



THE INAUGURATION OF THE 27½ FOOT CHANNEL, (CONTINUED.)—The leading feature of the excursion on the 7th November to Quebec was the representative character of the gathering. The Montreal Harbour Commissioners had as witnesses of the complete and successful performance of their Herculean task, Ministers of the Crown, members of the Senate, House of Commons, and Local Legislature, the Quebec Harbour Commissioners, the Secretary of the Three Rivers Harbour Commission, delegates from the Board of Trade, Corn Exchange, and French Chamber of Commerce, the Acting-Mayor and a number of aldermen and officials of the Montreal City Council, representatives of the Shipping, Railway and Forwarding interests, a number of eminent civil engineers, together with a host of manufacturers, bankers and merchants, and the Recording Angels—the members of the Press. Apart from the portraits of the two most prominent personages of the occasion, whose biographies are given elsewhere, we complete our series of commemorative engravings with four subjects. First, a splendid picture of the steamship "Lake Ontario," of the Beaver Line, a grand vessel of 5,300 tons, whose proximity to the "Sardinian" can be judged from the engraving reproduced from a photograph taken on board the latter. And here we may mention that about the time this photograph was taken, another large steamship, the "Fremona," was passing up the river to the larboard of the "Sardinian"; the three great steamers, all deep laden, being at one time abreast of each other, with ample room to spare, practically demonstrating both the depth and the width of the channel. Next we have a representative group of the Senate, the Steamship interest and the Railway line. Mr. Allan's portrait does not do him justice, the light, rather strong at the time, shining full on his face when the photograph was taken. The other two portraits, that of the eminent Grand Trunk Railway official, and the popular Senator, are excellent. The group of the Acting-Mayor, aldermen and city officials scarcely needs comment; every face is a speaking likeness, although the photograph was taken in a rare interval of perfect silence. The Civil Engineers offer a compact front, flanked and supported with science and skill, as befitted their profession. At *Cap à la Roche* the huge beam that had gauged the depth of the channel as described in our last, was lifted from the water by the might of stout blocks and tackle, and then, and then only, the object of the excursion being practically accomplished, were we summoned to dinner, with appetites sharpened by six hours of invigorating exercise in the bracing air. A bounteous repast was set before us, to which we did ample justice. Then came the customary toasts and speeches, to produce which we lack space. We must however put on record the speech of the Minister of Public Works, as an essential part of the narrative. Sir Hector Langevin, who on rising was greeted with prolonged cheers, said that this was a most auspicious occasion, and he felt deeply grateful for the manner in which they had received him. It was also with exceeding satisfaction that he looked round and saw the large number of gentlemen who had assembled to celebrate the occasion in honour of the channel deepening, which they had succeeded in bringing to a finality. This great work had been spoken of and petitioned for in 1825, but did not really begin until 1838. For the last fifty years the work had been progressing, slowly perhaps, until today, when it was 27½ feet in depth. The importance of such a work was apparent to all, and that it was fully appreciated a glance at the gathering sufficed to show. They were pleased beyond measure at what was completed today. It was a work which was not only of benefit to the city of Montreal, but to the entire province of Quebec, and also to the province of Ontario. It was a truly national work and a direct benefit to the whole Dominion. It not only fostered the trade of Quebec and Montreal, but was a direct encouragement and assistance to the trade of the North-West, which came down this way. To give honour where honour was due, he must say that in his opinion the whole thing was due to the persistent energy and perseverance of the citizens of Montreal, who had for years devoted themselves to the work. He had no doubt that Quebec would soon follow suit and trade be largely increased. Montreal entertained no ill feelings towards Quebec and would be glad to see the latter city grow and prosper, as their prosperity would certainly increase that of Montreal as well. This great work seemed to have been undertaken with the idea, by those who had been prominent in its initiation and those who had followed it out since, that the development of this great artery of the St. Lawrence would one day become a vital necessity and in fact the backbone of Canada. A little time back, when the country was threatened with non-intercourse with our cousins to the south, they fully realized this. They saw then fully the importance of their great national highway. This work, in conjunction with the system of railways from the Atlantic to the Pacific, were all commercial facilities and channels that the rapid growth of trade and population would require and would develop Canadian centres and ports. This was a work which belonged to no city or province, but was national in its breadth and effect. In conclusion Sir Hector warmly congratulated the Commissioners upon the work,

and thanked them for the kind reception which he had met at their hands. When after dinner, we returned to the upper deck, darkness had supervened, and the lights of Cape Diamond, Dufferin Terrace and the Lower Town of Quebec were reflected on the deep tide waters of her harbour. The Citadel, the church spires and Laval University outlined a bold and fantastic silhouette against the northern sky. We were soon transferred to the steamer "Montreal," of the Richelieu & Ontario line, in which the generous hospitality of the Harbour Commissioners was continued to their guests, and the return trip was comfortably made without any noteworthy incident, unless it be the singing of "Old King Cole" by the member for Montreal Centre, with a rousing chorus by the assembled guests just before bed-time.

