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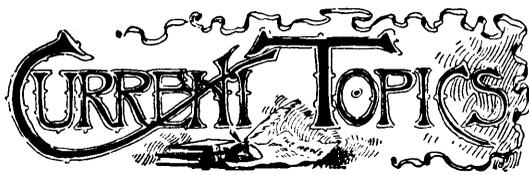
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A question came up recently in England in connection with the decoration of those Englishmen who had rendered special services during the French Exposition. The French ambassador had announced that he would take the occasion of a dinner at the Mansion House, London, to confer the order of the Legion of Honour on several persons to whom it had been awarded. Some of the Queen's subjects who had been marked out for this special distinction were a little scrupulous as to their right to accept the invitation. Certainly to do so was in clear contravention of a Regulation as to the meaning of which no doubt could exist. "No subject of Her Majesty," it runs, "shall accept a foreign Order . . . without having previously obtained Her Majesty's permission, . . . and such permission shall not be granted . . . unless the foreign Order shall have been conferred in consequence of active and distinguished service before the enemy . . . or unless he (the recipient) shall have been actively and entirely employed beyond Her Majesty's dominions in the service of the foreign Sovereign by whom the Order is conferred." This is an extraordinary enactment and, if strictly enforced, would deprive a great many deserving citizens of the Empire and loyal subjects of the Queen of well-merited honours. The fact is, however, that the prohibition is almost invariably waived. In 1878, on the occasion of the previous Exposition, many Englishmen were decorated by France. Public opinion looks upon the ordinance as antiquated and virtually obsolete. In Canada it certainly has not been a bar to the acceptance of foreign decorations.

Emile Zola is a candidate for the chair in the French Academy, left vacant by the death of Emile Augier. The latest succession was that of the Vicomte Eugène M. de Vogué, who, on the 22nd of November, 1888, took the place of M. Desiré Nisard. The oldest Academician is Ernest Legouvé, who was elected thirty-five years ago, and who succeeded M. Ancelot. The Duc de Broglie comes next. He had the honour of taking Père Lacordaire's place in February, 1862. Octave Feuillet, who succeeded Scribe, is third on the list. Then comes the Perpetual Secretary, Camille Doucet. Then, after Emile Ollivier, who took Lamartine's chair, comes Canada's friend, Xavier Marmier. The Duc d'Aumale, who succeeded the Comte de Montalembert, Rousset, Mézières, Dumas, John Lemoine, Jules Simon, Boissier, Sardou, Renan, Taine, the Duc d'Audiffret-Pasquier, Maxime DuCamp, Rousse, Sully-Prudhomme—these names bring us down to Pasteur, who succeeded Littré in 1881. The best known men who

have taken their seats since then are Victor Cherbuliez, François Coppée, Ferdinand de Lesseps, J. Victor Duruy, Halevy, Say, Leconte de Lisle and Jules Claretie. Of the 39 now holding chairs, all but the five first mentioned have been elected under the Republic.

In Whitaker's "Geographical Progress, 1889," reference is made to Lord Lonsdale's journey from Winnipeg, which he left in March, 1888, to the coast of Alaska, which he reached in February, 1889, after having visited the shores of the Arctic ocean. Mention is also made of Mr. E. W. Everest and Count de Sainville, who started from Winnipeg last April, proposing to follow the Arctic coast from the mouth of the Mackenzie to Behring Strait. "Wide regions in North America," adds the record, "still await the surveyor; but the work of the explorer on a large scale has been, with a few exceptions, accomplished, and his place is taken by the man of science and his coadjutors. The thorough survey of the wide Dominion of Canada is thus intrusted to a Survey Department under Mr E. Deville, while the 'Geological and Natural History Survey' is carried on under the direction of Prof. A. C. Selwyn. Among the many officers of these departments who have in recent years furnished valuable contributions to a knowledge of Canada are Messrs. G. M. Dawson, Fawcett, Ogilvie, Tyrrell, McConnell and Bell."

