

The Dominion Illustrated.

\$4.00 PER ANNUM, IN ADVANCE.

G. E. DESBARATS & SON, Publishers,
162 St. James Street, Montreal.

GEORGE E. MACRAE, WESTERN AGENT,
127 Wellington Street West, Toronto.

J. H. BROWNLEE, BRANDON,
Agent for Manitoba and the North West Provinces.

London (England) Agency:

JOHN HADDON & CO.,
3 & 4 Bouverie Street, Fleet Street, E. C.
SOLE AGENTS IN THE UNITED KINGDOM.

23rd MARCH, 1889.

PUBLISHERS' NOTICES.

TO CORRESPONDENTS. — Communications received from L.A.M., H.M.M., J.H.D., W.W.S., M.M., A.S. and K.A.C. will all receive due attention. Some of them are already in type and are only kept over through press of matter.

THE DOMINION ILLUSTRATED PUBLISHING COMPANY.

The following notice has been published in the *Canada Gazette*:—

Public notice is hereby given that Sir Donald A. Smith, K.C.M.G., M.P.; Hon. George A. Drummond, Senator; Andrew Robertson, Chairman Montreal Harbour Commissioners; Richard B. Angus, Director Canadian Pacific Railway; Hugh McLennan, forwarder; Andrew Allan, forwarder; Adam Skaife, merchant; Edward W. Parker, clerk; Dame Lucy Ann Bossé, wife of George E. Desbarats; Geo. Edward Desbarats, A.B., LL.B., publisher, and William A. Desbarats, publisher, all of the City of Montreal and Province of Quebec; Gustavus W. Wicksteed, Queen's Counsel, and Sandford Fleming, C.M.G., Civil Engineer, of the City of Ottawa and Province of Ontario, and J. H. Brownlee, Dominion Land Surveyor, of the City of Brandon and Province of Manitoba,—being all British subjects and residents of the Dominion of Canada,—will apply to the Governor General in Council for letters patent of incorporation under the provisions of "The Companies Act," 40 Vict. cap. 43.

The proposed corporate name of the company is: "The Dominion Illustrated Publishing Company, Limited."

The purpose of the company is engraving, printing and publishing.

The chief place of business of the company is to be Montreal.

The proposed amount of its capital stock is fifty thousand dollars. The number of shares is five hundred, and the amount of each share one hundred dollars.

The first or provisional directors of the company will be Sir Donald A. Smith, Hon. George A. Drummond, Andrew Robertson, Richard B. Angus, Sandford Fleming, George E. Desbarats, and William A. Desbarats, all of whom are residents of Canada.

Montreal, 4th March, 1889.

A few shares have been reserved for the Atlantic Provinces and British Columbia, as it is desired to have shareholders in every part of the Dominion. But early application will be necessary to secure these shares.

G. E. DESBARATS & SON,
Publishers,
Montreal.



Queen Victoria's arrival at Biarritz recalls the palmy days of the Second Empire when Biarritz rose to the rank of a rendezvous for sovereigns.

An alleged plot, in which the Maharajah of Cashmere and his minister were said to be concerned, and which threatened the life of the British Resident, has been creating some alarm in Northern India.

The determination of the French Government to put down the Patriotic League implicated some members of the Assembly. The reading of the charges against the latter led to a scene and elicited some challenges.

The Hon. Mr. Joly lectured recently before the Montreal Natural History Society on a subject of high importance with which he is well qualified to deal—the forest and wood industries of the Dominion. We trust his lecture will be published.

Not less important was Mr. Charles Gibbs' disquisition on fruit-growing, ancient and modern, a topic on which he has amassed comprehensive knowledge by half a life's labour and much outlay in travel and experiment. Mr. Gibb proved by philology the antiquity of apple culture in Europe, the root of the word being found in the Slavonic and Celtic as well as in the Teutonic languages.

