

The Dominion Illustrated.

\$4.00 PER ANNUM IN ADVANCE.

THE DOMINION ILLUSTRATED PUBLISHING COMPANY (Limited), Publishers.

GEORGE E. DESBARATS, MANAGING-DIRECTOR,
73 St. James Street, Montreal.

GEORGE E. MACRAE, WESTERN AGENT,
36 King Street East, Toronto.

J. H. BROWNLEE, BRANDON,
Agent for Manitoba and the North West Provinces.

London (England) Agency:

JOHN HADDON & CO.,
3 & 4 Bouverie Street, Fleet Street, E.C.
SOLE AGENTS IN THE UNITED KINGDOM.

19th APRIL, 1890.



While the native and French fishermen are quarrelling over the spoils of the Newfoundland fisheries, one very important fact has been, to a large extent, lost sight of. That fact is the gradual decline of the fisheries through the long continued destruction of immature fish, the use of unfit traps, and, generally, the lack of due protection. This is a serious question, and it is well to see that the island authorities have at last undertaken to deal with it in a manner proportionate to the interests involved. The engagement of an expert, Mr. Adolph Nielson, as Fisheries Superintendent, in conformity with the recommendation of the Fisheries Commission, has already been attended with good results. One of Mr. Nielson's first acts, after his arrival at St. John's, was to prepare a specification for a cod hatchery, the erection of which on Dildo Island was commenced in April last. It is said to be capable of producing two hundred millions of codfish in a season. A lobster hatchery has been established at the same place. At the same time more stringent provisions have been made for the protection of the young fry.

The record kept by the local managers of the Merchants Bank of the condition of the farming class in their respective districts—a plan of acknowledged usefulness, originally suggested by Mr. George Hague, of this city—has placed at the disposal of the public a mass of really valuable information. These reports, which cover the three central provinces of the Dominion, show that, though Canadian agriculture has not escaped the ill effect of widespread depressing influences, it has, on the whole, suffered less than might have been expected, less than other parts of the continent, and less than many Canadians have been led to believe. As in other walks of industry, much has depended on individual character and conduct. Where the right qualities were exercised and the proper means used, even in the most depressed districts there were instances of gratifying prosperity. Migration also had its share in giving a semblance of retrogression to what was simply a transfer of wealth from one part of the country to another. Altogether there is no reason for despair; if we take a comparative view, there is even some cause for congratulation.

Satisfaction is felt at the *personnel* of the Commission appointed by the Government to examine the plans for the improvement of the harbour of this city. It will consist of Col. Gzowski, C.E.,

A.D.C. to the Queen, Toronto; Mr. John Page, Chief Engineer of the Department of Canals, Ottawa; Mr. Walter Shanly, C.E., M.P., as consulting engineer, and Mr. Norman Rielle, C.E., as secretary. The Commission is to make a thorough investigation of the whole subject, and report with as little delay as possible.

The bill to extend the operations of the *modus vivendi* between Canada and the United States, as to the fisheries question, introduced by Sir John Thompson, contains (in addition to the reënactment of the former arrangement) a provision that the fees for licenses and the conditions upon which they shall be issued shall be determined by the Governor in Council as well as a clause providing that all licenses issued by the Government of Newfoundland for similar purposes to those granted by the Canadian licenses shall be valid in Canadian ports whenever licenses issued by the Dominion of Canada shall be valid for such purposes in the ports of Newfoundland.

