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CANADIAN ILLUSTRATED NEWS'

Montreal, Saturday, May 15th, 1875.

IMMIGRATION.

We have received the report of the Select Committee on Immigration and Colonization printed by order of Parliament. It contains matter which is full of interest; but we were so fortunate as to receive from a correspondent at Ottawa some of the principal facts which it contains, and it is not therefore necessary to repeat them. We may, however, notice the items in reference to the expenditure for Immigration during the last year. The total, adding Dominion and Provincial together, was \$519,236.74. Of this the expenditure by the Dominion was a little more than half, being \$281,413.11. The expenditure of the Provinces was \$237,823.63; of which Ontario spent \$108,878.77; Quebec \$48,978; New Brunswick \$71,466.86; and Nova Scotia \$8,500. The total number of Immigrants who settled in the Dominion being 39,373, the total *per capita* cost, in 1874, was therefore \$13.18. The proportion of this cost incurred by the Dominion Government was \$7.14 *per capita*. In 1873, the total expenditure, Dominion and Provincial, was very nearly the same, being \$511,251.78. But the number of Immigrants being larger, namely, 50,050, the *per capita* cost was much less, namely, \$10.71.

It is, however, to be observed that a very large proportion of the expenditure for both years, was for the permanent establishments, both Dominion and Provincial; and the figures given include the

cost of the Quarantine service. The expenditure for the permanent establishments would have to be incurred whether or not special exertions were made to promote Immigration, and they form a principal portion of the whole.

There is another point we notice in this Blue Book, which has not before been published. This is in reference to colonization in Manitoba. Four townships have been set aside in that Province to be given away in free grants, to repatriated Canadians from the United States. The grants are made on the condition of three years settlement, but we notice there is a new and important, and we think, also, valuable feature, viz. the setting aside of 640 acres in each of these four townships for town sites, the proceeds of sales from which are to be applied for the benefit of the colony. If the settlement is prosperous, these sites will be valuable, and will very much aid the colony.

We notice also that very favourable rates of transport have been secured for the Immigrants. This seems to be the settled policy of the Government for granting aid to Immigrants; and it is only fair that the repatriated Canadians should be placed on as favourable terms in this respect as any other Immigrants to Canada. We shall watch this new colonization with interest.

CENSUS OF MANUFACTURES.

We have already given a short study of the new volume of the census, in so far as relates to the enumeration of the houses we live in, the lands we occupy, the live stock we possess, the crops we raise, &c. And now we propose to take a glance at the state of affairs in the Dominion, as relates to manufactures. The study of figures is not necessarily dry, and especially in dealing with matters of great public interest. Few people are aware of the extent of the manufacturing interests of Canada, and many will probably be surprised to learn that the amount of capital invested in manufactures, in the year in which the census was taken, in the four provinces of Ontario, Quebec, New Brunswick and Nova Scotia, was no less than \$77,964,020. The number of hands employed was 187,942. The amount of wages paid yearly was \$40,851,009, value of raw material, \$124,907,846; and the total value of manufactured products \$221,617,773.

It may be interesting to compare these figures with the total trade of the Dominion in the same year, 1870. The exports were \$73,573,490; the imports \$74,814,339;—making a total trade of \$148,387,829. It will thus be seen that the manufacturing industry of the Dominion was much more than its total trade—a fact, we will venture to state, few persons would have been ready to admit, as it is very much the custom to call Canada a simply agricultural country.

Without attempting to give a summary of the manufactures of Canada, it may be interesting to state the aggregate value of some of the principal industries. Canada now makes almost all of her agricultural implements. The value of this product in the four provinces, in the census year, was \$2,685,393. The value of the bread she baked in that year was \$6,942,469. Blacksmiths' work amounted to \$5,364,411; a much larger value than most people supposed was involved in this modest industry.

The Boots and Shoes manufactured in the census year in Canada came to no less a figure than \$16,133,638. Breweries gave a product of \$2,141,229. Furniture was manufactured to the amount of \$3,580,978. Carding and Fulling Mills gave a product of \$2,253,794. Carpenters and Joiners work was valued at \$3,726,345; and in carriages and vehicles we had a no less value than \$4,849,234.

Cheese Factories, principally in Ontario, produced to the amount of \$1,601,738. Coopers work was valued at \$1,772,763. Distilleries gave \$4,092,537; and Dress-making and Millinery no less than \$2,585,679.

Engraving and Litographic establishments yielded a product of \$1,044,575. Flour and Grist Mills turned out \$39,135,919; and Foundries and Machines Shops, \$7,325,531. Furriers and Hatters gave \$2,875,060.

The value of Meat Cured was \$3,799,552. Oil Refineries produced \$3,094,669. Nails and Tacks were manufactured to the value of \$1,647,380. Paper was made to the value of \$1,071,651. And Printing Offices gave the large product of \$3,420,202.

The Rolling Mills gave a production of \$1,680,000, and Saddlery, \$2,465,321. The production of Sash, Door and Blind Factories is valued at \$3,008,641; while the Saw Mills manufactured to the value of \$30,256,247. Sewing Machines made in the Dominion were valued at \$1,123,464; and the product of Ship Yards at \$4,432,262. Soap and Candles amounted to \$1,323,853. The Stone and Marble establishments turned out work to the value of \$1,072,874. The value of the products of the Sugar Refineries was \$4,132,750. Clothing was manufactured to the value of \$9,345,875; while the Tanneries gave a product of \$9,184,832.

