

# The Dominion Illustrated.

\$4.00 PER ANNUM IN ADVANCE.

THE DOMINION ILLUSTRATED PUBLISHING COMPANY (Limited), Publishers.

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73 St. James Street, Montreal.

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Agent for Manitoba and the North West Provinces.

London (England) Agency:

JOHN HADDON & CO.,  
3 & 4 Boulevard Street, Fleet Street, E.C.  
SOLE AGENTS IN THE UNITED KINGDOM.

29th MARCH, 1890.



The article in the last number of the *Week* on "The Library in Education," should be read by all persons who are concerned in the classification of books and the turning of printed knowledge to the best account. Notwithstanding many improvements in the methods of imparting instruction, books are still an invaluable aid to the student. Works of reference in our days are of far greater utility than they used to be in former generations, owing to the pains taken both by the writers and the publishers to make them trustworthy. Whether they treat of history, of science, of art, of commerce, of manufactures, or of any of the branches into which these subjects are subdivided, the utmost care is exercised in rendering the information full and satisfactory. There is no department of knowledge on which rich stores of gathered facts have not been placed at the disposal of the earnest inquirer. But to make them always and readily accessible—that is a task for the trained librarian. The present system of library administration is, compared with the old, a virtual revolution. In England a new era began with the reforms of Mr. Edward Edwards, whose works extended the desirable propaganda through the range of civilization. On this continent men like-minded sympathized and coöperated with the movement, and the illustration furnished by Mr. Iles of the new *modus operandi* shows how much has been gained since Mr. Edwards published his ideas of library economy. It is a practical lesson of great value, to which all who are interested in library work will thank us for calling their attention.

The death of Mr. Charles Gibb, which took place at Cairo on the 8th inst., is a grave loss to this province—to the whole Dominion. How much his personal friends have parted with their own hearts will tell them. Mr. Gibb had a richly and rarely endowed nature. Seldom, indeed, have this world's goods been bestowed on one so worthy, morally and intellectually, to administer them for the benefit of the community. The most unassuming of men, Mr. Gibb united in his character qualities not often found in conjunction. Kind-hearted and generous, he was, at the same time, thoroughly practical. Possessed from his birth of ample means, and enjoying exceptional social advantages, he was accustomed from his childhood to high thinking and noble endeavour to realize it. After leaving college and spending some time in travel, he asked himself how he could employ the talents entrusted to him in a way that would develop his own gifts, keep his mind sound and his body healthful, and also be of service to the rest of the community. He fixed

his choice, happily for this province, on horticulture, and more especially fruit-raising. And what his head and hand found to do, he did it with all his might. The Horticultural Society of this city is indebted to him for much of its progress. He suggested, and was mainly instrumental in, the publication of the yearly report, and set the example of contributing special papers, based on actual experiment. The series of proceedings since 1876 would be much reduced in bulk and value if Mr. Gibb's share were taken away. His visit to Northern Europe, and especially to Russia, with Prof. Budd, had results of great significance to our fruit-growers. It was the first attempt to apply the common-sense theory that, in choosing new varieties, those of like climate should have the preference. Previously what little had been done in that direction had been done at random. The pains that Mr. Gibb took to make his tour fruitful to his own country are revealed in every page of his unpretentious but precious record. He resolved to make a like inquiry in Japan, and was on his way home when, to the surprise and grief of all who knew him, his death was announced. But that was only one phase of his beneficence. He went about doing good and his works do follow him.

