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### THE NEW STORY.

In this issue we give a further liberal instalment of WILKIE COLLINS' new story.

### THE LAW AND THE LADY.

This story, considered the best yet written by Mr. Collins, was begun in the CANADIAN ILLUSTRATED NEWS of Nov. 7, (Number 19).

Back numbers can be had on application.

We beg to call the attention of News Dealers throughout the country to the fact that we have secured the sole right for Canada of publishing "The Law and the Lady" in serial form.

### FIRST-CLASS AGENTS WANTED

for the advertising and subscription departments of this paper. Good percentage, large and exclusive territory, given to each canvasser, who will be expected, on the other hand, to furnish security. Also for the sale of Johnson's new MAP OF THE DOMINION OF CANADA.

Apply to THE GENERAL MANAGER, The Burland-Desbarats Company, Montreal.

In the next number of the CANADIAN ILLUSTRATED NEWS we shall publish a sketch of the

### Great Beauport Fire,

and an illustration of the races on the ice on

### BURLINGTON BAY,

together with an ORIGINAL CARTOON, and other pictorial attractions of great interest. The letter press will be lively and varied, as usual.

## CANADIAN ILLUSTRATED NEWS.

Montreal, Saturday, Feb. 13th, 1875.

### THE SPEECH FROM THE THRONE.

The annual Message of the Governor General, which we still persist in calling the Speech from the Throne, embraces not all, but many of the points which have engaged public attention during the past year, and which may call for further legislation during the present year. His Excellency congratulates the House upon the organization of the North West Police force, and the success of its operation. He states that it has materially aided in the creation of confidence and goodwill among the Indian tribes, in the suppression of the liquor traffic, the establishment of legitimate trade, the collection of duties, and above all in maintaining security for life and property within the territory. Another effect of the presence of the Police in the North West has been to enable the Government to largely reduce the strength of the military establishment in that country. We are at present publishing in weekly chapters, the history of this Force and its long march last summer to the Forks of the Saskatchewan. The papers are illustrated by original drawings from our special artist, who was on the expedition. We beg to call attention to them, as from the manuscript in our hands, we believe they will prove very interesting. The Governor next refers to the negotiation of a friendly treaty with the Crees and Saulteaux of the North West for cession of territory, and regards it as a further guarantee for the continuation of

amicable relations with the Indian tribes of the North West. He invites attention to a measure for the creation of a Supreme Court. We agree with him that the necessity for such a measure has yearly become more and more apparent since the organization of the Dominion. It is essential to our system of jurisprudence and to the settlement of constitutional questions. Measures will also be submitted providing for the reorganization of the Government of the North West, and the consolidation of the laws relating to that country, as well as for a general insurance law and on the subject of copyright. We are further informed that gratifying progress has been made in the survey of the Canada Pacific route. Measures have been taken to secure the early construction of the Georgian Bay branch, and to provide a connection with the Eastern railroad system. The report of the surveys of the road from Lake Superior to Fort Garry, which will be ready in a few days, will afford information upon which tenders may be invited for the construction of the Eastern and Western portions of that section, so as to reach the navigable waters of the interior.

Papers will be submitted on the North West troubles, and in reference to the negotiations between the Dominion Government and the Government of British Columbia on the subject of the Pacific railway. Attention is called to the fact that steps have been taken during the recess for a combination of efforts on the part of the several Provinces of the Dominion to promote emigration from Europe under the general direction of the Dominion officials. His Excellency hopes that the effect will be increased efficiency and economy in this branch of the public service.

From the merely administrative point of view, this message will be considered comprehensive enough, and if the Government were left to itself, probably no other points would be touched on. But under our institutions, the Opposition has a great deal to say about the march of legislation, and it may turn out, that it will bring up other questions not mentioned, or only faintly alluded to by the Governor-General. Mr. MACKENZIE evidently looks to a short and easy session. We wish he may have it, but we are by no means sure that he will be thus fortunate. The Reciprocity Treaty has been kept in the dark long enough. Full light must be thrown upon the whole negotiations. The Amnesty question, and the pardon of LEFINE must be thoroughly ventilated. It will be impossible to keep back the New Brunswick School Bill. The production of papers on all these points will doubtless give rise to important debates, and perhaps grave issues. The new Government is now fairly on its trial. Up to the present, it has enjoyed the full sweets of office, but the cares of administration must necessarily follow. Our sincere hope is that it may get through them to the satisfaction of the country.

### PACIFIC RAILWAY.

The report of the Minister of Public Works is very early ready for Parliament. It was placed before members at the very opening. Of course, the most interesting matter that it can contain has reference to the Pacific Railway survey; and we find that the important information which we published, as rumour, a few weeks ago, in reference to the route from the Rocky Mountains to the Pacific is confirmed by this authentic document. The surveys during the summer, have led to the discovery of a route along the valley of the Frazer, much more favourable than it was believed, existed,—a route, we opine, which will not involve greater works of construction than those which were necessary for the Intercolonial, in the valley of the Metapedia. This discovery establishes the fact, not only of the feasibility of the Canadian Pacific Railway, but of greater facilities, as a whole, than were found in the construction of the existing railways of the Dominion. It was previously demonstrated that no serious obstacles would

be found north of Lake Superior; and it is now stated in this report, that it will not be necessary to construct a branch to connect with that lake. It is further established, according to the report, that the snow obstacles are less than on the existing railways, except at some points on the western slopes of the two great mountain chains, in British Columbia. And even with respect to the bridging of the large rivers, and the gullies made by them in the easy route across the prairie country, Mr. FLEMING announces that with proper care in the location of these, they will not cause any large expenditure in proportion to the length of the railway.

