

THE BURLAND-DESBARATS LITHOGRAPHIC AND PUBLISHING COMPANY issue the following periodicals, to all of which subscriptions are payable in advance:—The CANADIAN ILLUSTRATED NEWS, \$4.00 per annum; THE CANADIAN PATENT OFFICE RECORD AND MECHANICS' MAGAZINE, \$2.00 per annum; L'OPINION PUBLIQUE, \$3.00 per annum.

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

All correspondence of the Papers, literary contributions, and sketches to be addressed to "The Editor, The Burland-Desbarats Company, Montreal."

When an answer is required stamps for return postage must be enclosed.

One or two good reliable carriers required—Apply to the MANAGER, BURLAND-DESBARATS COMPANY.

City subscribers are requested to report at once to this office, either personally or by postal card, any irregularity in the delivery of their papers.

In the next number of the CANADIAN ILLUSTRATED NEWS we shall publish sketches of the late

#### CHIEF BERTRAM'S FUNERAL,

notably a view of the procession going up St. Lawrence Main Street. We shall also publish sketches of the

#### GUIBORD RIOT

at Côte des Neiges, with portraits of the chief actors in the drama, JOSEPH GUIBORD, REV. M. ROUSSELOT, and MR. DOUTRE.

## CANADIAN ILLUSTRATED NEWS.

Montreal, Saturday, Sept. 11th, 1875.

#### CANADIAN PLIMSOLLS.

We have lately been favored with the new cry in the midst of the general political dulness, that a Canadian PLIMSOLL is needed to get the true conditions of safety recognized in our ocean and marine, and the *Willness* says, he should be found working "in parliament, on the platform, and in the press" Poor fellow! Even Hercules was too much engaged, on one occasion, to liberate a waggon-wheel from the mud, and we know that he had to put his own shoulder to the wheel at last. Besides, it would seem there is a little error of statement here. In the order of procedure adopted in constitutional countries, the press has to make the commencement by enlightening the people, or at any rate the readers. The platform, with its adjuncts of deputation and memorial, then, commonly, takes up the question, and the seal of Law will be finally placed upon the needful measure, after due discussion in committee, by the action of the Legislature. It would seem in this view of political arrangements, we might find room for a good many PLIMSOLLS in Canada. The tone of public sentiment here differs somewhat in its force and expression from that of older countries. The one-man-power is, all things considered, less of an influence with us—we all like to have our share in every new political activity. We talk, and we consider whether we will act; and sometimes we do act. There was sublimity no doubt in the spectacle of the policy of a great nation being at least hastened for a year, because Mr. PLIMSOLL with immeasurable justification, got into a "sacred rage," but nations, it might seem to the simple minded, should be too self-respecting and too self-protective in their instincts to need so sudden and painful a stimulus to rational action. Modern Anglo-Saxondom is justly sensitive about moral obligations in its political leaders, tho' it sees less clearly how completely these obligations are already interwoven with material and vital conditions and the industrial and social order. As long as editors and orators and politicians were in blank ignorance of the nature of iron plates—a nature which even the hammerman gets glimpses of—of what they could bear, and what they could not bear, when put into the side of a passenger ship, there was at least the poor excuse of ignorance to be pleaded. Shipbuilding was then the engineer's and constructor's business only. But it is no longer so. The experts have set the tune and played it to us long enough. Not to put too fine a point upon it, they have largely sacrificed us in our