The race of poets is not the only *genus irritabile*. The greatest naturalist of our day has recorded his displeasure at the wrangling of the Zoological Society, the members of which he found "snarling at each other in a manner anything but like that of gentlemen." Painters and musicians are alike mortal in their failings and fallings-out. Mr. Frith tells a story of two brother academicians who quarrelled, while members of the Hanging Committee, over the choice of pictures and never spoke to each other for thirty years—that is, till death did them part. Even valiant soldiers have been known to give to squabbling the energies that should have been devoted to their country's defence. One might naturally expect that if any fraternity would be above the pettiness of vulgar jealousy, it would be the small but noble army of great explorers. But here, too, as we know from more than one unhappy controversy, the spirit of the Grand Turk too often prevails. Perhaps, the untimely provocations of the ubiquitous interviewer are to blame for the sharp things touching his brother traveller that have been ascribed to Mr. Stanley since his return to civilization. In any case, they are probably exaggerated. But that some feeling of an unamiable nature exists between him and Emin Pasha is unhappily placed beyond doubt by his own letters. The manner in which the former is said to have unburdened his mind to the correspondent of the *New York Herald* at Brindisi is hardly worthy of his reputation. To the ex-Governor of the Equatorial Province he seems to have an antipathy that finds expression on the slightest opportunity. Possibly he has had good reason to be annoyed at the man whose life he saved, but it is hardly dignified to be assailing him in such a fashion. A like incompatibility of temper seems to have made the companionship of Speke and Burton anything but pleasant.

It is not often that Canadian enterprise is complimented by an American voice. When such a prodigy comes to pass, Captain Cuttle's prescription is in order. It appears that Mr. William Pierson Judson, the eminent civil engineer, has been counselling the Washington Government to build a new Niagara ship canal for the purpose both of defence and commerce. By way of stimulating the authorities, he directs their attention to the admirable canal system of Canada, by which a saving of 315 miles can be secured over the New

York route between the West and Liverpool. That Canada's liberal policy has already borne good fruit Mr. Judson makes clear by showing the increase in the percentage of the grain and flour trade that has fallen to her lot during the last nine years. In showing the advantages that the United States would derive from his proposed Niagara ship canal, he indicates how that very project might be made virtually subsidiary to the Canadian canals. A twenty foot canal that would pass the great upper lake steamers to Lake Ontario would simply place their cargoes on the St. Lawrence route, provided a sufficient sum were expended on the deepening of the St. Lawrence system. There are, he thinks, certain physical and financial obstacles in the way of this alternative, though he does not pretend that the former are insuperable, and he only suggests the latter as a policy of reprisal. At any rate, he considers his Niagara ship canal as the logical sequence of the St. Clair Flats Canal and warns his Government that if it refuses to take his advice, the United States "may as well surrender its commercial supremacy at once to more enterprising Canada."

The recently published statement of the fire insurance business of Canada shows some interesting results. In 1869—when returns were first made public—the amount of the risks carried was \$188,360,000, which at the end of ten years had increased to \$407,300,000, and last year had grown to \$666,700,000. The net cash premiums paid has grown in the twenty years from \$1,785,539 to \$5,587,690—the percentage of premium to the amount insured rising in the first decade from 1.05 to 1.26 and declining in the latter, to 1.19. For a few years before the great St. John fire of June, 1877, the Canadian companies had the bulk of the business (\$230,000,000), but after that disastrous event their risks fell considerably. They have since advanced, however, and now stand at \$158,500,000. The twenty-one British companies control about two-thirds of the total business (\$450,952,000). The American companies have been prospering fairly in recent years. Their risks last year made a total of \$57,275,000. The assets of the Canadian companies exceed the liabilities (capital stock excluded) by \$2,190,176; the British, by \$7,808,874, and the American, by \$782,538. In excess of income over expenditure the companies stood as follows: British, \$1,232,315; American, \$119,670; Canadian, \$64,422.

When we speak of history repeating itself, it is not, unhappily, the most halcyon phases of it that generally suggest the parallel. We are reminded by certain incidents in the Separate Schools controversy now raging in Ontario, of passages at arms between the Chief Superintendent of Education and certain ecclesiastics and statesmen when the system was inaugurated some forty years ago. In Quebec a system which is, except in a few minor points, that which the late Bishop de Charbonnel recommended for Upper Canada, has been found to work fairly well, for the simple reason that it adapts the public school plan to the circumstances of our complex population. The majority in every case is satisfied, and the instances of injustice to a minority that is earnestly desirous to have educational privileges are few and far between. The teachers, however, are far too often wretchedly paid.