SIR HECTOR LANGEVIN.—The Minister of Public Works was born at Quebec on the 26th August, 1826, and brought up at the Seminary of that city, after which he embraced the profession of the law, studying first with the late Hon. A. N. Morin, and afterward with the late Sir George Cartier, and was called to the bar in 1850, and reached the purple in 1864. In his younger days he was identified with journalism from 1847 to 1857, at Montreal and Quebec. His connection with the *Mélanges Religieux*, in 1848, put his name forward into prominence. He also filled many municipal offices in Quebec, being Mayor from 1858 to 1861; President of the St. Jean Baptiste Society, and President of the Institut Canadien. He is the author of a prize essay on Canada and her Institutions, 1855, and of a Manual of Parishes and Fabriques, 1862. His public life dates back to the Government of old Canada, and we find him Solicitor-General, from 1864 to 1865, and thence Postmaster-General to the year of the Union. In that eventful year he was named Secretary of State, Registrar-General, and Superintendent of Indian Affairs, till 1869, when he became Minister of Public Works. Sir Hector is one of the Fathers of Confederation, an honour which is of itself sufficient to distinguish any statesman. He was a delegate to the Charlottetown Conference and that of Quebec, in 1864, and to the London Colonial Conference in 1866-67. He was created C. B. in 1868; K. C. of the Order of Gregory the Great in 1870; K. C. M. G. in 1881. In 1871 he made an official visit to British Columbia, and published a valuable report of the same in 1872. On the death of Sir George Cartier, in 1873, he was chosen Leader of his party in the Province of Quebec. He sat for Dorchester in the Canadian Assembly before Confederation, and after that event represented the constituency in the House of Commons and also in the Quebec Legislature, from 1867 to 1871, when he was returned for Quebec Centre by acclamation, and sat till 1874. In 1873 he withdrew with the resignation of his Government, and remained in private life till 1876, when he was elected for Charlevoix, and again in 1877. In 1878 he was elected by acclamation for Three Rivers, and, in 1879, appointed to his present position of Minister of Public Works. In 1879 Sir Hector went to England in connection with the proposed dismissal of Lieut.-Governor Letellier de St. Just.

ANDREW ROBERTSON, Chairman of the Board of Harbour Commissioners, Montreal, is a Scotchman by birth, having been born in Paisley, Scotland, on the 18th June, 1827. He is the eldest and only son of the late Alexander Robertson, of Paisley, by his first wife, Grant Stuart Macdonald. Mr. Robertson received his education at the Paisley Grammar School, going through the usual curriculum of English, Latin and Greek. Shortly after leaving school, like the majority of Scotch boys, he learned a trade, that of weaving. He went, in 1840, to Glasgow, to push his fortune. Here he served for four years in a dry goods store, and then took a position in a manufacturer's establishment. In this new position he worked hard, and having gained the confidence of his employers, he was four years afterward, in 1848, admitted a partner in the business. A few years later on, his health having given way, he was admonished by his medical adviser to leave Glasgow, and try the effects of either the climate of Australia or Canada on his enfeebled constitution. He decided on the latter country, and along with his wife and two sons came to Montreal in 1855. Shortly after his arrival he went into the dry goods business, and soon became one of the leading men in the trade, as senior partner in the firm of Robertson, Linton & Co., of that city. Business having succeeded, Mr. Robertson was enabled to retire from it in 1885, and he is now enjoying other and perhaps more congenial pursuits. Being a public spirited gentleman, he never shirked his responsibilities as a citizen. In 1868 and 1869 he accepted the position of president of St. Andrew's Society of Montreal; in 1876 he was president of the Dominion Board of Trade; in 1876 and 1877 he was president of the Montreal Board of Trade; was the first president of the Dominion Travellers' Association; has been the president of the Royal Canadian Insurance Company since 1876; and president of the Bell Telephone Company of Canada since its organization in 1880. In 1872 Mr. Robertson became one of the governors of the Montreal General Hospital, and since that period has filled the offices of treasurer, vice-president, and is now president. In 1879 he was elected chairman of the Board of Harbour Commissioners for Montreal, and he has occupied this position ever since. He has also taken an interest in military affairs, and in 1861, during the *Trent* excitement, he was first lieutenant and quartermaster of the Montreal Light Infantry. Mr. Robertson is an adherent of the Presbyterian Church; and as for politics, we think he would rather act the part of the Good Samaritan than indulge in political discussions. He was married on the 19th April, 1850, to Agnes, youngest