dearest interests and affections, and yielded us frightful subjects for contemplation and thought. The expert we want to-day is the man who will act up to his knowledge, and we certainly require the concurrent pressure of a public opinion sufficiently instructed to keep track of his movements. Our needless and unthinking confidence has well-nigh ruined us—actually ruined individual families. As long as the great Clyde interest was pleased, we were pleased, and assured that all was well. This was not logical. Tradesmen are never the first to originate improvements in the goods they manufacture. The public need is the great originator. Seeing our brothers and sisters and friends go down into the deep so unnecessarily will prompt thought in the end; and we get at last the requisite number of brains in mild agitation of their God-given faculty of thought, to initiate a "movement" under our modern institutions. This is freedom. The enlightened Despot has ceased to exist amongst us; and the corollary of the proposition is rather a serious one for a living and breathing people. It amounts exactly to this: That if the people will not take care of themselves, in a general way, they will not be cared for at all. Ministries taking their action from the "pressure from without," hold themselves, somewhat too entirely as mere reasoners think, exonerated from action where that pressure does not make itself felt, while tradesmen—shipbuilding and other—have the promptings of an unregulated self-interest always affecting their acts. If labour is not sufficiently organized, construction is even less so. If hecatombs of destroyed life do not make the travelling public, who are the sufferers, cry out for an improvement in ships, they are not likely to be reminded from the Clyde of what is due to themselves. The public must formulate a few ideas of this sort, if it wishes to understand the conditions of its future welfare—it should think of the immenseness of this future—and the press should be representative of the truest public feeling, rather than the reflex of the most glittering, and in certain contingencies, dangerous and unreliable creations of the Clyde and Tyne. Let not our friends suppose we are denying the necessity of special advocates; on the contrary we consider "how to find them?" to be a perfectly rational cry. But an able editor cannot improvise at will the deep-seated human affection and resulting energy of a PLIMSOLL by merely calling for his copy. God makes such men. Neither is PLIMSOLL so far the complete Reformer. We do not know what he may grow to. In a general somnolence amid arrangements that are null and inadequate, it is easy to shut our eyes to the fact that this brave man is only at the beginning of his work, that tho' he has rather effectually busied himself about a set of rotten tubs, he has not yet found opportunity to look with the eyes of a Reed at those Iron Vessels whose qualities affect almost the entire passenger traffic. "Following my leader" is pleasant occupation for a school-boy, but our Canadian PLIMSOLLS will have to utilize all the leaders, and then act for themselves. So, the editor himself has types at command, and may just as well make a beginning in his own way, by cultivating those affections for his fellows which he feels the existence of, but is not always prepared to test or risk, and by saying the thing that is right and true, so far as he knows, in place of that which is timid, temporizing and widely ruinous in practice; and with such encouragement as he can give, our parliamentary PLIMSOLLS will the sooner be discovered and developed, and their services made practically available. In the year 1863, on a memorable occasion, the shipping interest was earnestly entreated by a leading Montreal journal to encase the hulls of their ships with rock elm. The worthy writer, at present in New York, did not profess to be a ship-builder, any more than Mr. PLIMSOLL does, but his common sense and consideration had enlightened him as to the main points involved, and we stop to think what a mighty saving of precious

human life would have followed the adoption of that recommendation of his within the twelve years that have since gone over our heads! It is appalling to think of! Ought the newspaper we speak of or any other philanthropic journal now to give up the contest! A hundred times No! For we persist in the belief, that courage and patience are the most important elements in the statesmanship of these days. Canada will have to do her share in the work, but this great question is as wide as civilization and modern travel. The world cannot always go to sleep over it.

#### NAVIGATION TO THE ROCKY MOUNTAINS.

A telegram from Winnipeg announced the other day the completion of a very successful trip of the Hudson's Bay Company's new propeller *Colville* from Stone Fort through Lake Winnipeg to the Saskatchewan River and back, in three days. And further that the steamer *North Pole* had made the round trip to Fort Edmonton, at the base of the Rocky Mountains, in twenty four days, reporting a good stage of water all the way, notwithstanding that the dry season is very far advanced. If any of our readers, not acquainted with the geography of the North West Territory, will look at the map they will see that the important fact, thus announced, implies the actual existence of steamboat navigation from Manitoba to the Rocky Mountains. In the United States the corresponding section of country not only has no navigable water, but it crosses the great American Desert. It may further be remarked that the water system of the St. Lawrence and the great Lakes, which constitute one of the most marked features of the geographical formation of North America, and which lead directly to the North West of the Dominion, form also an arc of the shortest sailing circle between the ports of the United Kingdom and America. We call attention to this fact, in this connection, to point out that the waters of Lake Superior, from Thunder Bay, may, by means of canalling, with comparatively small labour, in view of the magnitude of the object to be obtained, be connected with the immense interior water system of the continent. If such a work were accomplished it would enable products to be floated from the base of the Rocky Mountains to Europe. Such will not be an immediate event; but we believe the future will inevitably bring it. The Railway must first be made, it being the first need; and there cannot be any doubt the government of Mr. MACKENZIE (see his speeches in Scotland) will push this as would that of SIR JOHN MACDONALD had it remained in power. We may further remark with respect to the navigation of the Saskatchewan, of which the Hudson's Bay steamer has demonstrated the existence, that it passes through one of the largest coal fields in the world, which is a fact of great interest for the Province of Manitoba, as regards its present need, and points to titanic capabilities for the future. The agricultural and other mineral wealth of that vast territory have been before described in these columns, as have also the favourable grades through the Rocky Mountains, of which we possess the gate, together with the favourable commercial facilities of our Pacific coast. All these remarkable conditions are now only beginning to be opened to immigrants. There cannot be a doubt that they will be rapidly availed of. One decennial will bring great changes.

