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 should be inclosed.

We beg to draw our readers' attention to the beautiful  
 views of

## MONTREAL

AND

## ITS PUBLIC BUILDINGS,

which appear in supplementary form in this number. In  
 future issues we will continue the series thus begun, by  
 giving views in similar form of the principal cities of  
 Canada, with their public buildings. It is our intention  
 at an early date to publish a similar sheet to that issued  
 this week, with views and sketches of

## Quebec, Its Monuments and Antiquities

This will be followed after an interval by another sheet  
 giving sketches

## IN AND ABOUT TORONTO.

with a view of the city itself.

For the convenience of those who may wish to preserve  
 these views, it is our intention to issue them printed with  
 a tint on heavy plate paper. Copies will be sold at one  
 dollar each, and may be procured at the principal book-  
 sellers throughout the country.

We this week commence a series of pictures illustrative  
 of the journey of the

## Manitoba Mounted Police

of the last detachment, with portraits of some of the  
 officers. An artist belonging to the staff of the News  
 accompanies the force on its campaign, and will, as occa-  
 sion offers, forward us sketches of its adventures and  
 operations.

The next issue of the CANADIAN ILLUSTRATED NEWS will  
 contain several illustrations of the grand

## ST. JEAN-BAPTISTE CELEBRATION

IN MONTREAL,

in which many thousands of French Canadians from dif-  
 ferent parts of Canada and the United States will partake.

## Canadian Illustrated News.

MONTREAL, SATURDAY, JUNE 27, 1874.

A letter addressed by Sir JOHN ROSE to the London  
*Economist* possesses value, at the present moment, not  
 only on account of the character and experience of the  
 writer, but because it sheds light, from an independent  
 quarter, on the real financial condition of the country.  
 Sir JOHN puts down the total debt of Canada at about  
 \$90,000,000, or about £5 8s. sterling per head of the pop-  
 ulation, involving an annual tax of less than five shillings  
 per head. He adds truly that this tax is less *per capita*  
 than that of any other Colony, and only about one-eighth  
 that of the great State of New York. He denies emphati-  
 cally that the past policy of Canada in reference to public  
 works has been either rash or inconsiderate, or that any  
 of these have been unproductive. He enters on a masterly  
 defense of the wisdom displayed in the undertaking of  
 these public works. The volume of trade has risen from  
 \$76,000,000 in 1861 to \$240,000,000 in 1873, employing a  
 tonnage of nearly 14,000,000. Exports have increased  
 56 per cent. in six years, while during the last ten years  
 imports of British manufactures have risen from  
 £4,000,000 to £8,000,000 sterling. Canada owns between

9,000 and 10,000 vessels, having a registered tonnage of  
 over 1,500,000. She employs 90,000 men in her fisheries,  
 the value of which is about £2,000,000 sterling a year,  
 while the facilities she has given for the products of the  
 Western States of the Union reaching the sea by way of  
 the St. Lawrence are attracting an export trade through  
 Canadian channels which already amounts to upwards of  
 \$12,750,000 per year, and which will be increased enor-  
 mously by the improvements in the navigation now in  
 progress. Sir JOHN shows that the consolidation of British  
 America depends on great public works intended to  
 unite the Provinces, and that, therefore, the construction  
 of these, even at the heavy outlay, was a necessary condi-  
 tion of our national existence. He instances the Inter-  
 colonial Railway, and the purchase of the North West  
 from the Hudson's Bay Company. His remarks on British  
 Columbia are significant, as particularly applicable to the  
 present circumstances of misunderstanding between that  
 Province and the Dominion Government, and they fully  
 endorse the views which we have expressed in these  
 columns on that subject. He says that, considering the  
 possible consequences resulting from the isolation of Brit-  
 ish Columbia, and the risk of England losing a foothold  
 on the Pacific, the incorporation of the Province with  
 Canada was as much a matter of Imperial as of Colonial  
 concern. And we may urge the same argument in regard  
 to its retention in the Confederation. We trust Mr.  
 WALKER may press this reasoning upon the Imperial  
 authorities when he reaches London. Sir JOHN ROSE de-  
 serves the thanks of the people of Canada for watching  
 over their interests and the good name of their country  
 in the capital of the Empire. He lives there as a wakeful  
 sentinel, far from the strife of parties, to correct the  
 errors made by incompetent men on this side of the  
 water, and to counteract the bad impression given out of  
 Canada by bitter partisans, in and out of the Government,  
 who will sacrifice even the commercial reputation of their  
 own land in order to spite their political adversaries.

It is all very well to talk, as some are now doing, about  
 improvements in the Dawson Road as a substitute for that  
 section of the great Pacific Line which is to extend from  
 eastern railroad connections to the prairies of our North  
 West, but it is quite evident that, with all its defects or  
 perfections, such a road could not continue an available  
 substitute for any great period, unless, indeed, we are  
 forming to ourselves extremely insignificant ideas of the  
 capacities of our vast prairie country, so great a prize to  
 be so strangely neglected! To move the crops of the  
 North-West Provinces to their markets, free from imposts  
 that would be only prohibitory, will require a Winter  
 Road, direct and clear of monopoly. We cannot avoid  
 seeing that the great bulk of the maize crop of the prairies  
 to the south of us is wasted, and the growth of that impor-  
 tant staple restrained to an extent it would be almost  
 impossible to estimate, through transit vacancies and  
 monopolies. The section thus called for, in the case of  
 the Dominion, to be thoroughly equipped for so great a  
 traffic, will take some time to build. Foundations have  
 to be laid, if structures are to be expected—a railway will  
 never be evolved out of mere talk—and it will be just as  
 well to look a little forward, and to prepare ourselves to  
 furnish forth a Through Line of the needed description,  
 as to be confusing the main question with the merely  
 minor issue of the fluvial and border line. The route in  
 question, at present costing the country \$70,000 annually  
 of subsidy for the transport of a portion of our immi-  
 grants and a few goods, may be susceptible of great im-  
 provements; but, if so, it will be better to take it up as  
 an entirely separate duty. We are beginning to realize  
 that ours is a great Dominion, and that things will have  
 to be done on a great scale if only to avoid serious losses.

