

of the most sincere regret that the people of this country do not know better how to take advantage of the immense mineral wealth of Canada. In the absence of an intelligent appreciation of the resources of our country by our own people, it is at least in some measure satisfactory that our neighbours the Americans have both talent and spirit to develop those great natural funds of riches which the people of Canada, at the present time, seem unable to understand. Perhaps, after a while, say after the Americans have bought up the very best mining districts in our country, then the Canadians will awake to their responsibility. At the present time, it is undoubtedly a source of humiliation to all Canadians that the immense mining wealth of the North-West should be allowed to pass in the hands of strangers. May we not hope that hereafter Canadians will make a more intelligent investment of their funds in the North-West, and that, hereafter, we shall hear of Canadian, instead of American, speculators making fortunes out of the inexhaustible mineral wealth of that vast region which is, and ought to be, all our own? In this number we give two views from the sketches made by our special artist, one showing the position of the island in relation to the surrounding country, and the other a view of the island itself. It is not to be supposed that the Montreal Mining Company can be congratulated on this matter; but if their demonstrated stupidity in one particular could be made to impel them to act like men of enterprise in others, then we should feel happy in the belief that our censures have not been passed in vain. But there is something dreadfully slow about Montreal men!

#### CALENDAR FOR THE WEEK ENDING SATURDAY, DECEMBER 10, 1870.

SUNDAY,	Dec. 4.—	Second Sunday in Advent. Hugh Scobie died, 1853.
MONDAY,	" 5.—	Mozart died, 1792. Montgomery and Arnold besiege Quebec, 1775.
TUESDAY,	" 6.—	St. Nicholas, Ep. Rhode Island taken by the English, 1776.
WEDNESDAY,	" 7.—	Marshal Ney shot, 1815. Rebels defeated at Toronto, 1837.
THURSDAY,	" 8.—	Conception B. V. M. Mary, Queen of Scots, born, 1542.
FRIDAY,	" 9.—	Milton born, 1608. English Cathedral, Montreal, burnt, 1856.
SATURDAY,	" 10.—	General Sir W. F. Williams born, 1800. Leopold I, King of the Belgians, died, 1865.

### THE CANADIAN ILLUSTRATED NEWS.

MONTREAL, SATURDAY, DECEMBER 3, 1870.

"My politics are railways," said the late Sir Allan N. Macnab, in 1851. The gallant old Knight had chosen a wise creed. The Great Western and the Grand Trunk were then on the *tapis*, and both these roads have since been built with immense advantage to the country. But the Grand Trunk crosses the St. Lawrence at Montreal and runs on the South Shore, past Quebec to Rivière du Loup, where it connects with the Intercolonial that is to be. Doubtless the policy which took the Grand Trunk Railway across the river and formed the Portland and other connections, was a wise one; but experience has demonstrated the necessity of a North Shore line, at least from Quebec westwards. This line, it is proposed, should run from Quebec to Montreal, and thence to Aylmer. There may be question as to the proper place for crossing the Ottawa River; but we cannot think that the comparatively insignificant Village of Aylmer offers an attractive terminus for a railway. The fact is that the miserable Chaudière bridge proves the ease with which the river can be spanned at Ottawa, and that surely is the place for the railway to pass from the one Province to the other. There may be other points further down the stream where a favourable place for bridging could be found, but it seems most appropriate that the railway should cross the river at Ottawa City. The Counties of Russell and Prescott have neither very much claim, nor do they offer very much traffic to a railway. It is away back in the indefinite North whence traffic would be expected to pour in, and therefore we think that at the City of Ottawa would be found the best place, for commercial as well as for mechanical reasons, to cross the river.

Instead of running the railway to Aylmer in the Province of Quebec, common sense would suggest that, if it goes north of Ottawa City, it should be carried still more inland, so as to strike some point higher up the river. But we assume that the idea of a North Shore Railway is founded on the acknowledged necessities of the people inhabiting the Northern Townships, who desire, and require an easier and more expeditious route to market than they now possess. It is not, therefore, merely a colonization road that is proposed, but a trunk line in the interior of the country such as will give the North Shore townships both of the St. Lawrence and the Ottawa the same advantages as those on the South now enjoy. This line, running mainly from East to West, would in time be fed by cheap branches of wooden railways running North, and would thus be of immense benefit in developing the resources of the country. Though the road is planned for Lower Canada, we cannot believe that this Province alone is interested in its construction. The Canada Central, with which it is wisely intended that it

should connect, is an Upper Canada road, and both together are devised about equally in the interests of the two Provinces, if not of the whole Dominion, for we believe that the Quebec Northern and Canada Central will yet form portions of the road that is destined to span this Continent through Canadian territory.