daughter of the late Alexander Bow, of Glasgow, and has had a family of four sons and six daughters; two of the latter are dead.

DOMINION ARTILLERY ASSOCIATION CAMP AT ISLE OF ORLEANS, QUEBEC.—The Dominion Artillery Association, having for its object the development of gunnery skill, and the dissemination of artillery knowledge throughout the Dominion of Canada, first organized by Major-General Strange while Inspector of Artillery, is to the artillery of Canada what the Dominion Rifle Association is to the infantry. With but a meagre Government grant, voluntary subscriptions have produced quite a respectable prize list. Annual meetings are held in Ontario and Quebec. A portion of the camp at Isle of Orleans during 1888 meeting is shown, where detachments of the artillery of Quebec and the Maritime Provinces competed at 40 pounder practice, shifting ordnance, and target practice with 64-32 Palliser M. L. rifled guns and 40 pounder Armstrong B. L. rifled guns.

EMBARQUÉS.—Essentially a French picture. The water and the boat are well drawn, but the attitude of the boatman is affected, and has not that trick of the trade, the air of the true waterman, which a British artist would not have failed to impart. The horse and the boat are not familiarly handled by the city Frenchman. On the other hand, the lady sitting in the prow is the type of grace. Where there is question of posing a woman so as to display all the charms of her carriage and the graces of her visage, the French artist is always at home.

SUGAR ISLAND.—This island lies in Georgian Bay, with La Cloche Mountains in the distance. The birch bark wigwams of the Indians are getting scarcer year by year, as the Indians become more settled in character and prefer cedar bark and frame houses.

"POET'S CORNER."

The Poet's Corner in Westminster Abbey is the most famous corner in the whole world. It is holy with the dust of the mighty souls of England. Dull must be the heart whose cheek bone does not flush as he reads the mighty names and breathes in the atmosphere of the grand poets standing in this corner with the climbing clustered columns around him; and reading the names cut on monuments or simple stone, one seems to feel that one is in a real presence, and a belief in spirits seems easy and natural, nay, almost perfect.

"I stepped with noiseless foot as though the sound of mortal tread
Might burst the bands of the dreamless sleep that wraps the mighty dead."

Here lies Old Dan Chaucer, surrounded by his sons. Here lie Campbell, Rowe and Gay. Here, at the foot of Shakespeare's statue, reposes Garrick, by the side of his old friend, Dr. Johnson. Here lies Shakespeare's godson, Davenant. Here his compeer, rare Ben Jonson. Here Spencer, with Prior at his feet. Here Beaumont and Dryden, Crowley and Butler. Here the witty Sheridan, the grave and courtly Addison, the dramatic Cumberland, the Historian Macaulay. Among the last, but perhaps the dearest to our hearts, the one who showed us poetry and love in the existence of our poorest brothers, Charles Dickens.

There is little doubt that most, if not all, of our great writers have made a pilgrimage to this corner. Addison writes: "When I am in a serious humour I very often walk by myself in Westminster Abbey, where the gloominess of the place and the use to which it is applied, with the solemnity of the building and the condition of the people who lie in it, are apt to fill the mind with a kind of melancholy, or rather thoughtfulness, that is not disagreeable."

Charles Knight says: "We could wish most heartily if we knew the name of him who first gave this appellation to the south transept of the old Abbey, and thus helped most probably to make it what it is—the richest little spot the earth possesses in its connection with the princes of song. Such a man ought himself to have a monument among them."

It is probable that the man has a monument among them. Goldsmith has a monument here, and he is the most likely writer, save Charles Lamb, to have given the name.

That leading publisher, A. Periard, of Montreal, has put forth "Traité Des Substitutions," Par M. Thevenot Desaulle de Savigny, et annoté par M. Mathieu, Juge de la Cour Supérieure.