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THE O'CONNELL CENTENNIAL.

In the next number of the CANADIAN ILLUSTRATED NEWS, August 7th, we will publish a life-like **Portrait of Daniel O'Connell**, from a photograph which personal friends of his declare to be an excellent likeness of the Great Irish Patriot. We will also present our readers with the facsimile of an AUTHENTIC AUTOGRAPH LETTER, written in 1833 by O'CONNELL to his cousin, Col. Connell Baldwin, residing then at York, (now Toronto), Upper Canada. This letter in which an interesting and statesmanlike allusion is made to Canadian Politics, was kindly lent to us by Connell J. Higgins, Esq., of Ottawa, a relative of Daniel O'Connell.

CANADIAN ILLUSTRATED NEWS.

Montreal, Saturday, July 31st, 1875.

INTERNATIONAL POSTAGE.

Information has been received to the effect that Canada will enter into the International Postal System, recently agreed on at Geneva, Mr. MACKENZIE, the Prime Minister, who is now in England, having concluded the necessary treaty arrangements, the operation of which will commence immediately after his return in August next. The people may justly be congratulated on this fact; which will mark another mile post in the progress of civilization.

The nations included in the new treaty include the whole of Europe, with the exception of France, (and France will enter on the first January next), the United States, Canada, Egypt, together with the islands and dependencies of the European states. The effect of the operation will be that a letter stamped say with half a franc in Canada can be sent without any further charge to any part of any of the countries named.

The postal card system is also included in the treaty, which went into effect on July 1st, as regards most of the countries named, and one proof of this is contained in some of our U. S. contemporaries, by the publication of a "foreign post card," addressed to Mr. Elihu Burritt, the "learned blacksmith," who has also always been a postal reformer. It bears a stamp "one penny farthing," with Mr. Burritt's address on one side; and on the other the words:

52 Parliamentary Street.

London, July 1, 1875.

Dear and Honored Sir.—Here you have another step forward towards complete One Penny Postage. On this first day of the new system, with gratitude your past labors are remembered by

Your respectfully,

J. H. RAPEN.

This is probably the first of these postal cards that has crossed the Atlantic, and it is in that far an object of curiosity. It is difficult to overstate the boon it will be to a poor man on this side of the Atlantic to be able to send a message home for a penny farthing, or two and a half cents.

The postal treaty with the United States (the particulars of which were before set forth in these columns) has proved of the very greatest convenience for persons having correspondence with that country; the same sort of convenience will also soon be found by persons having correspondence with all parts of the civil-

ized world; and we hope the day is not far distant when coinage and weights and measures will be included in other international treaties.

AN IMPORTANT DECISION.

The Judicial Committee of the House of Lords has rendered an important decision respecting Joint Stock Companies. It is that an incorporated Company cannot be bound for any contract made outside the scope of its own business, or in other words, for any other purpose than that for which its charter was granted, whatever may be the unanimity among the members. The case decided establishes the principle in the very strongest light. A Railway Carriage Company, in England, agreed to buy the concession of a Belgium Railway, every member of the Company consenting. A question was subsequently brought as to the validity of the contract; and the case was carried from Court to Court, until the Judicial Committee of the House of Lords declared the contract null, notwithstanding that there were very cogent moral reasons why the Company (the Ashbury Railway Carriage Company) should be held to it.

Upon the face it seems a sound argument that every public Company should be held to its own solemnly pledged obligations, especially after the consent of every individual member had been given. But on the other hand there is an inflexible reason for insisting that all contracts must be first legal, before they can be held to be valid. If this were not held in the case of Joint Stock Companies, there would be no use for any limitations of objects in their charters. A simple charter might be given and that might do for any sort of trading or manufacturing. But no such liberty was ever given by any legislature to limited chartered Companies, and we believe never will be.

