

TEMPERATURE

as observed by Hearn & Harrison, Thermometer and Barometer Makers, Notre Dame Street, Montreal.

THE WEEK ENDING

July 30th, 1882.			Corresponding week, 1881		
Max.	Min.	Mean.	Max.	Min.	Mean.
Mon... 88°	67°	77° 5'	Mon... 70°	58°	64°
Tues... 87°	68°	77° 5'	Tues... 66°	54°	62°
Wed... 86°	73°	79° 5'	Wed... 74°	54°	64°
Thur... 82°	62°	72°	Thur... 82°	62°	72°
Fri... 78°	64°	71°	Fri... 75°	62°	68° 5'
Sat... 78°	64°	71°	Sat... 72°	60°	66°
Sun... 80°	63°	71° 5'	Sun... 76°	60°	68°

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CANADIAN ILLUSTRATED NEWS.  
Montreal, Saturday, Aug. 5, 1882.

THE WEEK.

As might have been expected, the address adopted by the Canadian Parliament relative to the Irish affairs laid its promoters open to an answer from the Colonial Secretary, which amounted practically to an intimation to mind their own business. "Her Majesty," says Lord Kimberley, in reply to the address, "will always gladly receive the advice of the Parliament of Canada on all matters relating to the Dominion and the administration of affairs, but in respect to the questions referred to in the address, Her Majesty will, in accordance with the constitution of the country, have regard to the advice of the Imperial Parliament and her Ministers, to whom all matters relating to the affairs of the United Kingdom exclusively appertain."

THE *Times* takes occasion by the presentation of the address to reprove in no measured terms the spirit which prompted it. It suggests that no better way could have been found of dissembling that love and loyalty which we in Canada are supposed to feel for our mother country, than the presentation of such an address at such a time. Certainly the recommendation of Home Rule, and the advice which accompanied it, came at a singularly unfortunate moment, passed as it was just three days before the murder of Lord Cavendish and Mr. Burke and the revulsion of feeling which that act not unnaturally produced. It is to be hoped that the temporary excitement which led to this apparent siding with the enemies of England's peace, has by this time passed away. Ireland indeed has all but been forgotten in the more absorbing interest which centres upon the difficulties in the East. But should the matter come up again, it may not be too much to hope that the Canadian Parliament will do all they can to efface the unpleasant impression which they have made upon the English public. That the address was well intentioned, nobody doubts, that it was ill-advised, or at least unfortunate in the events that occurred between its adoption and presentation is also by this time almost admitted. Perhaps after all the best thing we can wish it is a speedy oblivion.

MR. J. R. G. HANSARD in a very sensible article on Wagner and his methods in the current number of the *Century* gives a fair though in some respects an exaggerated account of the work he has done in emancipating opera from the trammels of the Italian school. Wagner's first rule is that, as the poem and the melody ought to express the same feeling and proceed together from a common creative impulse, neither should be asked to give way to the other. A tune which is independent of the text is as much out of place in his music-drama as declamation which is not musical. Now, of course, it is often a matter of opinion whether a given musical phrase fits a given verse or not; but there are many practices of the Italian composers which are hardly open to discussion. We tolerate them because we are used to them; but nobody denies that they are fragrant offences against dramatic propriety and destructive of

poetical sentiment. Convention established for the old composers a set pattern of airs and *ensemble* pieces, and prescribed a certain distribution of these pieces at intervals which had no connection with the progress of the drama; and convention also decreed that the formal tunes in an opera should be separated and kept in shape by the interposition of intervals of rubbish, or musical noise, just as eggs are kept from knocking against one another by a packing of straw. Just this reproach it is that Wagner has endeavored to take away from the opera of the future, and that he has by the mere attempt revolutionized this branch of the art cannot be denied. It would take a chapter, nay a book, to trace even cursorily the effect upon contemporary music of his new departure, but any one who has heard Verdi's "Aida" will have an apt illustration ready to his hand. Unfortunately the ideal at which he aims Wagner has never been able—in the opinion of those whose judgment is best worth having—to attain. Like many other discoveries he has but pointed out the way in which the development will undoubtedly take place at the hands of some future Beethoven, some child of the gods with the gift of song of Verdi or Gounod, and trained in the principles—or what is best of them—of the Wagnerian method.

