadian sealers this summer. With the exception of MR. PHELPS, to whose extraordinary views on the subject we alluded a few weeks ago, the drift of the opinion of those who have studied the question is unfavourable to American pretensions. This has been reflected through the press, and has sensibly affected public opinion. The British naval force at present on the Pacific station is, moreover, a fairly strong one, while it is unlikely that the United States cruisers are of an exceptionally formidable character; and, although the American sailor is not one to shrink from doing his duty, seizure of vessels under the British flag might possibly result in unpleasantness to the weaker party. The probabilities are that the programme of last summer will be repeated—that the sealers will act up to their claims without interference from the hostile vessels. If the American Government would come down from their high ground, and signify their willingness to arbitrate, the whole question could be quickly settled without all this infantile playing with edged tools. One shot fired in anger on the North Pacific might bring on a war that would deluge both nations with blood.

The Dominion Illustrated Prize Competition, 1891.

QUESTIONS.

FOURTH SERIES.

- 19.—Give particulars of a new railway mentioned as likely to be undertaken by the Russian Government?
- 20.—What comparison is made with a noted encounter mentioned in one of Captain Marryatt's novels?
- 21.—What feature of Canadian life is said to be specially noted by strangers?
- 22.—Where is mention made of the famous struggle between Char-nisay and La Tour?
- 23.—Give name of a blind lady who has recently passed with high honours through a university and mention one of her chief accomplishments.
- 24.—Who was the author of "Quebec Vindicata" and give a brief sketch of his life.

NOTE.—All the material necessary for correctly answering the above questions can be found in Nos. 131 to 147 of the "Dominion Illustrated," being the weekly issues for January, February, March and April.