

The CANADIAN ILLUSTRATED NEWS is published by THE BURLAND-DESBARATS LITHOGRAPHIC AND PUBLISHING COMPANY on the following conditions:—\$4.00 per annum in advance, \$4.50 if not paid strictly in advance, \$3.00 for clergymen, school-teachers and postmasters in advance.

All remittances and business communications to be addressed to G. B. BURLAND, General Manager.

All literary correspondence, contributions, &c., to be addressed to the Editor.

When an answer is required stamps for return postage must be enclosed.

City subscribers are requested to report at once to this office, either personally or by postal card, any irregularity in the delivery of their papers.

NOTICE.

As the year is now verging to a close, we think it opportune to make a call upon such of our subscribers as are in arrears with us. The rule of payment in advance ought to be applied everywhere, and it was made one of the chief recommendations of the Quebec Press Association, lately organized in this city. All our friends should understand that an illustrated paper which requires so great an outlay, must, as a matter of business protection, insist upon this rule. For those who do not pay at once, the price of the NEWS is \$4.50 per annum, the extra half-dollar being intended to cover the interest on delay and postage. But as a further inducement, however, and in order to regulate our books and accounts with the opening of the new year, we will charge only the regular rate of \$4.00 to such of our subscribers as will settle with us immediately, or between this and the close of December. We are glad to know, from the reports of our patrons and the notices of our contemporaries of the press, that the efforts we have made to improve the paper are duly recognized, but with proper encouragement we are prepared to improve it still more. Our readers can help us in this, first by prompt payment of their subscription, and by inducing others to subscribe. Let each reader of the NEWS send us at least one subscription besides his own, and by thus doubling our circulation, we shall be enabled to give them a paper second to none in its special sphere. Canadians, all over the Dominion, should take pride in supporting an illustrated family and literary journal, and making it a truly national institution, the reflex of Canadian life, progress and thrift.

CANADIAN ILLUSTRATED NEWS.

Montreal, Saturday, 25th Nov., 1876.

RAILWAY PROGRESS.

The *Quebec Mercury* says in the words of the late Sir Allan Macnab that in the Province of Quebec "our politics are Railways," and there is much truth in the remark. Railway communication lies at the root of almost all social arrangements, and is the stepping stone to the greatest attainments of civilized life. It is a wide and comprehensive study—this of Railways—in the multitude of points in which

the lives and welfare of the people are affected. The Railway system was inaugurated not far from half a century ago, at Manchester, by a painful sacrifice of life—no less than that of an eminent British Statesman and promoter of the movement, and which overshadowed a great festal occasion with gloom and sadness. With such a warning at the very outset the progress of the institution might have been attended by more care and watchfulness and deference to the conclusions of experts, in the sphere of engineering, than its history has so far shown to the world. Posterity will look with very mingled feelings, we believe, upon the page upon which this record of improved and multiplied intercourse will be inscribed. A violent death in pre-railway times had always tragic horror about it, and protective laws from the earliest ages were framed in harmony with such human and civic feeling. It cannot be denied that the new era has done its best towards imbuing its averages of destruction with an air of economic propriety, as if the action and aberrations of moral and mechanical forces were under the control of figures instead of being merely indicated by them. Canadians cannot be pronounced worse than other peoples in this respect—speaking in a general sense, and considering the discouragements to active thought and its realization in a new country. Amongst us care has increased of late, but we shall all admit there is something more to be done. The late Durham and Montreal disasters are brought to mind, and quite lately a man was driven over and killed in Prince Edward Street, Quebec; whilst our children are constantly in jeopardy of their lives from the same cause. The exclamation, "They should not be so careless!" will not cover the whole case, we think—indeed we feel persuaded the question of railways on city streets, as well as that of level crossings, will not be forever neglected by a humane people such as we never doubt ours to be. There are always some poor souls beyond the actual sufferers, to whom these losses are a deep and personal affliction, and we ought to sympathize with the woes even of the weakest amongst us. The question has its difficulties, no doubt—what great question has not? Our Quebec representatives, with the kind feelings which we are persuaded, animate their breasts, will doubtless consider these momentous questions with the gravity that belongs to them, when brought before them, even if they do not take the lead, as legislators often have to do, in their practical initiation. We cannot flatter ourselves that public opinion generally in this country has arrived at the point of giving these questions much attention—although individual journals have offered various good suggestions. Any of us who unfortunately become spectators of such a dreadful scene, and behold the triumph of uncontrolled material forces over life and sentient action, are more deeply impressed than they can describe, and it never passes from their minds, and yet they, like the others, will often feel they can do nothing. When the accident only comes before us in the journals, it excites a momentary feeling of pain, and is too often passed aside. There is no hardness of heart here—mental confusion does all the mischief in our times. What- ever may be the recklessness of crowding trains upon one another, and of rapid running of trains, which has grown up so insensibly in the vast increase of railway traffic in England—and, we must add, in the increasing ambition for speed—the public, there, are at least in advance of us on the questions we have especially referred to. As to the crossings difficulty, the best remedy in many localities, as a contemporary has suggested, would doubtless be to carry the wagon roads by means of bridges over the railway cuttings, in place of on the level, even if the municipal highways have to be somewhat deflected in order to effect the change. Failing this arrangement, watchmen and gates are required in many places where they are not now provided. With regard to the passage of railways along the length of

