



OUR CARTOON.—When Ayesha, in Rider Haggard's "She" passes through the column of life-giving fire, to renew her youth and immortality, the mysterious fluid has the precisely contrary effect, and the reader is wofully disappointed when he sees the glorious and beautiful Ayesha shrivel up, fall to the ground, a hideous old hag, and die. Not so in our cartoon. We represent "Policy," a beautiful, pure, refined and radiant creature, with lovely promises inscribed on her banner, about to enter the fire column of "Power." But on the hither side, ye gods! how does she emerge! Shrivelled and shrunken up? Oh, no! Still more beautiful and perennial? Neither. But bloated, gorged and bedizened—a veritable parvenue—and of her mottoes of fair promise nothing left; instead, a sickening array of corrupted and corrupting ways and means. Such, alas! is too often the effect of the trying ordeal of "Power" on the "Policy" proclaimed by parties when in the cool shades of Opposition.

VIEWS ON THE SAGUENAY RIVER.—This group is representative of a very old and very interesting region of the country. The church at Tadousac, although more than modest in all its appointments, has the prestige of being the oldest in Canada, and, for over two centuries, it has quietly looked down into the broad waters of Tadousac Bay, perhaps the finest beach on the lower St. Lawrence, a sketch of which is here given. The glories and wonders of Ha! Ha! Bay and the beauty of Chicoutimi are also set forth in the present number. From Tadousac, with its famous trout fishing, boating and yachting, the voyage lies to Chicoutimi, about 100 miles, on the Saguenay, the largest tributary of the St. Lawrence, and one of the most remarkable rivers of the continent. It is 141 miles down the St. Lawrence from Quebec and the chief outlet of Lake St. John, which is its headwater.

GREEDY CALVES is from a painting by Weber. Which of us, one time or other, does not remember a similar greeting from the hungry denizens of the barnyard, so cleverly depicted in this admirable picture? It mattered not how wild each of them might be for the expected feed; calves, turkeys, geese, hens, ducks, screaming and crowding, all "eager for the fray;" it was only the calves that came rubbing about you, licking your hands, as if in seeming right to a more immediate sustentation than them all, including even the donkey over the fence, for instance, which, pricking his ears, wonders, no doubt, what in the world it's all about. Otto Weber was born at Berlin. The highest critics admit that he was fully the equal of Landseer, Bonheur and Troyon in animal painting, but their superior in landscape. His brilliant career, which seemed likely to surpass all others, was suddenly cut off during the Franco-German war. He was killed fighting for his country in 1870, and, strange as it may seem, some of his paintings, including, we believe, Greedy Calves, took prizes in the Paris Salon the same year.

HON. JOHN CHRISTIAN SCHULTZ.—This remarkable man is of Danish blood and born at Amherstburg, Ont., on the 1st January, 1840. He was educated at Oberlin, Ohio, and graduated in medicine, after studying at Kingston and Cobourg, in 1860. That year he went to the Northwest, where he at once identified himself with the country. He practised his profession at Fort Garry and embarked in the fur trade. At the rebellion of 1870 he was leader of the Canadian party and came near losing his life. He was first returned to Parliament for Lisgar in 1872, and sat till 1882, when he was defeated. Then he was appointed to the Senate. His nomination to the Lieutenant-Governorship of Manitoba is a reward for long and important services.

HON. JOSEPH ROYAL.—The new Lieutenant-Governor of the Northwest Territories is another representative man. He was born at Repentigny, P.Q., in 1837, and educated for the Bar, at which he at once won a front rank. After practising his profession, and engaging, for several years, in journalism, he went to Manitoba to settle in 1871, where he became the natural leader of the French-speaking population. The number of appointments filled by Mr. Royal, throughout his long career, in Lower Canada and the Northwest, would almost fill a column, and, in all these, he acquitted himself to the public satisfaction. He served under several provincial governments of Manitoba, as Minister of the Crown, attaching his name to many important provincial laws and legislative measures. He was elected to the Commons for Provencher, in 1879, and re-elected in 1882 and 1887. To his administration of the Northwest Territories he will bring full experience and unimpaired energy.