A new notion has been broached in connection with the projected Canadian Pacific Railway, and one which is by no means unworthy serious consideration. The proposition is, in fact, to run the line so far North that by way of Moose River communication may be established with the James or Hudson's Bay. That bay is only open for navigation during some four months of the year, but even four months of an Arctic opening by sea to the Mother Country and the rest of the civilized world is worth turning to good account. It is estimated that the trip may be made by steamships in eighteen days from Liverpool to James' Bay, and as that point is something like seven hundred miles west of this city, it is not difficult to imagine that heavy freight from Europe for the Pacific Coast would rather be sent by that route than by the cars from Halifax, Quebec, or even Montreal. Another consideration in favour of the Northern line is the same as that which probably had the greatest influence in determining the route of the Intercolonial railway. By keeping to the north it would not only be essentially a Canadian, but also a colonizing road, and have a greater value for defensive purposes. By its contact with the ocean at Hudson's Bay it would, so to speak, give the country an independent front of which no national complication could deprive it, and thus add materially to its capacity for defence. There is, of course, the single, but very important consideration of the winter's snow, and the impediments which extreme frost might throw in the way of working the line during the winter months. These are questions for men of practical experience to solve, and they will, doubtless, be duly considered before a route is fully determined on. In the meantime, it behoves the Provinces of Quebec and Ontario to push forward their railway schemes, in the assurance that the Dominion will ultimately carry them into, and through, the North-West, whence, in years to come, the manufacturers and business men of old Canada will not only find their best and most numerous customers, but also the bread and meat supply for their workmen.

The telegraphic despatches continue to discuss the Russian difficulty, and, notwithstanding the occasional contradictions that appear in them, make it quite apparent that the danger of a rupture is past, at least for the present. If it be true that Paris has capitulated, then we may expect an early re-establishment of peace between France and Prussia, and this would undoubtedly have a most beneficial influence in moderating the pretensions of the Court of St. Petersburg. With France at peace, and under a strong government prepared to do its part in compelling the respect of treaties, Russia would be far less likely than she is under present circumstances to make exorbitant demands as to her rights in the Black Sea. For this as for other reasons, and for the common interests of humanity, all must desire that France would recognize the fact with which the outside world has now become familiar, that she has been completely worsted in the war. The utter rout of the Army of the Loire seemingly dispels the last lingering hope of France for a change in the fortunes of battle.

Advertisers in the *Canadian Illustrated News* may feel assured as to the very general diffusion throughout the country of the announcements appearing in its columns, from the fact that we send the paper directly from the office to no less than 539 different Post Offices throughout the Dominion. This dispatch is for subscribers only, and altogether exclusive of the sales by news agents throughout the Provinces, or on board the railways, &c.

#### CORRESPONDENCE.

##### THE NEEPIGON REGION.

ST. LAWRENCE HALL, Nov. 26, 1870.

To the Editor of the CANADIAN ILLUSTRATED NEWS:

SIR.—I have carefully noticed a series of illustrations in your paper under the title of "Views of Neepigon," and am desirous of testifying to their truthfulness and fidelity. As I have been stationed in that region many years, I think I am capable of judging. I consider, indeed, that your paper is an acquisition to the Illustrated Press.

Yours, &c.,

A. MACDONALD,

H. B. COY.

On the evening of the 14th instant a grand banquet was given at Kingston in honour of two returned Papal Zouaves, Lieut. Murray and his brother. The Kingston *Whig* reports it as one of the most successful public dinners ever given in Kingston. Bishop Horan, several clergymen, and about a hundred and twenty gentlemen were present. Mr. James O'Reilly, Q. C., presided.

