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The story of "THE LAW AND THE LADY," which has been terminated in the CANADIAN ILLUSTRATED NEWS, proved very acceptable to our readers, and quite redeemed the pledges we made concerning it when we purchased the right to publish it in our columns. That our judgment of its merits was well founded we learn from a letter of Mr. Wilkie Collins himself, who informs us that it is already being published in five continental languages—French, German, Italian, Russian and Danish.

Desirous to continue maintaining the standard of our serials, we have, after much consideration, chosen over many competitors one of the great works of

Erckmann-Chatrian,

whose reputation is world-wide, though not appreciated as it should be in Canada. The work selected is

The Story of a Peasant,

or Episodes of the Great French Revolution, a master-piece of style, interest, and idealized realism. It is, perhaps, the chief work of the illustrious authors, full of information and entertainment.

CANADIAN ILLUSTRATED NEWS'

Montreal, Saturday, April 17th, 1875.

SENATE AND RAILWAY POLICY.

Whether or not the Senate resented the vote of the House of Commons on Mr. MILLS' motion, or the language used when it was under debate, it has certainly shown its independence by rejecting an important measure of the Government, namely, the "Bill for the construction of a Railway from Esquimalt to Nanaimo in British Columbia." The agreement to construct this Railway was a part of the compromise recommended by Lord CARNARVON on the appeal of British Columbia; and accepted as well by Mr. MACKENZIE'S Government as by that Province. The action of the Senate is, therefore, to be greatly regretted. We make this statement apart from all consideration of the merits of the question as to whether or not the building of that Railway was in itself advisable. Probably it was not; and for some years to come it might have represented some millions wasted; or rather unproductive. We had not, however, as the late Mr. ROBERT BALDWIN, in one of his last speeches, solemnly told the Legislative Assembly, at a session in Toronto, to consider whether the work was best to be done, considered by itself, but whether the faith of the country was pledged to it.

This being ascertained, then no consideration of profit or the reverse ought to cause any hesitance. We have reason to believe that it was on this ground that the Government of Mr. MACKENZIE acted. On the simple merits of the proposed Railway they would not have recommended its construction to Parliament. But being part of the compromise recommended by the Imperial Government and accepted as such by them and by the Pacific Province, they felt it to be their duty to undertake it; and the House of Commons passed the Bill by a decisive majority. This much must be set down to the credit of both.

The vote in the Senate was a little curious. The Hon. Mr. SCOTT seconded by the Hon. Mr. PENNY moved the second reading of the Bill; when the Hon. Mr. AIKINS (one of the late Ministers) moved in amendment that the second reading take place in six months hence. After a very earnest debate, in which the members of the Government in the Senate very strongly pressed the measure, the amendment was carried on the following division: *contents*,—the Hons. Messrs. Aikins, Alexander, Allan, Armand, Bellerose, Benson, Campbell, Chapais, Chic, Dever, Dickey, Dumouchel, Flint, Hamilton (Inkerman) Hamilton (Kingston) McClelan, Macpherson, Penny, Read, Ryan, Seymour, Trudel, and Vidal,—23. The *non-contents* were the Hons. Messrs. Bailargeon, Brown, Bureau, Carroll, Chaffers, Christie (speaker) Cormier, Cornwall, Haythorne, Howlan, Leonard, Letellier de St. Just, McDonald, Miller, Montgomery, Muirhead, Paquet, Scott, Simpson, Skeal, and Wark,—21. It thus appears that this very close division was mainly a party one; the friends of the late Government voting for the rejection of the Bill. But if the Hon. Mr. PENNY had voted on the Government side, his vote would have created a tie, and the measure would have been carried by the casting vote.

IRISH IMMIGRATION.

