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TEMPERATURE.

as observed by HEARN & HARRISON, Thermometer and Barometer Makers, Notre Dame Street, Montreal.

THE WEEK ENDING			Corresponding week, 1879		
Max.	Min.	Mean.	Max.	Min.	Mean.
Mon.. 20°	20°	25°	Mon.. 26°	11°	18° 5
Tues. 33°	27°	30°	Tues. 31°	17°	24°
Wed.. 32°	22°	35°	Wed.. 33°	27°	30°
Thur. 36°	17°	26° 5	Thur.. 29°	7°	18°
Fri.. 19°	13°	16°	Fri.. 21°	11°	16°
Sat.. 18°	7°	12° 5	Sat.. 13°	-2°	12° 5
Sun.. 25°	14°	18°	Sun.. 13°	zero	18°

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CANADIAN ILLUSTRATED NEWS.

Montreal, Saturday, December 25, 1880.

HAPPY CHRISTMAS.

We have devoted this number of the NEWS, almost exclusively to subjects more or less directly connected with the beautiful and happy Christmastide. General topics, with the necessary exception of our instructive Parliamentary letter, have been set aside, and we reserve ourselves only a small space wherein to wish all our friends and patrons the compliments of the season. A Happy Christmas! There may be some gloom on the country side and sadness in many families, but even for those who grieve this season brings comfort and courage. The air is filled with strains of joy, and benisons fall over all the earth.

Glory to God unto the highest and
Peace to good men upon sea and land.

THE SEAT OF GOVERNMENT.

THE PACIFIC RAILWAY DEBATE—THE SPEECHES IN PARLIAMENT.

(From Our Special Correspondent.)

OTTAWA, Dec. 18.—There has really been only one question before Parliament this week, and that is the contract with the Syndicate for building the Pacific Railway, for which approval is asked. There was at the beginning very great excitement, but much of this became calmed down after the delivery of the really magnificent speech of the Minister of Railways. It is not exaggeration to say that there has been a desperate effort made to convert this question into an engine of party warfare, sufficiently powerful to destroy the Government in the same way as before when the "Pacific Scandal" was burst upon the country. There has, in truth, been a great deal of wild talk, and not a few of the newspapers have indulged in this luxury. Some men even professed to have been struck "aghast" by the revelations opened up to them, and delivered themselves in this frame of mind. But a very different approach to the subject is required on the part of men who neither wish to deceive themselves nor be deceived, in order to appreciate with truthfulness those considerations of vast material interest now calling for the consideration of Parliament. It was also rumoured and published that the Opposition members have held a caucus to consider a manifesto to be addressed to the people of Canada against the scheme of the Government. This would have been an extraordinary and certainly an extra-Parliamentary proceeding; but the manifesto turns out to be an unsigned memorandum, published in several newspapers.

Two very elaborate speeches have marked the debates of the week—the first by Sir Charles Tupper and the second by Mr. Blake. A third speech by Mr. Langevin has been marked by ability. It had been very confidently rumoured that the Governor-General was averse to a question of this magnitude being decided without a special appeal to the country, but this was not only in itself unlikely, but, even if it had been true, it was not a style of thing which would have been allowed to leak out. The Government, however, took pains to set this right, for when the formal resolutions for a vote of twenty-

five millions of money and twenty-five millions of acres of land were brought down, it was formally announced that this was done with the full concurrence of His Excellency. Sir Charles Tupper, in his opening speech, also very clearly showed that this question had already been three times before the country, and that it was once presented in the most formal way possible by Mr. Alex. Mackenzie, after the defeat of the Macdonald Government in 1873. All objections of this kind may therefore be dismissed as simply frivolous, and, for the rest, under our system the Parliament is at once the proper and adequate tribunal to adjudicate on this question. A little interest was excited by a sharp attack on the scheme of the Government in the ordinary Ministerial organ of this city, and Sir Charles Tupper, in his speech, indicated Mr. Wm. Macdougall as the writer, but this gentleman denied the soft impeachment, in a mode, however, so Pickwickian, as scarcely to remove one's doubts, and it was scarcely worth while to take the trouble to make an evasive denial of this, while he had allowed himself to be interviewed by a reporter of a Montreal journal, and his remarks, in a somewhat similar sense, to be published. The defection of a man so able as Mr. William Macdougall would, undoubtedly, have been a serious blow to the Government, if it were not so well known that he has an actual constitutional tendency towards inconsistency. It is stated rather spitefully in one Ministerial newspaper that the real reason of the opposition of this gentleman is owing to the absence of any Commissionership in the scheme of the Government.