Tin and Sheet Iron working was carried on to the value of \$2,392,638. Tobacco was manufactured valued at \$2,435,343. Woolen Cloth gave the large figure of \$5,507,549.

We have confined ourselves in this enumeration to the products which reached the value of a million or upwards. With regard to the seats of various manufactures—in Ontario the largest industries seem to be Boots and Shoes, Carriage making, Distilleries, Flour and Grist Mills, Foundries, Meat Curing, Saw Mills, Clothing, Tanneries and Woolen Goods. In Quebec—Bakeries, Boots and Shoes, Carpenters and Joiners, Flour, Furriers and Hatters, Saw Mills, Sugar Refineries, Clothiers and Tanneries. In New Brunswick—Blacksmiths, Boots and Shoes, Carriage making, Flour, Foundries, Nails and Tacks, Ship Building, Lumber, Clothiers and Tanners. In this Province the two industries of Lumber and Ship Building give nearly one half the total value of all manufacturers. In Nova Scotia, the chief manufactures are Bakeries, Blacksmiths, Boots and Shoes, Flour and Foundries, Printing, Saw Mills, Ship Building, Clothing, Tanning, and Tobacco.

SAFETY IN WHARF LABOR.

We have read with much interest a paper relating to this subject published by Rev. JAMES S. SYKES, Port Chaplain, at Quebec. This able and zealous clergyman is known for his labors in behalf of seamen and rivermen whose welfare he watches over and whose dangers of life and limb he has been more than once instrumental in averting. The subject of safety apparatus for sailors, stevedores and watermen, is one of the greatest importance and, chiefly at this season of the year, should engage some share of public attention. The accidents on shipboard and on quays which our papers daily record are due for the most part to defective machinery and to the general negligence of the employers of labor who set little store on the lives of the humble but industrious men who labor for their behests. Reform in this direction should be inaugurated by the shipping community in the first place, and by the divers municipal councils who should supplement the action of the former with ample legislation.

The Quebec Port Chaplain, with his thoroughly practical knowledge of the subject, shows plainly how the scheme of reform could be executed, and some of his suggestions for the prevention of accidents are worthy of every attention. We shall cite only a few. In discharging coal from a ship, with yard braced at the desired angle, the blocks, ropes, tubs and engine in good working order, the men all sober and in their proper places, and each man minding his own business, it would be almost impossible for an accident of any kind to happen. Yet accidents do and will happen if the tub is allowed to return

to the ship with coal in it. The reason is that if the tub returns with a piece of coal in it, and strikes the top of the main hatchway with such violence that the piece of coal is thrown from the tub down the hatchway to the lower deck, striking the combing of the hatchway, it may rebound to the place where the one who loads is sitting, and thus inflict a fatal wound.

Again, when a steam engine is employed to raise the tubs of coal, or other heavy articles from the hold of a ship, a young sailor is generally stationed near the engine to guide, with his hand, the rope on the cylinder or roller round which it is winding at a very rapid rate, and it frequently happens that the lad placed in this dangerous position is one who has never before seen this kind of work, and knows nothing of the danger until an accident occurs. The remedy proposed by Mr. Sykes is a very simple one. The rope attached to the roller of the engine would work the same as at present. Only the flange on each end of the roller, should be deeper and have a slight bevel, and the flange on the cog-wheel end should be flush with the top of the cogs. If this is not sufficient, a lever can be added which the engine-driver could work with ease, and the boy would no more be needed at this dangerous work.

The winch in common use on board ship when loading timber is very defective and is a most fruitful source of accidents, and these would be obviated if every winch had a proper brake, so that the handle could be thrown out of gear.

The writer further calls attention to the treacherous nature of booms from which so many cases of drowning occur. He has been on some of those submerged booms where blocks of wood were nailed across the boom, and a single narrow board nailed to the blocks, one of the boards being not more than five inches wide, the others from six to eight inches wide. Thus these old booms are patched up in various ways, and made to do their deadly work from one shipping season to another. No wonder that men are drowned in numbers where such a state of things is allowed to exist.

MR. SYKES suggests an addition to the present form of boom, which would answer the double purpose of preventing persons from slipping off the side, and at the same time making the boom a kind of life buoy in cases of accident. This can be done by placing an iron bar along each side flush with the edge, leaving sufficient space between the upper edge of the boom and the bar for a man's hand to grasp the bar without difficulty. The advantage of this arrangement in the case of a man overboard in the neighborhood of the booms, cannot be questioned.

These recommendations, with those of other experts and philanthropists who take an interest in the weal of the lowly laborers among us, deserve most assuredly the consideration of the proper authorities.

PARLIAMENTARY PRIVILEGE.

A question affecting Parliamentary dignity and the responsibility of the Press has just been debated in the British House of Commons with so much heat that our telegraphic dispatches have been filled with unintelligible details about it and the matter has risen to the importance of a clever cartoon in *Punch*. The facts are well worth noting as an example for ourselves. The Foreign Loans Committee were appointed to conduct an investigation in which the private character of several persons was involved. Instead of carrying on their proceedings in strict secrecy, they allowed some avenues of publicity to lie open, and the *Times* and *Daily News* set forth some accounts of them. Thereupon, resolutions were presented summoning the printers of those papers before the Bar of the House, to answer a question of privilege. MR. DISRAELI at first supported the resolutions, but subsequently he offered an amendment calling on the committee of Foreign Loans, through their