The public must, therefore, beware of the style of contracts they make with Joint Stock Companies. If, for instance, a printing Company undertakes to go into mining, and enters into contracts to carry out such intention, they will be declared null if taken before the Court of ultimate appeal. And so on. The absolute principle being that all limited Companies must confine themselves within the scope of the legitimate business for which their charters were granted.

In view of the vast number of Joint Stock Companies now in operation, and the demands for incorporation, the fact established by the House of Lords cannot be too widely made known.

CANADIAN CREDIT AND RAILWAYS

We have kept our readers advised, both editorially and pictorially, of all the phases of the unjustifiable war made upon Canadian Credit and Canadian Railways by the London *Times* and Mr. POTTER, President of the Grand Trunk Railway Company. We have commented on Sir HUGH ALLAN's exhaustive replies, on Mr. JENKIN's timely criticism, and on the practical rejoinder of Mr. LAIDLAW, of Toronto. We have now, as a fit conclusion, the authoritative declarations of Mr. BRYDGES, a summary of which we lay before our readers without comment. Mr. BRYDGES replies directly to Mr. POTTER, lately his own superior. According to Mr. BRYDGES:—

It has been proved from reports and documents of Mr. POTTER's own Company that the statement that upwards of £30,000,000 of English capital had been hopelessly sunk is not true. It has been shown that the actual cash sent from England, and expended in building and completing the line has been less than £12,000,000, and that a net profit was earned in 1874 of £460,000 at four per cent. upon the Grand Trunk Railway. It has been proved that the statement that only £80,000 was divided amongst English shareholders in 1874, was not true, the amount of £460,000 having been earned and paid, according to the Company's own statements.

It has been proved that the Great Western Company has paid from its net earnings during 21 years an aggregate amount for interest on bonds and dividends on shares all held in England, of no less than £4,642,000, or an average of 221,000 a year. It has been proved that the Northern Railway has not "wiped off" its share of capital; that it is regularly paying the interest upon its bonds, which are all held in England, and that any portion of its capital which is not being paid upon is almost entirely held in Canada. It has been shown that the two short lines mentioned by Mr. POTTER—the Prescott and Ottawa and the Canada Central—have had their Canadian and not their English capital "wiped out"; and all money found by Canada for the construction of those lines has been sunk for the exclusive benefit of English firms who supplied the rails and took bonds in payment. It has been shown that the two narrow gauge lines, capital for which has almost exclusively been found in Canada, have thus far honestly paid their interest as it became due, and, it is hoped, will continue to do so, despite Mr. POTTER's sneers and insinuations against their credit. That an attack so violent, so unnecessary and so generally unwise should have had so absolute a want of foundation to rest upon seems almost incomprehensible. The attack has been so obviously false and overdone that it can only recoil upon its author, and, unfortunately, must do so also upon the Company of which he is president. With the recovery of the trade of this continent from its present depression, Canada will provide a fair rate of interest upon the actual cash outlay expended by English capitalists in constructing railways by private companies. The construction of local lines is almost entirely being done by Canadian capital and credit; they are nearly all feeders to existing lines, developing for the benefit of the whole country and its industrious population and the wealth of the Dominion.

ROYAL COLONIAL INSTITUTE.

We have received, by the last mail, the annual report of this important body, several features of which deserve to be placed on record. Pursuing the same policy as hitherto, the Council have sought by every means in their power to give to questions of Imperial interest in connection with the Colonies an active and energetic support. Among the most prominent of those which have engaged their serious and particular attention may be mentioned the Fisheries of Newfoundland and the Island of New Guinea. With regard to the former, a Committee has been constituted for the purpose of collecting information and drawing up a report to the Council on this most important subject. The rights of the two countries to the fisheries of this valuable colony involving questions of such vital interest between England and France, this Committee have felt the necessity of their investigations into them being most carefully pursued: and this work has of necessity consumed a great deal of time. They have not yet completed their labours, but it is hoped, that they will ere long present to the Council a report of much interest, and one which it may be expected will be of considerable value.