Every now and again we hear of one or another of the  
 American States revising its constitution. The State of  
 Ohio proposes doing this, and some of the amendments  
 contemplated are very noteworthy. It adopts cumula-  
 tive voting, an improvement already introduced, we be-  
 lieve, in Illinois. It increases the term of the Supreme  
 Court to ten years, and suits for less than one hundred  
 dollars may be tried before six jurors instead of twelve.  
 It sanctions the election of women to any office in connec-  
 tion with the public schools, except that of State Com-  
 missioner, and makes them eligible to any office which is  
 subject to appointment. It forbids municipalities to  
 contract debts exceeding five per cent. of their taxable  
 property without consent of three-fourths of the voters;  
 and it gives the superintendent of public works a large  
 extension of power.

A press despatch, dated Weston, June 15th, says:  
 The verdict of the Jury in the case of Mr. and Mrs. Peters,  
 who were killed while crossing the Grand Trunk Railway was  
 "Accidental Death," it having been shown that the engine  
 driver blew the whistle before crossing the road. The funeral

of the deceased pair was very largely attended yesterday after-  
 noon, there being 172 carriages in attendance.

All very proper, no doubt! but how many of the in-  
 mates of those 172 carriages would exert themselves as  
 citizens of a free country should do, to reform the scan-  
 dalous defects in the law affecting Level Crossings on  
 Canadian Railways? Such a vigorous, human course as  
 that we indicate would be the most honourable tribute  
 they could pay the memory of the unfortunate and la-  
 mented deceased. What are we all afraid of? May we  
 not protect our own lives in this Canada of ours?

It ought to not be a matter of surprise for any one, but  
 rather a source of congratulation, that the Government  
 have decided the right of appeal, in cases of contested  
 elections, from one judge to three judges. This will be  
 fair for everybody, irrespective of party. Of course it  
 will prolong the proceedings and increase expenses, but  
 we fancy that after a few cases shall have thus been heard,  
 and all the law points involved therein fully tested, suffi-  
 cient precedent will have been established to render  
 future trials of a similar character few and far between.  
 Of course, where party spirit runs high, there will always  
 be some contestations, but in the majority of instances,  
 people will be prudent enough to husband their patience  
 and save their money.

Really so little light has been thrown on the facts of  
 the controversy between British Columbia and the  
 Federal Government that it is impossible to come to any  
 definite conclusion in regard to them. But from the little  
 we know, it looks very much as if Attorney-General  
 WALKER were going to England on a fool's errand. How  
 is the Colonial Office going to interfere in the matter?  
 We see that manifestoes supporting Mr. MACKENZIE'S  
 course, are already being signed in some parts of British  
 Columbia, thus showing that the Government are prepar-  
 ing a counter movement to Mr. WALKER. This, of course,  
 will only complicate matters.

The correspondence between his lordship, the Bishop  
 of Montreal and Rev. Canon Baldwin, respecting service  
 in the English Cathedral, is painful reading. The Bishop  
 puts forth his claims in a calm and almost suppliant  
 manner, and nearly all these claims are resisted by the  
 Canon in firm, albeit respectful language. Of course, we  
 are not going to discuss the merits of the controversy,  
 but we cannot refrain from the reflection that the clergy  
 ought to learn forbearance at the foibles of poor laymen,  
 harrassed as they are by the business of life, when they  
 themselves are so punctilious and uncompromising in  
 matters of mere precedence and authority.

The Archbishop of Canterbury's bill aimed against the  
 Ritualists, has passed the House of Lords by a majority of  
 108. The Roman Catholics took no part in the debate.  
 The Ritualists are now upon their mettle, and seem  
 determined not to allow themselves to be put down.  
 Eight hundred of their clergy have signed a memorial,  
 stating that if the bill passes and is sought to be enforced,  
 they will not obey it, as they do not intend to recognize  
 ecclesiastical regulations enacted by secular legislators.

The Monarchists of France are said to be in despair.  
 Of themselves, they were never strong enough to do any-  
 thing, but relied on the co operation of the two centres—  
 Right and Left—which have hitherto favoured moderate  
 counsels. Now, however, the Left Centre is carrying the  
 Right Centre along with it into a determined movement  
 for a settled government. That, of course, means the  
 Republic.

That is a terrible exemplification of the law of con-  
 trasts which is now exhibited in the Saguenay district.  
 Wealthy pleasure-seekers are wandering over its magni-  
 ficent scenery and fishing in its deep waters, while its poor  
 inhabitants are starving. The inclement season has pre-  
 vented them from sowing their grain and the cattle are  
 dying from want of food.

The Boston people want the Paris crew of St. John, to  
 enter at the Fourth of July regatta to be held in that  
 city. The first prize in the four-oared shell race is to be  
 \$300, which is certainly a generous inducement.

It is a singular circumstance that Nova Scotia takes no  
 public interest in the intensely exciting school ques-  
 tion which is at present agitating New Brunswick. Is it  
 because she disapproves or is indifferent?

The Israelites of this city are gathering alms for the  
 sufferers in Palestine. Their example ought to remind  
 Canadians that their brethren on the Saguenay require  
 pressing assistance.