

## THE ROYAL MARRIAGE.

In our next issue we will commence the publication of illustrations connected with the Royal Marriage. Portraits of

THE QUEEN,  
PRINCESS LOUISE,  
MARQUIS OF LORNE.  
&c., &c., &c.,

from photographs recently taken, and selected by our special artist and correspondent because of their fidelity to the originals, will begin the series.

April 1st, 1871.

### CALENDAR FOR THE WEEK ENDING SATURDAY, APRIL 8, 1871.

SUNDAY, April 2.—*Palm Sunday*. Cobden died, 1865.  
MONDAY, " 3.—Murillo died, 1682.  
TUESDAY, " 4.—*St. Ambrose, Bp.* Goldsmith died, 1774. Sir G. Drummond Administrator, 1815.  
WEDNESDAY, " 5.—Canada discovered, 1492. Abdication of Napoleon I., 1814.  
THURSDAY, " 6.—Albert Durer died, 1528.  
FRIDAY, " 7.—*Good Friday*. Chantrey born, 1782. Great Fire in Toronto, Cathedral burnt, 1847. Prince Leopold born, 1838. Hon. T. D. McGee assassinated, 1868.  
SATURDAY, " 8.—Hudson's Bay Company established, 1692.

## THE CANADIAN ILLUSTRATED NEWS

MONTREAL, SATURDAY, APRIL 1, 1871.

THE report of the Canal Commissioners recently laid before the Government may be regarded as laying down the general Canal policy of the country. That policy is of vital consequence to the trade of the Dominion, and will do much to determine how far we are to share in the commerce of the Great West as well of the United States as of Canada. The subject derives additional interest from the fact that last week a deputation from Chicago, comprising ex-Governor Bross and two other gentlemen, visited Ottawa for the express purpose of ascertaining the views of the public men of Canada in relation to the policy of enlarging the canals, and pressing upon their attention the extent of the Western trade and its prospects of speedy and immense increase. This deputation, through Mr. Bross, expressed the desire of the commercial men of Chicago and the West to reach the Atlantic by the St. Lawrence route—to make of Montreal in fact their seaport, instead of New York; but brought no pressure to bear in favour of any special water route through Canada. They were cordially received by Ministers and members at Ottawa, entertained by His Excellency the Gov.-General, and have returned to their homes well pleased with what they had seen and heard, firmly resolved to bring the powerful influence of the Western States still more strongly to bear in favour of freer commercial intercourse between Canada and their own country. This is, so far, gratifying, even if it leads to no immediate action. We look upon the Western United States trade through our canals as valuable, independently of any considerations of Reciprocity, for the reason that such trade would help to make paying concerns of some of the public works that we actually require for our own uses.

It is, therefore, pleasing to find that the gentlemen entrusted by the Government with the duty of inquiring into the wants of the trade of Canada with respect to Canal enlargement have recommended a policy at once prudent and progressive. They divide the various navigation improvements into four classes. The first class embraces all "those works which it is for the general interest of the Dominion should be proceeded with as fast as the means at the disposal of the Government will warrant." The Commissioners say these works are:

"The Sault Ste. Marie Canal; the raising of the lock walls, waste weirs, and banks of the present line, from Allanburg to Port Dalhousie, in a permanent manner to admit the passage of vessels drawing twelve feet water; the enlargement of the Welland Canal on the scale adopted for it; the Ottawa Canal improvements from Ottawa City to Lachine; and the enlargement of the Chambly Canal on the scale adopted for them; the deepening of the navigable channels in the River St. Lawrence between Quebec and Montreal to 22 feet draught at low water; the construction of the Bay Verte Canal on the scale adopted for it; the enlargement of the St. Lawrence Canals to the same scale as the Welland. At the lower entrance of the Lachine Canal another set of locks to be constructed, with 17 feet of water in the metre sills, forming a second line of connection between Montreal harbour and the upper basin of the Canal."