The objections urged against the contract, which the Government has actually entered into, and Parliament is asked to approve, are—first, that an altogether too good bargain is given to the Syndicate, and, second, that a gigantic monopoly is created, over which there can be no adequate control. In my opinion, the too-good bargain allegations will not bear the test of criticism; and it is very well understood that, when some of the very large French and English money houses, which were spoken to, came to look seriously at the bargain offered them, they declined to assume the responsibilities which they saw it involved. It is also rumoured, I believe with good foundation, that the members of the Syndicate now in Ottawa are not over keen. It is undoubted that they insisted upon many of the points that are objected to, as a sort of sauce to make them swallow the bargain. As regards control, this railway will, of course, come under the operation of the General Railway Clauses Act, but Mr. Macdougall says, in his interview, as published by the Montreal reporter, that no Government would ever be strong enough to put these into effect any more than they were put into effect against the Grand Trunk. Probably there could not have been a better word put into the mouth of any advocate of the Government than this. Everybody remembers the great row and all the invective against the Grand Trunk monopoly, some twenty years ago, and of which one sometimes hears even yet. But the Grand Trunk had all it could do to maintain itself; yet, look at the stupendous advantage it has been to the country. What, for instance, would Montreal have been without it!

Sir Charles Tupper stated in his speech that twenty-eight millions of dollars would cover the amount necessary to complete, and cover the total cost, of the portions of the road on which the Government has commenced work, and which is to be given over. In addition to this, there is the land grant, which Sir Charles values at twenty-five million dollars, and the money grant at twenty-five millions, making in all seventy-eight million dollars, which Canada is to pay to the Syndicate for constructing and working the road from Nipissing to the Pacific. The twenty-five millions of the land grant would, of course, be nil in the absence of the road, so that, according to this statement, fifty-three millions may be said to be the actual money paid, and to be paid in the completion of the works we have undertaken. Sir Charles further calculated that we should have 75,000,000 acres of land rendered valuable by this work, the sale of which would more than recoup the money paid out, so that practically the railroad would not cost this country one dollar, while it would open up vast sources of wealth and facilities for population. It is, however, said, on the other hand, by the Opposition, that Mr. Fleming's total estimate, in April last, for the construction of the railway, did not exceed \$81,500,000—that is, \$20,000,000 for the eastern section, \$28,500,000 for the central section, and \$33,000,000 for the western. The experience of the last few years should, however, have taught most men in this country that railway estimates on paper are but a very vain reliance. Our experience has been that they have generally been doubled, and, in some cases, more than doubled. Look at the Grand Trunk estimates; look at the Intercolonial estimates; look at the estimates of the Thunder Bay section of the Pacific Railway, and then compare them with results. The fact is, that in our experience, so far, of the Pacific Railway, we have spent many millions with little to show for it, and it is a fact that, both the building and the working of a railway in the fastnesses north of Lake Superior, for 650 miles, are a totally unknown quantity, of which no man can tell the end. In my opinion, the figures given for the estimate of this proposed work are little better than absurd, and it is doubtful if the entire work to the Pacific Ocean can be built for \$150,000,000. Facts of this kind require to be

looked in the face, and by their light the good bargain verbiage on the lips of men who do not think, and who have neither studied nor had opportunity to study this question, is, in the last degree, ridiculous. Some people say that Governments ought to be honest and economical. They may be, in their way, but who does not know how subject they are to change and to party influence, very often moved by speculators and grabbers! Men who have had the most experience in watching the operations of our Government in matters of this kind for the last thirty years, will feel the most relief when the prize of this big interest is put out of the reach of faction fight and the grabbing of contract brokers.