THE HON. ARCHIBALD WOODBURY McLELAN was born at Londonderry, N.S., on Christmas Eve, in 1824. He began life by engaging in business, particularly ship building and ship owning. His public life dates back to 1858, being returned to the Legislature for Colchester, and then represented that county in the Commons from 1867 to 1869, when he was called to the Senate. After filling important offices in the interval, he was sworn into the Cabinet, in 1881, and successfully held the portfolios of President of the Council, Minister of Marine and Fisheries,

Minister of Finance and Postmaster-General. His appointment to the Lieutenant-Governorship of his native province is a crowning honour.

WILLIAM H. HOWLAND.—Mr. Howland has filled the public eye for many years, but, strange to say, never entered the Legislature or Parliament. The bent of his mind and of his great energy is toward social reform. He made a name for himself as Mayor of Toronto, having won that chief magistracy, after a hard contest, and then discharged its duties with distinguished ability. He is now promoted to a responsible position in the National Prohibition movement, having presided at the last convention, and there all his rare gifts of character and administration will be brought into play. Mr. Howland is still in the prime of life, a fine specimen of intelligent and handsome manhood. He is a son of Sir William Howland, one of the leaders of the Liberal party of Canada, a Father of Confederation, Senator of the Dominion and Lieutenant-Governor of Ontario. Mr. Howland is a brother-in-law of Sir Leonard Tilley, having married a sister of Lady Tilley.

BASS FISHING ON THE CHATEAUGUAY.—We have pleasure in laying before our readers two sketches, by a Canadian artist, Mr. R. Harris, thus carrying out one of the missions of the DOMINION ILLUSTRATED, the production of native subjects by native pencils and brushes. Mr. Harris is well known throughout the country as a distinguished member of the Royal Canadian Academy of Arts. The first sketch is of our own neighbourhood, in the beautiful valley of the Chateauguay, and near the ancient village of St. Joachim. The river, at that point, teems with bass, and lovers of the sport hie thither in vast numbers during the season.

The other sketch is of real life in Toronto streets, representing a march-out of the Salvation Army, where the attitude of the leader and the grouping of the chief members form an attractive and amusing picture. It is drawn from life.

UNIVERSITY OF TRINITY COLLEGE.—Eastward along Queen street, the visitor arrives at University of Trinity College, Toronto, standing back some distance. It is a very handsome building, in spacious grounds, facing the entrance to the bay. The college was erected in 1831, at a cost of \$40,000, after plans prepared by Mr. Kivas Tully. The building is of white brick, with stone dressings, and is designed in the third period of pointed English architecture. It has a frontage of 550 feet, facing south, with wings projecting east and west, 53 feet each. It is designed to accommodate eighty students, with class-rooms, chapel, library and museum; also private residences for the provost and two senior professors. It is a great ornament to the unwearied zeal of the Right Rev. Dr. Strachan, Lord Bishop of Toronto. The college is the training school of the clergy of the diocese, and has a high reputation.

VIEW FROM THE BOW PASS.—The Bow River has occupied much of the attention of the Geological Survey, in their explorations of the Rocky Mountains, and our sketch represents one of the prettiest of these views. The description of this country and valley occupies several pages in the report, details being given of Bow River and lakes, the Fairholme and Palliser Mountains, the Cascade Trough, the Castle Mountain Range and the Wapta (Kicking Horse) River.

SEASIDE COSTUMES.—Although the summer, so far, has been unusually cool and pleasant, and, at the seaside and other summer resorts, rather chilly in the evenings than otherwise, the ladies will be pleased with the light and airy dresses, and other articles of raiment, just received from Europe, which we set forth in to-day's issue.

INDIANS FISHING.—The scene of this sketch from nature is interesting as showing the modes of fishing practised by Indian tribes comparatively little known in this part of the country. Portions of British Columbia, including the valley of the Skeena River, about which so much has been lately said, are still unexplored, and, but for the Geological Survey of Canada, we should have learned little about them beyond their names.

HEAVEN AND EARTH.