streets, the subject will doubtless come to be separately considered, and its difficulties fairly dealt with, in view of the vital interests of our people in the present and future.

THE PRESIDENTIAL ELECTION.

It may look like impertinence for any outsider to make remarks on the mode of procedure in the late Presidential election, but as an earnest friend of the United States we cannot refrain our expression of disappointment at the result as it stands at the present writing. Indeed, it appears to us simply pitiable that things should have been allowed to take the course which the whole world has witnessed since the 7th of the present month, and the impression is forced upon us that there is something radically wrong in the present method of interpreting the popular suffrage. It is inconceivable to us at this distance that, whereas the result in the largest States, even on the Pacific coast, was known within forty-eight hours, the result in so small and compact a State as South Carolina is still in doubt after a lapse of fourteen days. The suspicion forces itself upon the mind that there are causes hidden from view which have effected this singular delay. The situation looks very much as if there had been a game of chances played with the ballot boxes, and the momentous issues of the chief election in the land were left to the dexterities of manipulation. And what makes the whole business more unaccountable is that there is apparently little or nothing to be gained by it. Mr. TILDEN is the choice of the American people by the large majority of a quarter of a million, and he lacks only one of the electoral majority. Mr. HAYES, besides being in a minority on the popular vote, cannot count in any event on more than a majority of one in the electoral college, and that one, no matter what may happen, will always be suspected of fraud. Either we are very much mistaken in Mr. HAYES, or he will refuse to accept office under such anomalous and precarious circumstances. As we understand it, the President of the United States, to enjoy the respect and confidence of the country, should be the first choice of the people, and his election must be above every suspicion of treachery or trickery.

CANADA ON THE SEINE.

We present our readers to-day with a full-page view of the great Exhibition which is to be held on the Paris Champ de Mars, in 1878. It is almost too early to give full details of this gigantic enterprise, but our readers may rely that we shall not lose sight of it. Both pictorially and by literary description, we shall keep them duly advised of all the preparations that are being made towards promoting what promises to be the greatest World's Fair that has ever been held. From the engraving, it will be seen that the whole Exhibition will be consolidated into one area, not scattered about as at Philadelphia, and that the distribution of space will be so effected as to give, along one plane, a consecutive view of the products of all nations, and along the transverse plane, a graduated view of products according to their classification. This arrangement, both scientific and artistic, will greatly facilitate the purposes of study, while it will give due relief by comparison to those countries whose products are of exceptional excellence.