Journalists, it seems, are to have their share in the distribution of the higher diplomatic posts under the new Washington Government. Mr. Warner Miller, Mr. Murat Halstead and Mr. Whitelaw Reid are candidates for the three chief embassies—London, Paris and Berlin.

The libel suit brought by Henry J. Clarke, of Winnipeg, against Acton Burrows, of the same place, for an alleged unjustifiable publication in the *Morning Call* of that city, has been dismissed on the ground that the matter complained of was simply an extract from a parliamentary paper.

The death of John Ericsson, the great engineer, called up reminiscences of the "Monitor" in Hampton Roads, when the Confederate "Merrimac" threatened the Northern fleet with destruction. He was a native of Sweden, came to the United States in 1839, and was nearly 86 at the time of his death.

The subject of state-aided emigration has received an impulse in England by the formation of a large association, comprising many prominent men, with Lord Meath as president, for the purpose of lending money to worthy colonists. What is known as the Crofter scheme, the destination of which is British Columbia, is in favour with both political parties.

Excitement touching the Parnell Commission has to a great extent subsided. Mr. Parnell received a significant demonstration of good-will from the Londoners who disapproved of the *Times'* course. On the other hand, there is talk already of a compromise between his party and the Conservatives, who, it is said, may after all grant home rule to Ireland.

Mr. Rufus Stephenson has given a glowing account of the prosperity of some of the new colonies in the North-West that he had recently visited. He spoke of the Scottish crofter, the Hungarian, the

Scandinavian, the Icelandic, the Commercial and the Church of England colonies. With the exception of this last experiment, all the settlements showed progress and contentment.

In a proclamation issued some days ago the new regents of Servia promise to maintain friendly relations with all foreign powers. The proclamation had hardly been made public when a deadlock was created by the conflict of purpose between the regency and the cabinet as to Queen Natalie's return. The mother of the young king is regarded as virtually an agent of Russia.

An important deputation from St. John, N.B., recently visited Ottawa for the purpose of urging the claims of their city to the position of winter port of the Dominion. Mr. Van Horne met the deputation at the capital and informed the members that he hoped to have his road open to St. John on the 20th of May, but he could not say what the rates would be or what terminal facilities would be required by the company at St. John.

A vexed question in Ontario just now is whether, in any circumstances, French should be the teaching language in any of the provincial schools. The arguments used *pro* and *con* are not new, but the discussion has been attended with considerable animosity. Good sense and mutual forbearance should settle all such questions, especially as each section is convinced of the importance of learning the language of the other.

An important decision, affecting a profitable industry, was reached a few days ago when the incandescent electric light patent held by the Edison Electric Light Company was declared null and void in Canada. The petition on which the judgment was based was filed by Messrs. McCibbon and Major, of this city, attorneys for the Royal Electric Company, and the case was tried before Mr. Richard Pope, Q.C., commissioner, of Ottawa.

Lord Sackville's place has been filled at last. Sir Julian Pauncefote left England in time to present his credentials to the new President and his ministers. Lord Salisbury was determined to make the late President feel that he had made a blunder when he forgot his own dignity and the respect due to a great, kindred and friendly power by ordering an ambassador out of his capital to please an untrustworthy rabble. The lesson will probably be remembered.

The British Navy is about to undergo an important increase in strength and general efficiency. The First Lord of the Admiralty, Lord George Hamilton, stated recently in the House of Commons that the Government was prepared to build eight first-class men-of-war, of 14,000 tons each, two of 9,000 tons, four Pandora cruisers and eighteen torpedo-like sharpshooters. The total cost would be about \$117,500,000. The Radical members oppose the scheme.

Government aid to the Panama Canal has been refused, and the depression on the Isthmus is severely felt at business centres. The Panama Railroad has had to reduce its staff. That at least some good work was done on the canal is said to be proved by the British vessel "El Dorado" having passed through it from Aspinwall to Chagres, a distance of 15 miles. The most difficult portion, however, that which includes the Culebra cutting, still remains unfinished.