The quickest run yet made across the Atlantic was that of the *City of Paris* in August last. This vessel left Queenstown, Ireland, on the 22nd and reached Sandy Hook on the 27th—the passage having been accomplished in 5 days, 19 hours, 18 minutes. The total distance according to the log was 2,788 miles. The longest day's run was 500 miles. This conquest over space and time was only reached by gradual advances. We gave, in our sketch of the Hon. John Neilson, some idea of the slowness of ocean crossing and the consequent tardiness of old-world news when Canadian journalism began its career. Little change took place before the close of the century. In the *Quebec Gazette* of the 10th November, 1792, it is stated (as we learn from Christie) that the latest news from Philadelphia and New York did not pass beyond the 8th of October. Again, in the issue of December 29, it is recorded that "yesterday's post from Montreal brought New York papers to the 27th November." Official notice of November 17, 1791, gives the information that "a mail for England will be closed at Quebec on Monday, 5th December next, at 4 o'clock, p.m., to be forwarded by way of New York in H. M. packet-boat, which will sail from thence in January." Half a century later the day of steamships had arrived and the Cunard line had been organized. Here is the result as extolled by the historian: "We have now frequently, since the establishment in 1840 of the Cunard line of steamers from Liverpool to Halifax and Boston, news from India via the Mediterranean and England, in less than two months; from England in sixteen to eighteen days, regularly; from Boston and New York in three, the mail coming and going daily. And," continues Christie, "at the hour of committing this to paper (half-past noon, 4th October, 1847), we learn by the electric telegraph, just finished and in operation between Quebec and Montreal, that the steamer *Hibernia*, from Liverpool, with the English mail of the 19th ult., arrived yesterday at 2 p.m. at Boston—the information reaching Montreal by the circuitous route of Buffalo and Toronto, and which we

might have, as probably we shortly will, in one hour, when the line shall have been established direct from Montreal to Boston. Truly, in this respect, times are changed since the close of the last century, and for the better." But the last fifty years have wrought a still more extraordinary revolution. The Atlantic is now not only crossed in less than six days, but for more than a quarter of a century it has been traversed by roadways of swift intelligence which make those on this side all but eye-witnesses of what happens on the other; the globe is girdled with means of communication, and British North America is a network of railways and telegraphs.

The case of the Queen (that is the Province of Quebec) against the Labrador Company has an exceptional interest owing to the wealth of historical memorials that were put in evidence by the claimants. The original title, according to the *Régistres des Foi et Hommage*, was as follows: "Concession du 25me Février, 1661, faite par la Compagnie au Sieur François Bissot de la Rivière de la terre ferme de Mingan; à prendre depuis le Cap des Cormorans à la côté du Nord, jusqu'à la grande anse vers les Esquimaux, où les Espagnols font ordinairement la pêche, sur deux lieues de profondeur." The same *Régistres* have this record of the grant of the Mingan Islands and Islets: "Concedes le 10me mars, 1677, à Messrs. de Lalonde fils et Louis Jolliet." Frequent reference is made to this property in the *Edits et Ordonnances*, and in a judgment rendered by Intendant Hocquart there is mention of almost every branch of every family connected by descent, direct or collateral, with the original grantees. The Company's factum—a valuable and most interesting document—throws much light on the history and mutual relations of some important Canadian families, both French and English, and on the state of society in successive generations during more than two hundred years.

In another part of this issue editorial reference is made to the work of the late Dr Latham on "The Ethnology of the British Dependencies," a considerable portion of which is devoted to British North America. For what information has been collected on our aboriginal ethnology since the publication of Dr. Latham's volume, we are largely indebted to the officers of the Geological and Natural History Survey. The investigations of the Survey in this direction have been highly commended by Major J. W. Powell, who has for many years been at the head of the Bureau of Ethnology as well as of the Geological Survey of the United States. Of the fitness of geologists to undertake research in the field of ethnology, Major Powell wrote some years ago: "While thus engaged in performing their proper functions as geologists, if they are broad men, with such an appreciation and knowledge of the whole realm of science as make them worthy of being intrusted with geologic work, they necessarily discover many facts and are able to make many observations relating to other departments of knowledge than geology itself. It has thus happened that throughout the world geologists have become students of physical geography and ethnology, and to a large extent the geologists of the world constitute the chief authority in physical geography and ethnology." Then, after pointing out that the work was done with very little additional expense, he adds: "The ethnologic materials which have been collected and published by the members of the Survey of the Dominion as