MR. PETER O'LEARY, Delegate of the Irish Laborers' Union has made public the results of his mission to Canada. He landed from the "Scandinavian" at Quebec on the 1st of June last; and remained a few days in that city to see how immigrants would be treated. His opinion is that everything is done that could be reasonably expected. From Quebec he came to Montreal. He paid a visit to the Quebec immigration reception house, and thought the sanitary arrangements were not as good as they ought to be. Neither were the beds very clean. He paid a second visit to that institution a few days ago, and found things altered very much for the better. From Montreal he went to Ottawa, where he was cordially received by the Government and citizens, receiving attention from every person that he met. Thence to Toronto, where he derived much information and received every attention. From Toronto he went to Manitoba by the Dawson route. From the time he left Prince Arthur's Landing, until he arrived at the north west angle, he did not feel any serious inconvenience except a little from mosquitos. He remained one day at Fort Francis, at the Rainy Lake end of Rainy River. This is one of the loveliest spots he ever saw, and when the railway reaches this, he thinks it will certainly become an important place, as there is good land, good water, good air, a noble river, and plenty of timbers. Of Fort Garry and Manitoba his impressions are that the old countries must find outlets for their surplus people, and these outlets are on the fertile Canadian Western plains. Although the winter may be severe, vegetation is rapid and fruitful, and when the railway is pushed through Manitoba, according to Mr. O'LEARY it will be one of the most prosperous Provinces of the Canadian Confederation. The progress made by the city of Winnipeg during the few weeks that he remained there was something wonderful; new houses springing up on every hand, signs of industry to be seen everywhere. From Manitoba he came back to Toronto

by way of the United States, as he wanted to see Canada in winter, and made an extensive tour through the Provinces of Ontario and Quebec, and also through the Eastern cities of the United States. He collected much information about the working classes which he intends to publish. He is also drawing up a report to present at a public meeting in Ireland, in which his impressions and ideas will be embodied, as he feels there cannot be too much information about Canada given in the Old Country, and believes that if it was better known a large stream of tourists would visit its shores every summer. For natural beauty and sublime grandeur it is not surpassed by any country in the world, and he is certain if this was understood by the English travelling public, that there would be a large influx of wealthy visitors, as, indeed, there is every accommodation for them. A fine line of boats from Liverpool to Quebec, railway system from that point to the interior, large and commodious hotels in every town and village, palatial steamboats on the rivers and lakes, and courtesy and attention paid to strangers by every body. These are facts that the Canadian papers ought to make known in Europe, as it would assist to open up the country, and develop its great natural resources. We thank MR. O'LEARY for these kind words, and we sincerely trust his mission may bear abundant fruit.

THE CARNIVAL OF VENICE.

A beautiful story of reconciliation is telegraphed us from Venice. Kaiser FRANZ JOSEPH has come in state to the City of the Doges, where he has been met by VICTOR EMMANUEL and received with enthusiasm by the whole population which was so long subjected to his thrall. Lissa and Custozza were forgotten. At a grand banquet, the wrongs of former days were drowned in gleaming goblets, the health of the Austrian Emperor was cordially proposed, and his Majesty in return pledged the peace and prosperity of the beautiful Bride of the Sea.

It was an historic scene. Fraught with hopes for the future, it recalls fruitful lessons drawn from the almost immediate past. Venice, even in her bondage, was associated in our minds with Italian gaiety and abandon. She was "the pleasant place of all festivity." Now that she is free, she has become still more the prime object of every tourists' curiosity. And the meeting of her King with the Austrian Emperor, a few days ago, brings the mind forcibly back to that ever memorable day in the autumn of 1866 when her final deliverance was proclaimed. Then her exultation overflowed. Her enthusiasm was unbounded. She held high Carnival, such as even the delirious genius of Paganini could scarcely fitly celebrate, not on the eve of Lenten penitences, but on the termination of her worse than Babylonish captivity. All her population was astir to greet the King of her election, as his gilded gondola skimmed the lagoon on its way to the Rialto, and the ancient aisles of the cathedral of St. Marks rang with their acclamations, when the Archbishop intoned the *Te Deum* in thanksgiving to God for their deliverance. Old and young, high and low, took part in the national jubilation, every one contributed his mite to increase the general joy and pride, and while the officials hoisted the tricolor on the towers of St. Marks, and boomed the cannon at the feet of Dandolo's brazen steeds, an obscure *diva* poured forth her barcarole on the illuminated waves of the Brenta, and an humble artisan (whose name should have been preserved) wrote above his stall the pathetic words: "*O mia cara Italia! voglio, ma non posso, fare niente di piu per te!*" We should not begrudge the Venetians the enthusiasm and the triumph which they then displayed and the throbs which they must have felt the other day, on seeing the Emperor of Austria. We must be fair to nations as well as to individuals. Italy may have her wrongs. Venice may have had her shortcomings. But no amount of