We will not now dwell on other portions of the survey, but simply say here that it is impossible to overestimate the vast importance of the points we have stated for the future of the Dominion of Canada. It is not too much to venture the prediction in the light of these facts, that with the determination now evinced by the Government to push on the construction of this great undertaking, it will be finished within the limit of time now agreed upon, viz., 1890, that is, in fifteen years, which is a short time for such a work.

### THE QUEBEC HOMESTEAD BILL.

The Province of Quebec has taken what may be regarded as a very forward movement in favor of Immigration and Colonization. The following is the substance of resolutions lately laid before the House by the Commissioner of Public Works. A special fund of \$50,000, to be called the Colonization Fund, will be devoted to the return of French Canadians in the United States, and the immigration of European agriculturists. Out of this fund, a certain number of one hundred acre lots will be chosen, of which four acres will be prepared for cultivation, and on which a house will be built of not less than sixteen by twenty feet, the whole to cost not more than two hundred dollars. The price of such lots will be payable, in the usual manner, to the agent of Crown Lands, in whose jurisdiction they may be, and the balance in four consecutive annual instalments with interest from the date of the permit. To be entitled to occupy one of these lots, the settler must be at least eighteen years of age, and must possess no real estate within the Province. The settler must pay his dues regularly, reside on the lot and clear at least an acre annually, otherwise his permit may be withdrawn, and transferred to another. There are several minor clauses to the Bill, specifying particular advantages, and supplementing the liberal spirit of the whole.

The attempt in itself is circumscribed, and \$50,000, for special immigration purposes are not a great sum, but as a beginning it is creditable. The main object of the bill is evidently to encourage the return of French Canadians from the United States, and European immigrants are only added as a second resort, but, unless we are much mistaken, it will be found that the latter almost exclusively will take advantage of the offer.

One would think that no possible exception could be taken to this measure, but outsiders are not aware of the intense party feeling existing among the French population of the Province of Quebec. Everything is converted by them into political capital, and this "rapatriement" of which we have heard so much since the last St. Jean Baptiste day, is traded upon by both parties. The Opposition press, and the Opposition members of the Legislature, not only find this Homestead Bill inadequate, but they go the length of demanding that the Government shall pay the passage money of French Canadians returning from the United States, and give them a lot of partially cleared land with house thereupon, in fee simple. This may seem extravagant, but we are simply citing the facts as they are.

The exodus of French Canadians from this Province to the United States is certainly to be deplored, as it has drained the

country of much of its native energy. But the result is one which must be regarded philosophically, not sentimentally. The vast majority of these emigrants went away of their own accord, to better their fortunes indeed, but never under the stress of dire necessity. We have heard much of the misery of the rural districts which has forced them to take refuge in a more favored climate, but we deny that there has ever existed such deep or wide-spread distress as was sufficient of itself to cause the wholesale emigration of our French countrymen. We deny that the Province, as a whole, is responsible for the loss of so many thousands of her children. The emigration was, for the most part, voluntary and this gives it a new aspect altogether. We should be among the first to hail the return of all our countrymen from across the border, but we doubt both the feasibility and the wisdom of the policy which would give them invidious advantages over other classes of immigrants. We doubt further whether even the allurements of a free passage and of a free homestead, would have the effect of bringing back any appreciable number of them, such, for instance, at would prove some compensation for the immense outlay. Voluntary emigration has this general feature that it alienates from the mother land. The man who was forced from his native home by necessity, may return when fortune has smiled on him, but the man who abandoned his birth place and his village, of his own accord, seldom cares to return. Of the six hundred thousand French Canadians in the United States, we question whether ten thousand could be brought back under any circumstances. It is well to look these facts in the face without prejudice, or overdrawn sentiment. Let us by all means make a trial towards enticing our brothers back, but, in common prudence, let it not be through such special legislation as would check the cheerful and copious incoming of foreign immigrants. We want all the hands we can get, and if by a general measure suitable to all applicants, thousands of our French Canadian friends will be drawn in, so much the better, and they will be cordially welcome.

### RIVAL OCEAN PORTS.

Anything which tends to the progress of the trade of the Dominion, and the consequent development of its latent resources, must be of interest to every one of our readers. It is for this reason that we present them to-day with a few paragraphs of information relative to the project of a new ocean port in the Lower Provinces. On this point there is a natural rivalry between New Brunswick and Nova Scotia, the papers of the former advocating the claims of Miramichi, and the journals of the latter holding out for Halifax. The *St. John Daily Telegraph*, with the usual fulness which characterizes all its commercial and industrial articles, gives the geographical details necessary to an accurate understanding. It says truly that the determination of this important question depends, to a great extent, on the distance of the respective ports from Liverpool, on the one hand, and from New York and Montreal on the other. It then goes into the following approximative tables of distances:

	Miles.
Montreal to Liverpool, via Miramichi and Cape Clear	3,028
Montreal to Liverpool, via Louisburg and Cape Clear	3,310
Montreal to Liverpool, via Halifax and Cape Clear	3,326
Difference in favour of—	
Miramichi over Louisburg	282 miles.
Do do Halifax	298 "
Montreal to Liverpool, via Miramichi and Innistrathull	2,941
Montreal to Liverpool, via Louisburg and Innistrathull	3,277
Montreal to Liverpool, via Halifax and Innistrathull	3,293
Difference in favour of—	
Miramichi over Louisburg	336 miles.
Do do Halifax	352 "

The conclusion naturally drawn from these figures is that Miramichi may be regarded as the most direct route between