

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

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PROSPECTUS OF VOL. XX.

We have the pleasure to announce to all our friends and patrons that this is the XXth Volume of

THE CANADIAN ILLUSTRATED NEWS, and in it we introduce a number of improvements tending to make it still more worthy of public encouragement. We have engaged the services of a talented Superintendent of the Art Department, competent to infuse new energy and excellence in our illustrations; and to show what we intend to accomplish in the Literary Department, we have only to publish the names of the following Canadian writers of note who have kindly consented to be occasional contributors to our columns:

J. G. BOURINOT, Esq., Ottawa.
 REV. A. J. BRAY, Montreal.
 DR. CAMPBELL, London, Ont.
 S. E. DAWSON, Esq., Montreal.
 F. M. D'EROME, Esq., Rimouski.
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 JOHN READE, M.A., Montreal.
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 FENNINGS TAYLOR, Esq., Ottawa.
 THOMAS WHITE, Esq., M.P.
 REV. S. W. YOUNG, M.A., Toronto.
 COUNT DE PREMIO REAL, Spanish Consul at Quebec.

In addition to these attractions we beg to call attention to the following special features of the NEWS:

I. It is the only illustrated paper in the Dominion; the only purely literary weekly, and in every respect a family paper.

II. It contains the only Canadian Portrait Gallery in existence, numbering already over 300, and containing the picture and biography of all the leading men of the Dominion in every department of life. This collection is invaluable for reference, can be found nowhere else, and ours is the only paper that can publish it.

III. It gives views and sketches of all important events at home and abroad, as they transpire every week.

IV. It has been publishing, and will continue to publish, illustrations of the principal towns, manufactures and industries of the country, which, when collected in a volume will constitute the most complete pictorial gazetteer ever printed.

V. Its original and selected matter is varied, spicy, and of that literary quality which is calculated to improve the public taste.

VI. It studiously eschews all partisanship in politics, and all sectarianism in religion.

The expenditure of an illustrated journal is double that of any ordinary paper, and to meet that we earnestly request the support of all those who believe that Canada should possess such a periodical as ours. The more we are encouraged the better will be our paper, and we promise to spare no effort to make it worthy of universal acceptance. A great step will be made if, with the new volume, all our friends help us to the extent of procuring for us an additional subscriber each.

OUR NEW STORY.

In this number we continue the publication of our original serial story, entitled:—

MY CREOLES:

A MEMOIR OF THE MISSISSIPPI VALLEY,
 BY JOHN LESPERANCE.

Author of "Rosalba," "The Bastonnais," &c.

This story will run through several months, and we bespeak for it the favour which was accorded to "The Bastonnais," originally published in these columns two years ago. The subject is new and interesting. The book will deal, *inter alia*, with the mysteries of Voudouism, and touch delicately upon several of those social questions which have so thoroughly agitated the North and South since the war. Begin your subscriptions with the opening of this story.

NOTICES.

To prevent all confusion in the delivery of papers, our readers and subscribers are requested to give notice at this office, by post-card or otherwise, of their change of residence, giving the new number along with the old number of their houses.

Subscribers removing to the country or the sea-side during the summer months, are respectfully requested to send their new addresses to our offices, 5 and 7 Bleury Street, and the CANADIAN ILLUSTRATED NEWS will be duly sent to them.

TEMPERATURE.

As observed by HEARN & HARRISON, Thermometer and Barometer Makers, Notre Dame Street, Montreal.

THE WEEK ENDING				Corresponding week, 1878			
August 17th, 1879.							
Mon.	Max.	Min.	Mean.	Mon.	Max.	Min.	Mean.
74°	65°	59°	61°	78°	64°	57°	61°
Tues.	82°	55°	68°	76°	63°	56°	60°
Wed.	80°	55°	72°	80°	63°	57°	71°
Thurs.	74°	64°	69°	71°	64°	57°	72°
Frid.	68°	46°	57°	81°	69°	55°	71°
Sat.	63°	52°	57°	84°	71°	57°	77°
Sun.	62°	52°	57°	80°	70°	57°	75°

CANADIAN ILLUSTRATED NEWS.

Montreal, Saturday, August 23, 1879.

LAND POLICY.

No act of the Dominion Government since the Tariff Bill has given rise to more general discussion than the recently announced land policy, having for its object to raise funds to build the Pacific Railway. There comes outcry from Manitoba that it locks up the land and will prevent settlement. And there comes outcry from the Opposition press of the older Provinces in the same sense. It is, however, a plainly just principle that the lands of the belt of continent through which the railway will run, should be made to defray the cost of its construction. If the whole of that very large cost were thrown upon the old Provinces there might be reasonable cause of complaint, and it would be found to be burdensome. It was well for promoting a nucleus of settlement and giving the people a taste of the rich lands of the North-West, that there should be, at the commencement, a very free system of Homesteading and Pre-emptions. But it is clear that this system could not be made to run *pari passu* with a system of a sale of lands for building the Pacific Railway. The Government, however, does not propose to stop the granting of homesteads. It only limits the amount of the free grant to 80 acres in place of giving free 160 acres; while it proposes to charge a reasonable price for the adjoining lands which may be purchased, such purchase money being really the settler's contribution towards the building of the railway, the effect of which will be to make his land, proportionally to the increased price charged, more valuable than under the old system. Of course those who have already gone in and secured their homesteads have obtained a rare advantage. The prices which the Government proposes to charge for the public lands of the North-West are graded according to position, as the public may have seen from an advertisement which has already appeared in our columns. These prices,

