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CANADIAN ILLUSTRATED NEWS.

Montreal, Saturday, Nov. 13th, 1875.

THE PROTECTION OF LIFE AND PROPERTY.

During the late contest in Montreal the important subject of the public finances was frequently referred to in the addresses to which the electors were called upon to listen, but it was chiefly implemented in a spirit of strong party bias, of which the futility was singularly demonstrated. Thoughtful citizens are, of course, aware that the financial question, important as it must always be, forms but one section of the great complex human interest that statesmen are put in charge of. The public purse and credit form together the indispensable contributory to the success of all endeavours—as the means for the end—and also to the great business of caring for and enforcing the protection of the community whether against infringements of the public peace, or those physical, and, as we often call them, "unforeseen" accidents which are constantly arising out of a civilization exceedingly imperfect amidst all its successes. We are most of us convinced of the need of protection against risks attaching to our labours and our travel by land and sea. There can be no question more important in itself, and yet it could not be said that it has been on all hands recognized as it should be—and so this important department of the social life as it is, and as it will mark the commencement of the last quarter of this eventful century, with all contingencies unrevealed in the hidden future, found scarcely an echo in any of those more or less interesting speeches. The end of our politics which is the welfare of the community seemed to have been lost sight in the means. This did not arise, we are convinced, from mere insensibility to urgent public needs. There is no lack of humanity of feeling amongst Canadians, when you come to talk to them. It was the result rather of conventional practice, or to call it, a tacit and habitual understanding to leave unsaid, in public, things that are essentially important, and let us be allowed to say, so long as our human and social affections last, even more important than mere dollars and cents. Our readers may like to give this humble suggestion a place in their reflections. For ourselves we can only say how great will be our gratification if the subject we are discussing shall be given force and reality in the Parliaments of the Dominion. The interests of material accumulation, though essential, are not everything. Our Legislators have a great human and national charge upon them, and such care for the living interests of the subjects of the Queen may well accompany that more national and organized and, in substantial usefulness, Imperial Railway policy already foreshadowed, which will help us to avoid the "Air Towns and their Inhabitants" of our neighbours to the South West, as well as the oppressions in Land Tenures which are now being overcome through a laborious arbitration in the little Province of the Gulf of St. Lawrence,—two views of the past politics of nations well worthy

of the study of Canadian readers in the era of revival in our progress which we believe to be commencing. In a young country like the Dominion, a vigorous, progressive and honorable public policy will always be found the truest means for harmony in the work of legislation—for the promotion of the welfare of the people, through the law of progress, is felt as an obligation by all good subjects of the state.

RAILWAY FINANCE.

Some remarks have lately appeared in a contemporary upon the general financial situation as it will be affected by the construction of our Pacific Railway of the future. His argument in effect is that, in point of outlay and resulting annual interest to be met, we should be undertaking dangerous liabilities in carrying out the agreement come to by the Government of the Dominion with LORD CARNAVON. We leave the question of national good faith for the moment, and confine ourselves to his monetary view. He estimates the Railway charge of the fifteen years, roughly, at the same amount as would have been given outright to the contractors of the late Government for Pacific Railway purposes. We take his estimate in the form in which it is offered—premising, of course, that, in the present case, we keep the lands and the Railway. Well, the Dominion will have doubled its revenue, we assume, in the first ten years of Confederation. That revenue with then be, say, \$26,000,000, (twenty-six millions dollars.) We have for some years past maintained a surplus, though not an excessive one. Now, the two millions dollars a year, for fifteen years, we are called upon to raise for the Western sections of the Pacific Railway, we take as the measure of our Railway liability to be met by borrowing. On other sections, and partly on this, we have the lands to turn into money. In a little over seven years,—and the country should also make some progress in seven years—a total borrowed of fifteen millions of dollars would have been expended. The annual interest on this, at 4 per cent, is six hundred thousand dollars,—that is, for the seventh year. By the end of fifteen years, the amount of the annual interest on the entire sum borrowed for this purpose, would be, say, twelve hundred thousand dollars, which sum is less than 5 per cent of the revenue we are now able to raise annually, while the mere increase in that revenue in the tenth year of Confederation, over what it was in the first, will be, say, fully ten times the amount we should have to raise, for interest, according to the present assumption, fifteen years hence. What figures the revenue will attain to at that future date we do not presume to guess. But we are sure the slight glance at our finances we have now given will not be thought to have anything in common with the gloomy views that have been sought to be cast over the future of the country.

THE GRAND TRUNK REPORT.

The last English mail brought us the Grand Trunk Report for the half year. It was not encouraging for the shareholders, but was well received by them; all sides admitting that it was straightforward and clear in its statements. On this subject, however, it is to be observed that the six months in question were disastrous ones for all railways in America. The Great Western had a more pitiful story of falling off of traffic to tell than the Grand Trunk, as it went behind to the extent of £109,000 stg. against its working expenses. The net earnings of the Erie were \$4,000,000 to meet \$5,000,000 of liabilities. And so we might go on. But to come to the Grand Trunk figures, our greatest Canadian Railway, and the one with which the credit of Canada has been, and must for sometime be very closely associated. The gross revenues of the line have fallen off £106,000 stg. as compared with the same half of 1874; the expenses being £81,000 stg. less. The net revenue for the last half year is £175,000 stg. But out of this the pro-

riety charges of interest on mortgages, bonus &c., have to be paid, and the balance remaining is only £143 stg. No dividend therefore, can be paid on any of the preference stocks, which amount altogether to £12,000,000 stg. And after these there come £11,000,000 stg. of ordinary stock. Of £140,699 paid for maintenance of way, steel rails &c., £74,709 stg. have been charged to capital. It is predicted by the management that great economies will come from the improvements and great facilities for the doing of a much larger business; all of which is undoubtedly correct. But still there remains the discouraging fact for the proprietors, which is pointed out in the money article of the leading journal, "the Grand Trunk is overweighted." We believe it will earn large sums of money, and that it will be sharply and carefully managed. This is now admitted on all hands, even by our Toronto contemporary, which has seemed to be its natural enemy. But with all this, by what earnings or what economy can it be expected to pay dividends on £23,000,000 stg! This is the hard fact at which all concerned have to look. The question is also one of great seriousness for the country; and there is this unpleasant point connected with it that the existing position is to a great extent the legacy of a political connection of former times.