The last number of the *Commercial* is almost entirely devoted to a *resumé* of recent progress in Manitoba and the North-West. The first portion deals with railway construction, and the *Commercial* is certainly justified in qualifying the record of 1889 as a "splendid showing." It appears that 411 miles of new road have been ironed and 119 miles graded during the past year. This gain is distributed among the North-West Central, 50 miles; the Northern Pacific and Manitoba, Portage branch, 55 miles; the same line, Brandon branch, 145 miles; the Canadian Pacific, Souris branch, 20 miles, and 30 miles graded; the same line, Carman extension, 6 miles; the Manitoba and North-Western extension, 25 miles graded; the Qu'Appelle, Long Lake and Saskatchewan, 120 miles and 34 miles graded; the Manitoba South-Eastern, 20 miles graded; the Winnipeg (within the city limits), 10 miles graded; the Port Arthur, Duluth and Western, 15 miles. This last line, though geographically in Western Canada, is politically within the boundaries of Ontario. It is usually and naturally associated with what we have been accustomed to regard as the North-West—that is, Canada beyond Lake Superior—rather than with a province, the inhabited parts of which are separated from it by a great inland sea and a long stretch of unoccupied country.

The people of Manitoba and the Territories cling hopefully to the Hudson Bay Railway, and decline to accept the adverse decisions which the mercantile community of Eastern Canada has pronounced on it. "That it will in time be built," says the *Commercial*, "is not the least doubted by Manitobans, whose faith in the route is about as sure as it could be in any enterprise. Upon the opening of this great route, the development and prosperity of this country in a large measure depends, and all other railway enterprises are considered but of secondary importance when the Hudson Bay road is included. This road has been before the people for years, but the progress made has not yet been very much." Our contemporary does not seem to have any definite information as to the present position of the undertaking, but "many believe that the prospects are good for

the placing of the scheme in a practical shape to continue construction before long. Perhaps during 1890 the work of building the road may be undertaken in good earnest." We heartily agree with the *Commercial* that the railway development of recent years reveals unbounded faith in the future of the country.

By an Order-in-Council the North West Territories were in 1882 divided into four Districts: Assiniboia, with an area of 95,000 square miles; Saskatchewan, 114,000 square miles; Alberta, 100,000 square miles, and Athabasca, 122,000 square miles. These Districts, generally known as the Territories, were given representation in the House of Commons by an act which was assented to on the 2nd of June, 1886. The act has since then been frequently amended, but it was only to be expected that further changes would be necessary as settlement advanced. A measure is now before the Senate, the chief aim of which is to substitute in the Territories a Legislative Assembly for the mixed Council. It is proposed that it should consist of twenty-two members, elected by the people—three legal experts being appointed by the Lieutenant-Governor to aid and advise in the preparation of bills. Its duration is fixed at three years, and it is to make laws on direct taxation for territorial revenue purposes, on prison administration, on licenses, the solemnization of marriage and other matters of a private and local character. Certain powers enjoyed by the other provinces are still withheld, for reasons deemed in the circumstances sufficiently valid.

There are two clauses of peculiar interest in this measure for the organization of the North West. It is provided that either the English or French language be used in the debates of the Assembly, in the courts and in the printed records, etc., until after the next general election, when the Assembly will be free to regulate its own practice in this respect. By the existing law the manufacture, sale or possession of spirituous liquors is prohibited, save where special permits have been obtained. In the Senate bill it is provided that no change shall be made in the liquor laws, and that the powers conferred on the Legislature with relation thereto shall not be exercised till after the next general election, when the people shall have an opportunity to express their opinion on this important question. That in the course of time the four North-West Districts will be placed on the same independent footing as any of the older Provinces, may be taken for granted, but as yet the population is not large enough for sub-division or the devolution of entire control as to lands, loans, etc. The present measure marks, however, a step forward in that direction which must give satisfaction to all who are interested in the progress of new Canada.

Mr. Ira Cornwall who, as ever, is unwearied in well doing, sends us some welcome information touching the next St. John (N.B.) Exhibition, which will be opened on the 24th of September next. The Exhibition Association, formed of leading citizens, have acquired large permanent buildings and spacious grounds—including a fine speeding course—and are making ample and satisfactory arrangements for the accommodation of a large number of visitors. The committees are all organized and at work, and their exertions have already been fruitful in many ways. Among the new features of peculiar interest will be an exhibit of West India Islands products—the outcome of