moreover, are actually less than those at which similar lands are sold for in the United States. And as respects United States free grants, the limit of a free grant within any railway belt is 80 acres, but outside the limits of such railway belt, a homestead of 160 acres may be obtained. It thus appears that the settler would have to go back pretty far to obtain the benefit of the larger homestead. We think there is a question whether it would not have been well for the Dominion Government in certain cases to have given a homestead of 160 acres, whatever price it might have thought it well to charge for the adjoining land. People who have failed to get lands on the late cheap terms will feel disappointed at the new policy; but it is not a question for reasonable doubt that the moderate prices on those lands will prevent them from being occupied, especially if the credits are made liberal as in the United States. The price at which lands are sold is really less a question than the facility with which they can be turned to profitable account. It may be added as respects United States lands that the settlement fees are very much higher, and five years' occupation is required before a patent is granted. The applicant, moreover, must be over 21 years of age, and he must, if a foreigner, make an oath or a solemn declaration, if he has conscientious objections to swearing, that he intends to become a citizen of the United States, and renounce his former citizenship. If he buys good lands in the United States near a railway, he will have to pay \$10 an acre. The available lands in the United States are, moreover, inferior in their wheat producing capabilities to those of Manitoba.

IMPERIAL GUARANTEE.

We were sorry to notice from a recent cable despatch that Sir MICHAEL HICKS BEACH had given a rather unfavourable answer to a somewhat nagging question as to whether or not it was the intention of the Imperial Government to grant its guarantee for a loan to enable the Canadian Government to build the Pacific Railway. The Colonial Secretary, however, stated that no application had been made to Her Majesty's Government for such guarantee at the time he made that statement in the House of Commons. He added that as the House was about to rise, and as such guarantee would require the sanction of Parliament, it could not be entertained this session. It is, however, perfectly well known that there is extreme reluctance, even in the most favourable circumstances, to give the Imperial guarantee to any colonial project whatever; and we are certain that there is a great deal of misapprehension in England as to the reasons why the guarantee in this case should be considered to be an exception to the general rule. We do not think it by any means follows from this state of things that the mission of the Canadian Ministers to England will be altogether abortive. But even if the Imperial guarantee should be withheld, in spite of the very grave and cogent Imperial reasons why it should be granted, it does not follow that the railway scheme will fail. If the Imperial guarantee cannot be obtained, there is at least the guarantee of one hundred millions of acres of land worth at least two dollars an acre to be placed under separate and special administration, agreed upon in both countries, for the repayment of the loan which will be asked by the Dominion of Canada. If the old settled portions of Canada, therefore, ask for a loan to build this great work, they have the assurance that such loan will never, in any probability, become a local burden on them, except perhaps to some extent for the first few years, as the lands set apart, even at the minimum price of two dollars an acre, are much more than sufficient to build the road. We have seen, moreover, that corresponding lands in the United States have sold for a much higher price than \$2 an acre, and it must be borne in mind that, as far as relates to commercial rela-

tions, and the actual superiority of the lands for wheat production, those in the "fertile belt" through which the Canadian Pacific Railway will run, are very much more valuable than those of the Northern Pacific Railway in the United States. We have, therefore, enough of wealth in land for our great Dominion work, and we cannot doubt its rapid prosecution, or the great rush of settlement that will accompany it, and so create trade and prosperity to a greater degree than ever before dreamt of, for all the older portions of the Dominion. If there should be failure, then, to obtain the Imperial guarantee, our regret for this would not arise from a fear of its imperilling the great undertaking, but rather from the fact of failure on the part of the Imperial Government to recognize the Imperial considerations which are involved.

A PRACTICAL English farmer, Mr. LAWES, recently delivered an address to the farmers of Hertfordshire in answer to the question, "Is higher farming a remedy for low prices?" This question Mr. LAWES answered in the negative. This may doubtless be received as a correct answer. Mr. LAWES was forced to admit that the productiveness or yield of the land cannot be pushed beyond a certain limit, or that beyond a certain limit the increase of the crop bears no proportion to the increase in the amount of manure applied. The whole can be summed up in the following paragraph.

"It is a somewhat humiliating admission to make, though so far it has proved to be too true, that the virgin soils and plains of the United States and Canada can produce and send to this country corn and meat cheaper than they can be produced on our soils at home with all our boasted skill and science. The opinion expressed by some that we shall again become exporters of corn (meaning wheat) is altogether chimerical."

An article in the current number of the *Nineteenth Century*, to which we lately referred editorially, presents to the English farmers a view of the wheat lands of the United States and Canada, which must satisfy them that they cannot compete with America in bread-raising. The territory pointed out as the wheat growing region of this continent is in that part of British America beginning at Lake Winnipeg and extending up the valleys of the Upper and Lower Saskatchewan over one thousand miles to the Rocky Mountains. The two Saskatchewan are navigable, and drain what is known as the "fertile belt." The valleys contain not less than 90,000,000 of acres of the finest wheat land. The rivers empty into Lake Winnipeg, and this lake, through Nelson's river, finds its way to the Hudson Bay. The immense region drained by these rivers and their tributaries includes 2,984,000 square miles. Europe itself contains only 3,900,000 square miles. The region described has, it is said, a soil as fertile as that of Minnesota and especially adapted to wheat growing. Indeed it seems that the valleys drained by the Saskatchewan are in every way as desirable as the most fertile regions in the North-Western States of the Union.

The recent attempt of the railway officials who had been employed by the Grand Trunk Company on the Rivière du Loup section, ended as abortively as the slightest common sense must have shown them that it would. The facts are that when the Grand Trunk Company sold this portion of their line to the Dominion Government, they notified the employees upon it that they would cease to remain in the Company's service. The Government did intend to re-engage as many of the old hands as they found necessary; but they could not turn off an Intercolonial engineer from an Intercolonial engine because he would run past Rivière du Loup to Point Lévis; and so with regard to many other train hands. The fact of two separate interests, the Inter-