THE Bishop in the "Mort d'Arthur" who "did the oath in the most dreadful manner that might be, and the most orgillous," seems to have revived in the Bishop of Lincoln. It is said, we hope not correctly, that the Bishop has lately written a Bull, or Encyclical, or something, to the Mayor of Grimsby on the question of temperance. Perhaps the Mayor has leanings towards total abstinence and similar impious opinions. If so, the Bishop, if his letter be authentic, must have frightened the Mayor. The prelate's use of ecclesiastical language is fluent; his touch on strong terms is wonderfully free and light, as was that of Bret Harte's hero on the trigger. The Bishop says, in effect, that the temperance pledge (like matrimony as defined by the undergraduate) is "a fond thing, vainly invented, and hath no certain warranty in Holy Scripture, but rather repugnant to the Word of God." The pledge "undermines the Godhead of Christ," a transcendental consideration into which we do not propose to enter. The pledge is "unscriptural and heretical, and it is a deadly sin to sign it." These are brave words, and should be blazoned over the counter of every licensed victualler. Perhaps the letter is only an unhallowed parody of the style episcopal. There have been better parodies done of the style of Mr. Ruskin, and Mr. Fronde has executed parodies quite as good of his own manner.

CANADIAN volunteers, and the "Queen's Own" in particular, have earned a well-deserved compliment from a Major-General of the regular army, who writes thus to the *Army and Navy Gazette*—

"Sir,—Your readers may be interested to hear of a recent instance of the usefulness of ambulance and signalling corps. The Queen's Own Rifles, of Canada, after spending a night in the train from Toronto to Kingston, Ontario, attended a review in honor of the Queen's Birthday on May 24, taking with them their recently established ambulance corps and signalling detachment, which are men belonging to the battalion. After the review there was a sham fight over extended, rough, stony country. A fatal accident occurred, a driver of one of the batteries being run over by a waggon-wheel and killed, when the stretcher of the Queen's Own showed its usefulness; and on another occasion, one of sickness, the stretcher party also rendered assistance on the spot when wanted. While in extended order Lieut.-Colonel Otter, who commanded, found the signalling of the greatest utility, every direction being given by his orders, from the reserve to the fighting line, by signal flags, the system working as quietly and quickly as could be wished, and it was as efficacious as if he had been in the fighting line himself. One signaller was with him and one with each company, the words of command being abbreviated to two or three letters each. Besides interesting to the army generally, the above will go to prove how practically their military duties are carried out in a battalion of the Militia Volunteers of Canada under Lieut.-Col. Otter, and by the enthusiastic officers, non-commis-

sioned officers and riflemen of the Queen's Own of Canada."

THE LABOR STRIKES.

For the first time since the summer of 1877, made memorable by the great railroad riots, there are symptoms of a general disaffection among the working classes in the States, which has manifested itself in the organization of extensive strikes for higher rates of wages. These have followed each other with such rapidity and method that they would appear to have been the outgrowth of a plan carefully and deliberately considered in advance by the great labor organizations that of late have grown powerful and aggressive. The iron manufacturing and railway interests, among the most important of the country, and the most vulnerable to attack, have, as usual, been made to bear the brunt of the conflict. What the outcome will be it is difficult to foretell with certainty, but it is more than probably that, as is nearly always the case, the men will lose in the end. Both the time and the conditions of trade are unfavorable to them. There has lately been a lull in the iron trade—a natural reaction from the extraordinary activity of the previous year, and one that was the inevitable consequence of a poor crop and the collapse of numerous and vast speculative operations. On this account, and also because of the existence of a large stock on hand, the iron manufacturers can look with comparative serenity upon the situation, consoled by the reflection that the leaders of the labor organizations could not have chosen a time to precipitate the conflict that would have caused less inconvenience and loss to the masters, than they did.

So far as their ability to withstand an organized labor conflict, the railroads, in consequence of the disastrous war of rates carried on during the past year, are not in so strong a position financially as they should have been; but another element in their favor, which the movers in the strikes must have overlooked, and which more than counterbalances their weakened financial condition, is the continual flow of immigration to our shores. Last year for example, immigrants landed on our shores at the unparalleled rate of nearly 2,000 per day; and this year they are pouring in still more rapidly. These newcomers are made up largely of men in the vigor of life, and who are therefore available for immediate employment.