With regard to New Guinea, the Council felt the paramount necessity of urging the Government to initiate prompt steps for taking possession, without delay, of the eastern part of this valuable Island. This they were induced to do from the fact of the rapidly-increasing British commerce through Torres Straits, and also the further fact that Captain Moresby, of H. M.S. "Basilisk," had recently discovered a new passage on the Eastern shores of New Guinea, where he had already planted the British flag. By this passage a saving of 300 miles will be effected between Australia and China, rendering it certain, therefore, to become the track for the future commerce of the world. With this view they organised a most influential and representative Deputation, which

waited on Lord Carnarvon on the 29th of April last, and presented a memorial to him, setting forth at length the reasons for their desiring the Government to adopt the policy they so strongly recommended. The result of this interview with the Colonial Minister was, they consider, very satisfactory; and they have reason to hope, from information since received of the desire felt in Australia that this annexation should take place, that it may ere long be effected. Should this be the case, the Royal Colonial Institute will have reason to congratulate itself on having taken so vigorous and timely an initiative in a question of such great and Imperial importance, more especially as affecting so vitally as it does the interests of the Australian portion of the Empire.

The Papers read during the Session have been of the greatest interest, and the attendances at many of the ordinary Meetings of the Fellows of the Institute and their friends, including a large number of ladies, have been greater than at any time previously. The Papers comprise—1. What are the best means of drawing together the interests of the United Kingdom and the Colonies, and of strengthening the Bonds of Union. By the late C. W. Eddy, Esq. 2. The Permanent Unity of the Empire. By F. P. Labilliere, Esq. 3. Fiji, Past and Present. By F. W. Chesson, Esq. 4. New Guinea. By A. Michie, Esq., Agent-General for Victoria. 5. South Africa. By T. B. Glanville, Esq., late M.L.A. of the Cape of Good Hope. 6. American Protection and Canadian Reciprocity. By R. G. Haliburton, Esq. 7. Forty Years Since, and Now. By H. B. T. Strangways, Esq., late Attorney-General of South Australia. These will be very shortly published and distributed amongst the Fellows. The anticipations derived from the great and marked success attending the Conversazione held last year have been fully realised, and the Council feel sure that a reunion of this character, while it is very pleasant to the Fellows and their friends, is also most useful in keeping up the sentiment, to which they attach so much importance, of promoting friendly intercourse and good feeling among those who are connected with the various portions of our widely-scattered but magnificent Colonial Empire. In conclusion the Council assure the Fellows that it is their desire to continue energetically to promote the great principle of the "Unity of the Empire," the keystone of the policy which they advocate, as being in their opinion the best bond of its permanent security, and of its power and influence among the other nations of the world.

CANADIAN MARKSMEN.

On the eve of going to press we receive the official figures of the late Wimbledon match, won by our boys, for the second time, on Wimbledon Common. We have just time and space in this number to transcribe the score as furnished by telegraph to the *Globe*:

The Canadian Team of eight have won the Rajah of Kolapore's Imperial Challenge Cup, which is open to a squad of efficient volunteers from the Mother Country; one squad of volunteers from any British colony; one of the covenanted or uncovenanted Indian service; and a squad of Indian volunteers. The ranges were 200, 500 and 600 yards (aggregate), seven shots at each distance.

The Canadians win, in addition to the Cup, the sum of £80, which is added by the Association.

The total of the scores at the three ranges is as follows, the highest possible number of marks for each rifleman being 105, and the maximum grand total 840:—

CANADIAN TEAM.		Points.
Pte. Mills, 10th Royals, Toronto.....		88
Hunter.....		88
Pte. Copping, Three Rivers Battalion.....		86
Pte. Loggie, 71st Battalion, N. B.....		83
Sergt. Major Cruit, G. T. R. Brigade.....		79
Ensign Wright, 50th Battalion, Quebec.....		77
Pte. Bell, 10th Royals, Toronto.....		73
Capt. Arnold, 74th Battalion, N. S.....		61
Grand total.....		635