There are no Shadows where there is no Sun;
There is no beauty where there is no shade;
And all things in two lines of glory run,
Darkness and light, ebon and gold inlaid.
God comes among us through the shrouds of air;
And His dim track is like the silvery wake
Left by yon pinnacle on the mountain lake,
Fading and reappearing here and there.
The lamps and veils through heav'n and earth that move,
Go in and out, as jealous of their light,
Like sailing stars upon a misty night.
Death is the shade of coming life; and Love
Years for her dear ones in the holy tomb,
Because bright things are better seen in gloom!

F. W. FABER.

[One of our papers has blundered amusingly in ascribing this beautiful poem to F. W. Faber, in the *New York Tribune*, as if the writer had written it for that journal. The Reverend Frederick William Faber was one of the chief Oxford men who followed John Henry Newman Romeward, some two scores of years ago, and, who distinguished himself by a number of brilliant works, in his new career. He left a volume of poems, which places him in the front rank of our modern poets, of the Wordsworth school.—Editor DOMINION ILLUSTRATED.]

VANCOUVER. B. C.

In July, 1886, the city had a population of about 1,200.

In July, 1887, the population was 3,000.

In July, 1888, a careful calculation shows that the city has some 8,500 people within its limits.

And it is estimated that by July, 1889, the population of Vancouver will be at least 20,000.

The western terminus of the Canadian Pacific railway, the only railway line on the American continent that reaches from the Atlantic to the Pacific which is controlled by one company. Vancouver has, from this circumstance alone, the certainty of becoming a place of great importance. In addition to this, however, she is the only seaport on the Pacific coast of the Dominion that has a harbour capable of being entered at all states of the tide and at every season of the year by the largest ocean-going vessels. This has consequently led, in connection with her being the railway terminus, to Vancouver's being selected as the home port of the lines of mail steamers to Japan and China, New Zealand and Australia. The former service has already been commenced, and it is anticipated that within a few months the Australasian service will also be inaugurated.

In 1886 Vancouver had no communication by railway with the rest of the world, and the only way by which passengers or mails arrived was by a steamer calling on its way from Victoria to Port Moody. Now Vancouver has a daily steamer from here to Victoria; a steamer twice a week (shortly to be made three times weekly) from Port Townsend, Seattle and Tacoma; a steamer every three weeks to Japan and China, besides extra boats on frequent occasions, and numerous steamers from the various provincial ports. Vancouver has a daily mail service over the C. P. R. with the East, and three trains a day between this city and Westminster. Letters have arrived here in twelve days from England, and with faster steamers on the Atlantic it is contemplated that, within a few months, Vancouver will be within eight or nine days of England.

The industries and resources of Vancouver are many in number and diverse in their character. The production of lumber on Burrard Inlet is the largest on the British Pacific coast. Great as it is a considerable addition is expected to be made to its amount in a short time by the erection of one or more large mills. Within the past year sash and door and furniture factories have been started, and already their productions are being shipped to the far east, both to the Dominion and to the United States. Several other wood-working industries are expected to be commenced shortly.

Vancouver's future as the centre of one of the most important industries—that of smelting gold and silver ores—is assured. Ground has been purchased within the city limits for the erection of large smelting works, and before the close of the year they will be in full operation. The history of Omaha, Denver, Butte City and Salt Lake will be repeated at Vancouver, and around the smelting works will spring up a large population, and the city will be the location of numerous subsidiary industries. Already there are in operation iron works and foundries, boiler works, shipyards and boat building establishments, and many smaller factories and works of other descriptions.

The location of Vancouver is probably the finest of any city on the coast. Situated on Burrard Inlet, which is a natural harbour, 11 miles long by 2½ to 3 miles wide, completely landlocked, it is impossible to conceive a more favourable position for a large naval and mercantile port. What San Francisco is on the Pacific and New York on the Atlantic to the United States, or Liverpool to Great Britain, Vancouver will become to the Dominion, while as the half way house on the peculiarly British route between Great Britain and her Indian and Australian dependencies, she will be always a city of great importance in the views of the Imperial Government. For beautiful situation, for the building of a great city with excellent drainage and everything which tends to attract population, the location of Vancouver leaves nothing to be desired. With the Inlet on the north