THE STE. FAMILLE DISASTER.

There has been a loss of sixteen to eighteen lives by the capsizing of a scow when leaving a steamer in a storm in the north channel below Quebec. Two similar accidents by the upsetting of scows had occurred within 25 years in the same neighbourhood. It is one more lesson, and a most painful one, to enforce the necessity of proper build, and permanent and properly adjusted ballast in all passenger boats. A system of licensing for sea-worthiness and for number of passengers should also certainly be inaugurated for all these small vessels. The scow in question appears to have been in all respects unfit to carry passengers, and as far as can be seen none of those on board could swim. The chief Officer of the "Canadian" has been drowned from the company's wharf at Quebec when going on board the vessel at night. Probable cause, insufficient lighting. Quebec, however, is no worse off in this respect than some other Canadian cities. The carelessness of life in the Dominion extends to many departments of industry and recreation. A people like our own, whose members are thus so frequently plunged into grief and mourning through calamities preventable by the exercise of care and watchfulness, cannot but look with the earnestness of sufferers to their Legislature, when in session, for deliverance, through wise and deliberately considered measures, from some of the many forms of preventable accidents with which the peace of this rising community is so constantly and painfully disturbed. Our law-makers have all the requisite power for good. The difficulty chiefly is to know where to make a beginning, with so much to be accomplished; but this may surely be overcome. We are all in our constitutional hopefulness led to form rational expectations for our early future of safer navigation, safer railways, diminished fares, and manufactures that shall not be the destruction of the operatives engaged in them.

THE CANADIAN COMMISSION OF THE INTERNATIONAL EXHIBITION OF 1876.

The Canadian Commission has invited the several Provinces to appoint Provincial Advisory Boards to assist in securing a complete representation of the industries of their respective Provinces in the International Exhibition of 1876. A number of Boards have been organized in accordance with this invitation. It is hoped that a uniform system of co-operative Boards, organized in accordance with this suggestion, will excite local interest in the objects of the Exhibition, and thus greatly facilitate the work of the Commission.

Upon the organization of each Board, an

officer should be designated to conduct its correspondence with the Commission. The duty of the Boards will be—

1st. To disseminate information regarding the Exhibition.

2d. To secure the co-operation of industrial, scientific, agricultural, and other associations, in their Province.

3d. To appoint co-operative local committees, representing the different industries of their Province.

4th. To stimulate local action on all measures intended to render the Exhibition successful and a worthy representation of the industries of the country.

5th. To encourage the production of articles suitable for exhibition.

6th. To distribute documents issued by the Commission among the manufacturers and others in their Districts interested in the Exhibition.

7th. To render assistance in furthering the financial and other interests of the Exhibition, and to furnish information to the Commission on subjects that may be referred to them.

The Commission will aim to secure a high standard of quality in the articles exhibited, and a complete representation of the resources and industries of the country. To this end, there should be presented for the Exhibition the best products of each Province, and especially those which are regarded as of a representative character. The Commission will avail itself of the several Provincial Exhibitions of 1876 to secure the best possible selection of the articles generally exhibited on these occasions.

Applications for space by intending exhibitors should be made at once to the Secretary of the Advisory Board of each Province, who will furnish them with the Philadelphia printed classification, blank forms of entry, and every information desired. The Advisory Boards appointed by each Province are requested to report weekly to the Canadian Commission the progress of the work in their Provinces.

The exhibition will be held at Fairmount Park, in the City of Philadelphia, and will be opened on the 10th of May, 1876, and closed on the 10th day of November following. All Governments have been invited to appoint Commissions, for the purpose of organizing their departments of the Exhibition. Full diagrams of the buildings and grounds have been furnished to the foreign Commissions on or before February 1, 1875, indicating the localities to be occupied by each nation, subject, however, to revision and readjustment. Applications for space and negotiations relative thereto, must be conducted with the Commission of the country where the article is produced. Foreign Commissions are requested to notify the Director-General, not later than May 1, 1875, whether they desire any increase or diminution of the space offered them, and the amount. Before December 1, 1875, the Foreign Commissions must furnish the Director-General with approximate plans showing the manner of allotting the space assigned to them, and also with lists of their exhibitors, and other information necessary for the preparation of the Official Catalogue.

Products brought into the United States, at the Ports of New York, Boston, Portland, Me., Burlington, Vt., Suspension Bridge, N. Y., Detroit, Port Huron Mich., Chicago, Philadelphia, Baltimore, Norfolk, New Orleans and San Francisco, intended for display at the International Exhibition will be allowed to go forward to the Exhibition buildings, under proper supervision of customs officers, without examination at such ports of original entry, and at the close of the Exhibition will be allowed to go forward to the port from which they are to be exported. No duties will be levied upon such goods unless entered for consumption in the United States. The transportation, receiving, unpacking, and arranging of the products for Exhibition will be at the expense of the Canadian Commission. The installation of heavy articles requiring special foundations or adjustment should, by special arrangement, begin as soon as the progress