sympathy for Austria should make us regret that, in the revolution of things, the Queen of the Adriatic has had once more the chance to rise to that proud eminence

"When many a subject land
Looked to the winged lion's marble piles,
Where Venice sat in state, throned on her hundred isles!"

We know that there are pessimists who do not think as we do. We have met even intelligent Irish gentlemen who deprecate the independence of their country, on the ground that it could not govern itself even if it were free. We have heard from the lips of a learned German Doctor of Laws, who pretended to know, that the Poles did not merit and were incapable of maintaining the autonomy for which they have so gloriously bled and died. We are aware that there are those who, adopting the ideas of HALLAM and other writers, have regretted the disenfranchisement of Venice, and her adoption of a Government of her choice. But why take this gloomy view of things? Why pretend that there are nations which are unable to govern themselves? We cannot subscribe to any such doctrine. We do not believe that civilized Christians cannot accomplish what Persians, Chinese and Tartars have achieved. The friend of man, the lover of civilisation, must recognize Providential workings in the upheavals of our time. This is particularly apparent in the case of the Italian peninsula. Who of us expected to see the end of a sixteen hundred years' struggle between Italy and the foreigner, when for the first time in all that period no stranger rules south of the Cottian Alps? And with regard to Venice, in what strange ways has it come to pass that she is free, when hope was almost gone, and after so many cruel delays, as at Campo Formio in 1797, at Vienna in 1815, at Villafranca in 1859.

When certain elements of national life still remain, we believe in the resurrection of nations. We believe that Spain and Italy will revive. We believe that the distinctive characteristic traits of the old Venetians will appear again. The fishermen who fled from Aquileia, at the approach of the Huns in 421, were the founders of a race of soldiers and merchants who conquered Candia and the Ionian Islands, stormed the stronghold of Byzantium, held their own in the dark days of the Guelphs and the Ghibellines, repelled all the encroachments of the German Emperors, especially of Barbarossa, spread their commerce all through the Mediterranean as far as Acre and Alexandria, and made of their native city the emporium of art and trade. Venice has a great work before her—that of her own rehabilitation. Let her rekindle the ambition of her children, direct her geographical advantages to the development of commerce, and thus give work to the thousand hands that have so long been ingloriously idle. Work is what Venetians most need. By building up their own fortunes, they will build up the prosperity of their country.

GRAPE CULTURE.

The excellent paper on this subject which recently appeared in the CANADIAN ILLUSTRATED NEWS has been copied in many parts of the Dominion. The New York *Daily Witness* in reproducing it, states that it does so on account of the valuable information it contains for the northern tier of American States. The venerable editor then continues to give his own experience. He says: Whatever will ripen in Lower Canada will, we presume, ripen in any part of the United States except Alaska or elevated regions. We have fruited the Adirondack, the Concord, the Delaware, and the Rebecca in Montreal, which is about one degree farther north than Philipsburgh, but their product, except in favorable years, was of very inferior quality, and the Rebecca was a failure. There are several conditions necessary for obtaining grapes early and good in climates that have short Summers.

1. A good, dry soil richly manured.
2. Keeping it clear of all other crops, and not allowing the vines to overshadow