It will be seen that but two new works rank in this class, the Bay Verte at the east, and the Sault Ste. Marie at the west. The former, though a costly work, will prove of advantage not merely to the Maritime Provinces, but to the country at large, and is, therefore, properly regarded as a work to be undertaken by the Dominion, while the latter is essentially necessary to give access to

Lake Superior through Canadian territory. The following estimate of the cost of these works is given:

Sault Ste. Marie Canal.....	\$ 550,000
Welland Canal.....	6,550,000
Lower Ottawa.....	1,800,000
Chambly Canal.....	1,500,000
Deepening of River St. Lawrence between Quebec and Montreal.....	800,000
Bay Verte Canal.....	3,250,000
St. Lawrence Canals.....	4,500,000
Upper St. Lawrence River.....	220,000
Total.....	\$19,170,000

Here is a proposition for an expenditure of nearly twenty millions of dollars, about sixteen millions of which is to be applied to the improvement of existing channels. This outlay would involve an annual addition of about one million two hundred thousand dollars for interest alone, and hence it is pretty certain that more than the works above mentioned will not be undertaken for many years to come, at least on Government account, and it is desirable that Government should own the canals. The magnitude of the amount of money involved, when the necessity of keeping up a large expenditure for the construction of the Intercolonial Railway, and the opening of communication with the North-West, is taken into the account, might well appal the Government, or at least make them hesitate in going further than promising the execution of the several works recommended "as soon as the finances would permit," which very uncertain date is never in danger of having an early fulfilment. But the magnitude of the interests affected so far transcends that of the expenditure, that we believe the several improvements ought to be undertaken without delay. In the estimates for the coming financial year, ('71-'72) an appropriation for canals is made amounting to \$624,000, but though this sum is nearly double the appropriation of last year, it is only intended to complete some improvements already in progress on the Lower Ottawa.

The "first-class" works involving so large an outlay, it is hardly necessary to do more than mention those included in the second, third and fourth classes. With respect to the Ottawa and Georgian Bay Canal the Commissioners report that the evidence was so conflicting that they could only recommend a more minute investigation into its practicability. The Murray Bay Canal, i. e., to connect the Bay of Quinte with Lake Ontario—they pronounce a local work, not needed for the general trade of the country. In this conclusion they are doubtless right, though we think the local advantages it would confer ought to induce the Government of Ontario, with its overflowing exchequer, to undertake its construction. The importance of maintaining the Rideau Canal, and even of improving it in view of the prospect of greatly increased trade, is urged. Of other canals for the construction of which charters have been granted to private companies, and for which no public aid is sought, the Commissioners do not deem it necessary to speak at length.

For Mr. Capreol's great project, the Huron and Ontario Ship Canal, they have nothing but condemnation. As application has been made for a land grant to aid in its construction, the Commissioners properly devoted some attention to it, and state their conclusions as follows:

"We do not think that any of the promoters of this scheme in this country have ever fully realized the enormous magnitude of the undertaking. Setting aside the estimates that have been published, which are merely conjectural, and not to be admitted as correct, it is only fair that the public should be reminded of the fact that the proposed canal is of equal length with the Suez Canal, which has cost upwards of eighty millions of dollars, and occupied fifteen years in construction, but it is encompassed with natural obstacles infinitely greater. While the Suez, being on a dead level from sea to sea, is unencumbered with a single lock, the Huron and Ontario has an intermediate summit of 470 feet above Ontario to surmount, which requires 42 locks, and 600 feet of lockage. It has also no less than three deep cuts, the least of which is larger than the celebrated Deep Cut on the Welland, and the largest of which exceeds it in volume 80 fold. The formidable cutting through the Township of King is about twelve miles in length and nearly 200 feet deep at the summit."

The Commissioners express the utmost confidence that Canada would be amply repaid for the outlay by the increased trade which these canals would create, and that with the tolls added to the incidental advantages accruing they would prove a large and positive gain to the public revenue. They, therefore, urge the immediate commencement of the works, in the order enumerated, in the first class.

### LITERARY NOTICE.

"Dor It Down." A Story of Life in the North-West, by Alexander Begg. 380 pages. Toronto, Hunter, Rose & Co.

The Publishers deserve credit for the manner in which they have got out this volume, the contents of which we must defer noticing until next week.