#### THE WAR NEWS.

Since the great victory of Gen. d'Aureilles de Paladines at Orleans, and his subsequent march towards Paris, the whole interest of the war has withdrawn from the investing army around the capital, to centre in the district south of Paris between Chateaudun and Sens. The position of the conflicting armies at the commencement of the week was, as nearly as possible, as follows:—First was the besieged army under Trochu in Paris, waiting only for the approach of the army of the Loire to make a formidable sortie; next came the investing Prussian line, extending in a crescent-form from Versailles to Chelles, while outside this, and also in crescent-form, but with its horns pointing southwards, was the army of Von der Tann, reinforced by that of the Duke of Mecklenburg, and a great part of the army of Metz under Prince Frederick Charles. Lastly, and forming the outer line of the semi-circle, was the army of the Loire, some 300,000 strong, under de Paladines. Fighting commenced on the 26th, on the extreme right of the Prussian line in the neighbourhood of Vendôme. The Prussians commenced the attack by trying to turn the left flank of the French wing, posted along the line of the Chartres and Vendôme railroad, but were driven back with great loss in the direction of Chateaudun. The signal thus given, fighting began along the whole line, but everywhere the French were successful in beating off their assailants. The following day the Prussians gained a small advantage in the neighbourhood of Orleans, but not of sufficient importance to counterbalance their losses of the day before. On the 28th the French right, having repulsed during the day several attempts of the enemy to turn its flank, advanced to Gien and Montargis, and then commenced a movement towards Pithiviers in connection with an advance of the right centre of the army at Artenay to the same point. While these movements were being made, detachments of the enemy were driven towards Beaume, midway between Montargis and Pithiviers. Here, at 2 p.m., the enemy massed 40,000 men, consisting of the 10th corps and 5th and 1st division. The French assailed the Prussian position from the south, capturing two guns. At night-fall the Germans seemed to be retreating further north. During the course of the day six simultaneous attacks were made on the German left, five of which were successful. The victory remained undecided at latest reports, though it is stated that the Prussians had advanced within twelve miles of Tours, which would seem to imply that in the west the Germans had been victorious, and that the French left had been turned.

In the north the Prussians have met with several reverses, if we are to believe the despatches, but it would seem that none of these have been of sufficient importance to check their advance. Two engagements took place on Sunday, in the first of which, some twelve miles south of Amiens, the Prussian forces are said to have been defeated, and to have been driven back into their trenches before Amiens. In the other, which is given as having taken place between Villiers and Saleux, the French after several hours' resistance were driven from their position, and were again attacked and driven back later in the day from their entrenchments at Bouves, west of Villiers. Evidently another engagement ensued the following morning, although the despatches make no mention of it, for we learn that on the 28th a force of seventy thousand Prussians occupied Amiens. In the north-west success has everywhere attended the German arms; a large force occupies Evreux, the capital of the department of the Eure, and the whole country along the valley of the Eure is overrun. Mantouff, who has command of this army, is preparing, it is said, to march on Rouen, probably with a view of carrying on operations in the Norman department, while Von Groten, who now holds Amiens, undertakes the reduction of Lille and Dunkirk.

In the east also fortune has befriended the Prussians. After a furious bombardment Thionville has surrendered, but half of the city has been laid in ashes. It is reported that the investing armies before Montmédy and Mézières have been withdrawn, in order to take part in the campaign in the south. There is no news whatever from Belfort, but intelligence has been received of two engagements between General Werder and Garibaldi, in both of which the Italian general was defeated. The loss was but small. Menotti Garibaldi is said to have commanded two thousand men in the last engagement.

From Paris nothing of any importance is reported. An attack was made upon the Bavarians at Choisy-le-Roi, but the assailants were repulsed with a heavy loss in killed, wounded and prisoners. Provisions are said to be falling short; meat has become so scarce that rats and sparrows have become staple articles of food. A French paper, the *Temps*, says that beef will wholly fail in a week, horse-flesh in a fortnight, and salt-meat in a week longer. There are sufficient vegetables and flour, however, to last three weeks longer.

As we go to press there are rumours of the capitulation of Paris. The following are the latest despatches to hand:

NEW YORK, Nov. 30.—A London despatch says that the *Times* says that Bismarck has resumed his old plan to restore the French Empire to power upon the ruins of the Republic. To prove this, the *Times* says the terms of peace have already been sealed, if not signed, with Napoleon, at Wilhelmshöhe, whereby, upon the basis of the cession of the strongholds of Strasburg and Metz to Germany, Napoleon and his Marshals, McMahon, Bazaine, Leclercq, and Canrobert, at the head of the remnants of the Imperial Guards, and the 300,000 French prisoners now confined in Germany, who are to have their arms restored, will march in pageant from the Rhine and relieve the German guard now before Paris, and they will force the capitulation of the capital. The German troops besieging Paris being superseded by the French, will return home, except those whose presence will be necessary to hold the ceded Provinces. The *Times* considers the story difficult to believe, but the difficulties of Bismarck and Napoleon may have rendered them careless of consequences, or caused them to blindly overlook them.

LONDON, Nov. 30.—The following, dated Versailles early this morning, has just been received:—On Monday and Tuesday the forts around Paris, particularly those to the south, maintained a furious cannonade, merely to cover a sortie on Tuesday. On Monday the Parisians came out toward La Haye, supported by their gunboats in the Seine. At this point, the position of the 6th Prussian corps, they attacked fiercely. Simultaneously other sorties were made in other directions, with the view, probably, to prevent reinforcements to the 6th corps. In all cases, however, the French were repulsed and driven back behind the fortifications. The entire Prussian