As far as the value of the North-West lands per acre is concerned, it is sincerely to be hoped that they will prove to be worth over five dollars, which is the average price obtained for the railway lands in the Western States; for we may rest assured that all that can be obtained from them will be required. If such increase of value should take place, it would, at the same time, make things more agreeable for the Dominion, with its 75,000,000 acres.

Sir Charles Tupper stated that the exemption from taxation of the steel rails, fish plates, ties, telegraph wire, and some other materials that would be required, and also of the 25,000,000 acres of land made over to the Syndicate, until they should be sold, were simply intended to place it in the same position the Government would have occupied in relation to the construction of this road. That, as a theory, pertaining to values in a bargain, is very well, but exceptional arrangements in relation to Customs duties or taxations, are always doubtful. I don't think the value given is too much, but I would have preferred, if possible, to find some other mode. The point, however, is not worth discussing as a counterpoise in relation to bargain. And to call it an attack on the N. P. is absurd.

There was another point put by Mr. Blake in his speech, and which has been urged with considerable force by the Toronto organ of the Opposition, and that is, that men who have great interest in the Syndicate, who were responsible for the Red River monopoly, and are responsible for the high charges on the railroad between St. Paul and Manitoba, these being twice, and, in some cases, thrice the Grand Trunk charges on similar traffic.

A point in Sir Charles Tupper's speech contained the answer the Government made to this argument. It was, that the Company would have interest in the rapid sale of their lands and the general development of the country as essential to their own prosperity. This is a commercial principle in which the Company have the highest interest, and probably there is no other, certainly no better, guarantee. This is, in fact, a principle which governs most of the objections which have been urged against the contract, apart from those which have relation to the "good bargain." Sir Charles Tupper's speech was, on the whole, a masterly effort, and it has gone far to settle the minds of his followers.

Mr. Blake's speech on Thursday night was one of his most elaborate efforts; but, notwithstanding his undoubted power of words, he was not able to command the attention of the House throughout. After an hour or so the seats began to get empty, and some of the members, including his late leader, Mr. Mackenzie, gave evidence of sleepiness. His speech was very much an echo of the arguments which have appeared in the Toronto Opposition organ, and they contained a great deal of very unworthy insinuations of corruption. If the lands are worth enormously more than estimated by the Government, and if it will cost very little to finish the road, then there is a bad bargain. But is it worth while to spend much time on this kind of argument, in the face of our past experience and the facts plain before us? Even if the value which we give to the Company were at Mr. Blake's highest estimate, \$162,500,000, there would still be very little to say if they gave us the railroad and the settlement of 25,000,000 acres of land. It would cost the Government many millions to settle those acres. In view of what the Company undertake to do in the settlement of lands, it is not an evil, but an advantage, that they should have the best of bargains and a wide margin. Mr. Blake contended there was not sufficient security for the fulfilment of the contract. That might be a consideration; but if the Company get such a splendid bargain as he alleges, they would scarcely want to halt. At the conclusion of his speech, he argued the advisability of communication by the Sault on the south side, through United States territory, rather than north of Lake Superior. But why this, if we can build the whole for \$53,000,000 in cash and 25,000,000 acres of land! And especially in view of such arguments as those of Mr. T. C. Keefer, in a letter to the *Globe*.

The space at my disposal will not permit me to follow the arguments of Mr. Langevin in his speech last night, nor the very personal remarks of Sir Richard Cartwright in reply. He made insinuations of personal corruption, which led to a scene, arising from the bitter retort of Sir Charles Tupper. This style of thing is not discussion of the Pacific Railway question, but it stands greatly in the way of that real elucidation, which is in the best interest of the country.

Sir J. Tilley said, when the adjournment was moved, the Government would announce at the beginning of the week the arrangements for the holidays. This question cannot be ended before they come.

THE PRINCIPAL BUSINESS HOUSES OF MONTREAL.

We are happy to present our readers this week with a double-page supplement, representing the principal business houses of this great metropolis. We invite attention to the engravings, both as specimens of architecture and as indexes of the commercial enterprise of our leading merchants and manufacturers. We subjoin a key to the buildings.

1.—M'LACHLAN BROTHERS & CO.