### AN INFAMOUS SWINDLE.

Despite the frequent exposures, through the press, of the dealers in *bogus* American greenbacks, the trade would appear to be still flourishing, as a gentleman connected with this office received the other day a circular from New York, offering to sell him any quantity of "Queer," that is, counterfeit currency, at fabulously low prices. The *modus operandi* need hardly be explained. It is sufficient to say that it is well planned to tempt the cupidity of a scoundrel, and if any such, in Canada, have forwarded good money to these operators in expectation of about nine hundred and fifty per cent advance in return, we should be exceedingly glad to believe that their reward was a bundle of worthless papers. So far as we can ascertain, these skilful operators do not give any imitation currency for the money they succeed in drawing from the "green uns," and if this conviction be well founded their operations partake somewhat of those of Nemesis as against their patrons who would be scoundrels if they dared, or if they knew how to cheat their neighbours. It is five or six years since we first were made aware of the existence of this extraordinary traffic, and that it should still flourish is a melancholy proof of the truth of the saying that "the fools are not all dead yet." And so long as there are such "fools" who part with their money on the terms proposed by these "flash" operators, assuredly there will be rogues in plenty to batten on them. All who receive such letters should hand them over to the police authorities or American Consular agencies in their respective neighbourhoods.

### FOOD AND ITS ADULTERATIONS.

By J. BAKER EDWARDS, Ph. D., F. C. S.

(Continued from Page 50.)

"Truth, the whole truth, and nothing but the truth."  
"Water, abundance of water, and nothing but water."

The appearance of a new Act before the Imperial Legislature on this important subject shows that, after 20 years' experience, British Legislation has failed to accomplish its object, viz., the protection of the public against the fraudulent trader. At present the adoption of the "Act for the prevention of Adulteration of Food and Drink" is simply permissive, and each civic community may adopt it or ignore it at pleasure.

One of its unpopular provisions is that the appointment of officers is made by the central authority, (the Home Secretary) although paid by the local authorities; and the removal of officers is placed in the same hands. This ensures independence of the officers and Analysts, and very properly places them beyond local and prejudiced influences, but this very independence may lead to collision with the local boards—who are naturally very jealous of their control over officers in their pay.

Another element of unpopularity is the general dislike on the part of the British trader of any system of espionage, or inspection, into his affairs, and the general feeling of self-satisfaction on the part of the British public that they know how to go to market and make their own bargains better than any Government or Corporation official can teach them. Moreover, there is a general feeling that trade morality soon finds its level, that an honest public soon finds out and patronizes an honest tradesman, and that a certain sharp-set, bargain-loving section of the public always will be, and deserves to be, taken in by the sharp and unscrupulous dealer, and thus that "things find their level," and that people will find, in the mass, that "honesty is the best policy," (for the public, like the Scotchman, has "tried bath.") This widespread feeling has made the Bill unpopular, and has caused it to be looked upon as a kind of excise Bill—therefore but few communities in Great Britain have adopted it. The new Bill is an attempt to make the Act general in its operation.

It provides that every person convicted of wilfully mixing with any article of food or drink any material, poisonous, or injurious to health, is liable to a penalty of £50 sterling. And any person selling any such admixture, knowing it to be adulterated, is liable to a penalty of £20 sterling. The 4th clause provides that—

"Any purchaser of any article of food or drink or drugs, in any district, county, city or borough, where there is a public analyst appointed, shall be entitled, on payment to such analyst of a sum not exceeding 10 shillings (sterling), to have any such article analysed, and to receive from such analyst a certificate of the result of his analysis, specifying whether in his opinion such article is adulterated, and also whether, if it be an article of food or drink, it is so adulterated as to be injurious to the health of persons eating or drinking the same."

The expenses of the Act are to be borne in London by the Metropolitan Commissioners, in counties by the county rate, in boroughs by the borough fund, and by the "rogue money" in counties in Scotland."

This legislation shows that the evil is felt to be general, and that it can best be met by general legislation, and not by local authorities. Probably, in this province, the "General Board of Health" might efficiently deal with the question, but it would be better handled by the Dominion Government.

Probably local and especially municipal regulations will lead the way to improvement and general legislation will follow. It would be easy to follow up at any length the general sub-