The *Globe*, replying to certain politicians in a spirit of badinage, makes the remark: that it, the *Globe*, is "not bigotted" as to the mode pursued in constructing the Pacific Railway. In this case it is good judgment that is needed, and not bigotry. By the expression, our contemporary would seem to take credit to itself for indifference as to whether this enormous railway property and adjoining territories should fifty years hence be in the hands of the Dominion, and its settlers as regards the lands, or of a company carrying the profits

of traffic out of the country from week to week, and consolidating great areas of the lands into a vast feudal domain, a dukedom with which there would be nothing in Europe to compare; and it would also seem that the *Globe* does not perceive that the outlay upon the Line by the Dominion might be estimated at about the same amount in either case, while by the company plan we should not only, as a people, have lost the railway property, but most certainly have installed a new set of masters over us, stronger than the nominal government of the country, a consideration so serious as to throw into the shade all mere questions of expenditure and ways and means.

In Cuba some half dozen coffee estates have been burned, and men who garrisoned one of the largest deserted and joined the insurgents. The recent murder in cold blood of a French citizen in Guatemala by Spanish soldiers has caused the French Consul at Santiago to send to Martinique for a war vessel. The Frenchman's name was Regandau, and he was killed near his sugar estate, his body being left on the road.

Server Pasha, in a telegraphic despatch from Mostar, states that many insurgents have submitted, and the agitation in Herzegovina is greatly allayed. The imperial troops have been traversing all parts of the country for several days without meeting with resistance. He believes order will be restored before the Foreign Consuls begin the work of mediation.

#### OUR ILLUSTRATIONS.

ALEXANDER BERTRAM, LATE CHIEF OF THE MONTREAL FIRE BRIGADE.

We cheerfully give place in our gallery of portraits to the likeness of this faithful public servant, so well known throughout the Dominion of Canada, the oldest in continuous service of the chief firemen of this continent, and particularly endeared to all the citizens of Montreal by a lifetime devoted to the protection of their lives and property. His death, which occurred on the morning of Tuesday, the 31 ult, was regarded as a public loss, and his funeral, sketches and accounts of which will appear in our next number, was one of the largest and most imposing ever witnessed in the city.

Alexander Bertram was a native of the border county of Berwick, North Britain. At the age of twenty-three years, he came to Canada, and, soon after his arrival, became a member of the Volunteer Fire Protecting Company. In this capacity he served till the year 1841 when the Fire Department was re-organized—Mr. J. B. Bronsdon being Chief Engineer. Mr. Bertram was then brakeman, but his skill and energy soon won for him promotion, and he passed through the several grades of branchman and lieutenant, till, in 1849, he attained the rank of captain. In the same year he became assistant engineer. In 1852 the terrible fire occurred which devastated a great part of this city, providentially destined to rise from the fearful ordeal with renewed strength and beauty, and increased prosperity. On this occasion the meritorious conduct of Mr. Bertram so distinguished him in the eyes of his fellow-citizens that he was awarded, on the resignation of Mr. Perrigo, the office which he filled so well for twenty-one years. From that date all his energies were devoted to one object—to bring the Brigade which he commanded as nearly as possible to a state of perfection. For this purpose he neglected no means by which the apparatus for extinguishing fire and appliances for saving life and property could be adapted to the exigencies which they had so frequently to encounter. Many of our citizens will recollect how many difficulties stood in the way of prompt and properly directed effort under the old volunteer régime—especially before the setting in motion of our present system of water works.

About this time his great desire was to disband the Volunteer Department and have a permanent paid Brigade. This he finally succeeded in accomplishing by having the number reduced. The Brigade was decreased from over 300 to 39 men and then regularly salaried. In 1873, the department was raised to 56 men, with the chief, 3 assistants and one hose maker. Mr. Bertram was also a strong advocate of the Fire Alarm Telegraph which was put in full operation in 1863. The deceased chief obtained, from time to time, ample recognition of the valuable services which he had rendered to the city. In 1860, when, on the occasion of the visit of the Prince of Wales, the Brigade, under the direction of its chief, contributed a large share to the beauty and magnificence of the public rejoicings, especially in the torch-light procession, he was presented with a handsome silver cup, as a token of cordial appreciation and esteem. In 1863 he was the recipient from the men of his Brigade of a silver goblet, beautifully symbolic of the duties which he discharged. The Shand & Mason steam fire