McLachlan Brothers & Co. are Wholesale Importers of Staple and Fancy Dry Goods, 480 St. Paul, and 297 Commissioners streets.

2.—ROBERTSONS, LINTON & CO.

Robertsons, Linton & Co., Wholesale Importers of British and Foreign Dry Goods, and manufacturer's agents for Canadian tweeds, cottons, &c., corner Lemoine and St. Helen streets.

3.—OTTAWA HOTEL.

Ottawa Hotel, St. James and Notre Dame streets, the principal thoroughfares of the city. A first-class hotel, on the American plan, with elevators and all modern hotel appliances; convenient to the public buildings and objects of interest.

4.—HENRY MORGAN & CO.

Henry Morgan & Co., Colonial House, corner of St. James street and Victoria Square, Importers of Fancy and Staple Dry Goods. This firm is carrying the most extensive stock of carpets, oil-cloths and upholsterer's goods, as well as dry goods, in the Province, and are well-known throughout the Dominion.

5.—BARRY, SMITH & CO.

Barry, Smith & Co., Leather Belting Manufacturers, 594, 596 and 598 St. Joseph street. This is the largest establishment of the kind in Canada, and, through the practical experience and business ability of the managers, the house has attained an enviable position with the trade, their business this year has been almost doubled, and is steadily extending amongst the machinists, engineers, millwrights, cotton mill, woollen mill, saw mill and flour mill proprietors, and manufacturers in general. They were awarded the first prizes at the Dominion Exhibition for leather belting, and belting leather, also a diploma for belting in use driving the machinery in Machinery Hall. It is the only house in Canada making a speciality of turning out almost exclusively short lap belting. Only the best pure bark tanned leather being used.

6.—MILLS & HUTCHISON, AND M. FISHER, SONS & CO.

Mills & Hutchison, Canadian Woollens, Tweeds, Flannels, Hosiery, &c., 186 McGill street. This is the only firm in the Dominion exclusively in the Canadian woollen business.

M. Fisher, Sons & Co., Importers and Manufacturers of Woollens, &c., 184 McGill street.

7.—AMES, HOLDEN & CO.

Ames, Holden & Co., Manufacturers of and Wholesale Dealers in every description of Boots and Shoes, Victoria Square. This firm was established in 1853; their facilities for producing the very best quality of boots and shoes are unsurpassed in the Dominion.

8.—LYMAN SONS & CO.

Lyman, Sons & Co., Manufacturing Chemists and Wholesale Druggists, 352, 354 and 356 St. Paul street.

9.—PATERSON BROTHERS.

Paterson Brothers, Importers of Millinery, Straw Goods, Silks, Velvets, Ribbons and Fancy Dry Goods, 22 St. Helen street, also 58 and 60 Wellington street, Toronto.

10.—S. GREENSHIELDS, SON & CO.

S. Greenshields, Son & Co., 17 Victoria Square, a well-known Wholesale Dry Goods House, one of the largest in the Dominion.

11.—CASSILS, STINSON & CO.

Cassils, Stinson & Co., Importers of Foreign Leathers, Prunellas, and Shoe Findings, also Leather Commission Merchants, 13 and 15 St. Helen street.

12.—TOOKE BROTHERS.

Tooke Brothers, Shirt and Collar Manufacturers, 520 to 530 St. Paul street, manufacturers of all kinds of white and coloured shirts, collars and cuffs; employing upwards of 400 work-people.

13.—EAGLE FOUNDRY.

George Brush, Eagle Foundry and Engine and Boiler Works, 24 to 34 King street, and 43 Queen street, manufacturer of steam engines, steam boilers, hoisting engines, steam pumps, circular saws mills, water wheels, mill gearing, &c.

14.—JOHN MURPHY & CO.

John Murphy & Co., Importers of New and Fashionable Dry Goods, from all the leading markets of the world. The best makes of staples of all kinds in cottons, linens and woollens, unsurpassed for value. Latest novelties in fancy goods; kid gloves and gloves of all kinds a speciality; hosiery and under-clothing for ladies, gentlemen and children. 403 and 405 Notre Dame street.

15.—ALBION HOTEL.

Albion Hotel, Stearns & Murray, proprietors, McGill and St. Paul streets.