We have another object in calling attention to this subject in our present issue. It is to impress upon the Government and the people of the Dominion the necessity of getting ready in time to make a proper display at Paris. Canada did wonders at the Centennial Exhibition, surprising even her American neighbours, and opening, let us hope, new markets for her productions in different parts of the world. But she can do still better at Paris, where the range of competition will be wider, and where, from experience gained, she can give prominence to those resources which are, as it were, character-

istic of her soil, climate and special territorial limits. The Paris Exhibition will open in March, 1878, so that there are barely more than fifteen months wherein to make the necessary preparations. Canada has now a reputation to maintain, and we trust that she will be equal to emergency.

The winter steamer *Northern Light* made her trial trip, running from opposite the Custom House, Quebec, to Isle aux Reaux and back, performing the distance, fifty-four miles, in four hours and four minutes, which was very good time. There was not the slightest perceptible heating or charring in any part of the engine during the trip, nor a drop from any part of the boilers, which are allowed by competent judges to be perfect in every respect, raising steam quickly and doing a large amount of work with a small consumption of coal. Captain Joseph A. Brown, who had charge, says she is very quick in answering her helm, and combines all the qualities of a first-class winter steamer. She left last Wednesday for Prince Edward Island.

We call attention to the interesting paper of our distinguished antiquary and historian, Mr. J. M. LEMOINE, on the American prisoners of 1812 at Quebec, as also to the remarkably clever verses of Mr. Geo. Munnay, of this city, on the Migratory Swallows. The amount of first-class native literature regularly published in the CANADIAN ILLUSTRATED NEWS is of itself sufficient to maintain its rank as the literary weekly of the Dominion, and as such it ought to receive the support of every person in the country who takes an interest in the cause of letters among us.

The extraordinary grand Council at Constantinople has resolved to accept the conference. It is stated that Midhat Pasha and Savafet Pasha will be the Turkish plenipotentiaries. The Porte has now abandoned the project of sending troops to Roumania to prevent the march of the Russians, but Turkey will await the attack on the southern bank of the Danube.

The Operative Cotton Spinners' Association held a meeting at Manchester, last week, and while justifying the Blackburn strike, directed the men to return to work. This action averts the lockout, which would have affected 80,000 Manchester operatives.

The latest Calcutta advices state that estimates, based on official returns from various police sections, give the total loss of life as 215,000 in those districts in India, and it is probable even this estimate is too small.

OUR PICTURES.

The reader will find that all our illustrations are described under separate headings in different parts of the paper. The Paris Exhibition is referred to in the editorial columns. The Frontenac Lakes were fully described in a previous issue when the first of the series were published. We call attention to the beautiful view in the valley of the St. Francis, near Sherbrooke, a spot well-known, but whose charm is always fresh. We present a view of the trial of Straussberg, the great railway financier, at St. Petersburg, in order to give an idea of how Courts of Justice are conducted in Russia.

HUMOROUS.

RED noses are light-houses to warn voyagers on the sea of life off the coasts of Malaga, Jamaica, Santa Cruz, and Holland.

It is a bad sign to see a man with his hat off at midnight, explaining the theory and principles of true politeness to his shoes.

"I'm saddest when I sing," said a Sunday evening warbler—"And so's the whole neighborhood," roared an unmelodious voice in the street.

"Is the world," said M., "there are three sorts of friends—your friends you like—your friends who do not care for you—and your friends who hate you."

A rich contractor was holding forth upon the stability of the world. "Can you account for it, sir?" he asked, turning to Fictus—"Well, not very clearly," he responded, "unless we suppose it was built by contract."

A MAN was taking aim at a hawk that was perched on a tree near his chicken coop, when his little daughter exclaimed, "Don't take aim, pa; let it go off by accident!"—"Why not?" asked the father—"Cause every gun that goes off by accident always hits somebody."