The trade unions have had time to replenish their coffers since the disasters of the panic years 1873 '77; but we gravely question whether the result will not prove the present movement to have been an act of supreme folly. It must be admitted, to the honor of the strikers, that their movements have been in the main quiet, orderly and dignified, and that but few instances of violence and intimidation have had to be recorded against them; but the initiation of the great strikes of the iron workers, and of the freight handlers, which are in progress at the present time, involved in both cases a discreditable breach of faith. The iron workers rejected plans for arbitration that they themselves had suggested and approved; and the freight men, without even the formality of asking for the additional pay they now demand, abandoned their work, apparently thinking they could easily coerce the companies into compliance with their demands. In this the men were seriously mistaken, and the indications at the present writing are that this strike at least will terminate in complete failure for the strikers.

Irrespective of the merits of the issues for which the present warfare is being waged, it is certain, if long continued, to entail great disaster, suffering and misery upon the laboring classes who engage in it, and on this account will be regretted by all. As regards the iron trade, however it may be productive of results more far-reaching and calamitous than the organizers of the strike have dreamed, for whatever be the issue, the fight cannot but aid the British iron trade to the detri-

ment of the Americans. The English papers are already rejoicing over the prospect. One of them, puts the case plainly: "If the men succeed, the increase in wages obtained will cause a rise in prices, and with the rise of prices the export of British iron to the United States in large quantities will become possible. Even last year there were somewhat over three quarters of a million tons of iron imported into the United States, and if prices were now to be raised, the import would be enlarged until prices rose here also to counterbalance the rise in the United States. Even if the men are defeated, and wages remain as they are, a rise in price is inevitable, provided the strike continues for a month or two. The cessation of production in all the great iron districts in the United States for several weeks, would give time for the exhaustion of the stocks on hand. Last year, as we have already said, over 9,000 miles of railway were made, and this year the rate of construction so far is still more rapid. Besides, there were at the end of last year more than 103,000 miles of railway in the United States, and this vast mileage requires constant renewals, which use up a large amount of iron. But if production is suspended for several weeks, while railway building and railway repairing go on, and stocks are thus greatly reduced, prices must rise; and a rise of prices will open the door to foreign imports, and will thus give an impetus to the British iron trade."

With the prospect of the wholesale blowing-out of furnaces and shutting down of mills, which the flooding of the country with British iron would imply, the victory of the men would be a barren one indeed. It is a subject of infinite regret to right thinking men that there should be no better plan of adjusting differences between employees and employers than the destructive and suicidal resort to the strike. In the vast majority of cases, the strikers fail in their object, and the misery, wretchedness and suffering it entails, fall with terrible severity upon the dependant families of the wage earners.

If half of the executive ability and zeal displayed in organizing lodges, unions and the like, were spent in devising plans for the equitable arbitration of disputes and differences, the strike would be a thing of the past.

LA PETITE ROCHELLE AND THE RIVER RESTIGOUCHE.

PREFACE.

Taking a bird's eye view from Anticosti, we have before us the mouth of the mighty St. Lawrence, where, increased to fourfold Niagara in passing volume, its sixty millions of cubic feet of fresh water per minute of time, have long before become undistinguishably blended with the salt tides of the Gulf. On the left the bold coast of Gaspé sweeps round southward and then westward to the "Baie des Chaleurs" that stretches inland about ninety miles to the mouth of the large River Restigouche: eighteen miles up which is the site of La Petite Rochelle.

The peninsula of Gaspé embraced between those waters and the St. Lawrence, resembles the mainland of Denmark in size and form; and, with the South Coast of the "Baie des Chaleurs" is rather larger in area than the mainland and the Baltic Islands of that Kingdom taken together.

It is remarkable of this extensive and favorably situated country, as to maritime position, that though but little known to the public in general, and unnoticed in history, Malbaie, near the eastern extremity of it was frequented by Biscayan fishermen long before Jacques-Cartier's first voyage to Canada; and was famous for the superiority of its cod fisheries a century and more before the founding of our most ancient city of Quebec, and the more ancient Annapolis of Nova Scotia:—And the River Restigouche, though later in being frequented, was the scene of the last land and naval action of importance, in the great conflict between France and England, on this continent. Unfrequented, and five or six hundred miles from the other sites of the commanding events of that great war, though it was, the affair of La Petite Rochelle, as well as other events in that remote and isolated locality may be considered as meriting more attention than they have yet obtained—especially now that its rich salmon fisheries, and romantic scenery, are attracting the attention of many distinguished visitors.

A. P. RUSSELL.

Ottawa, 24th July 1882.