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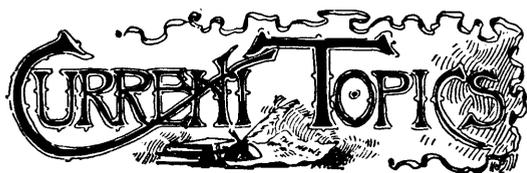
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The following resolution, passed at a meeting of the St. John Board of Trade, on the 5th inst., speaks for itself: Whereas, In a printed circular, entitled, "Terms and Conditions of Steamship Service between Canada and the United Kingdom and France," referred to in an advertisement signed by J. M. Courtenay, Deputy Minister of Finance, and dated Finance Department, Ottawa, 29th May, 1890, the following conditions appear: "The ports in Canada to be Quebec in summer and Halifax or Halifax and St. John in winter, the steamers calling to land and embark mails at Rimouski during the season of navigation, the contractor to have the right after landing the mails to send the steamers on from the terminal ports in England, France and Canada, but the steamers are in no case to call at any foreign port other than the above provided for. The steamers may, after landing at Halifax the passengers, mails and freight for that port proceed to St. John, provided Halifax be the last port of departure for Europe; and, Whereas, such conditions, if agreed to, will prove a great injury, as well as a manifest injustice to the port of St. John; Therefore resolved, That the Board of Trade memorialize the Government of Canada, praying that in the aforesaid terms and conditions the words 'Halifax or Halifax and St. John' be changed to read 'Halifax and St. John,' and also that the word 'shall,' be substituted in such terms and conditions for the word 'may.'" In connection with this resolution, it may not be out of place to direct the attention of our readers to an article in the October number of the *Canada Educational Monthly* on "The Harbour of St. John, N.B." It was written at the request of the editor of that periodical by the Rev. George Bruce, and puts the position of St. John as an Atlantic seaport on a clear and intelligible basis. It is worthy of careful study by all who are interested in the steamship service between Canada and Europe.

In another part of the present issue our readers will find a letter from Mr. J. C. Sutherland, of Richmond, P.Q., in which that gentleman supports the proposal that Canada should have an Association for the Advancement of Science, similar in character and aim to the bodies so named in Great Britain and the United States. The suggestion is certainly worthy of consideration. But would it not be wiser to extend the usefulness of such organizations as already exist in the Dominion? A good many Canadians already belong to one or other of the associations just mentioned. Several of our leading men of science have borne office in both of them. Sir William Dawson has been successively president of the American and of the British Association. The latter has met once, the former more than once, in Canada, and there is no reason why Canadian cities should not be thus honoured in the future as in the past. A new association seems, under the circumstances, hardly called for. But why should not the Royal Society of Canada be made to serve the purpose

that Mr. Sutherland has in view? It is the only learned body in the Dominion that, by the terms of its charter, is bound to include both the great sections of our population. Its aims embrace both science and literature—French and English—as well as history and archaeology, which are common to both languages and occupy the borderland between literature and science. The next meeting of the society is to take place in this city, and preparations for the proceedings have already been initiated. In addressing the meeting called last week for the purpose of making arrangements for the reception and entertainment of the visitors, Sir William Dawson, after explaining the constitution of the society, said that, in addition to its four sections of twenty members each, its work was considerably extended by the affiliation of all the chief scientific and literary societies throughout Canada, so that it might be said to be a kind of representative body of the associations for scientific research or the study of literature all over the Dominion. This, said Sir William Dawson, gave it great importance in Canada. It is not impossible that opportunity may be taken of the Montreal meeting to improve the standing of the society and to make it more comprehensive. Its relations to like learned bodies throughout the Empire and in other countries give it facilities for serving as a centre of intellectual development, whether in the form of literary production or of scientific research, that no other society can claim, and it is to be hoped that the approaching meeting in Montreal will bear good fruit in quickening its life and enlarging its sphere of usefulness.

The information published in the last report of the Société d'Industrie Laitière, the Dairymen's Association of this province, is opportune. The year that has just ended was altogether the most fruitful for this branch of agricultural production and manufacture that either the Dominion or this province has yet seen. The appointment of a commissioner for the whole of Canada was an event of exceptional interest, both as indicating the concern that the Government felt in the efforts that the various private societies had been making to improve the methods of making butter and cheese, and also as marking a stage of progress in the development of the industry. Its growth has been one-sided. When attention was first earnestly directed to the subject at the era when cheese factories began to supersede the old system, butter took the precedence all over the country. Year by year the balance leaned to the other side until the yield of cheese surpassed that of butter, and finally the latter was reduced to but a small fraction of the whole. During this last year an attempt has been made to give effect to the conviction that had been gaining ground among our leading dairymen, that in neglecting the butter side of the industry a great mistake had been made. Cheese monopolising the thoughts and cares of our farmers, butter not only sank in production but materially declined in quality. It is of essential importance just now that everything possible be done to raise the reputation of Canadian butter as high as that of Canadian cheese without, however, falling into the opposite mistake of neglecting the cheese in doing so. Both industries must advance *pari passu*.

An event of some consequence to naturalists and sportsmen is recorded in a paper contributed by Mr. Harry Piers to the Transactions of the Nova Scotia Institute of Natural Science (vol. VII., Part 44, 1889-90), entitled "Notes on Nova Scotia Zoology." This is the shooting of a Virginian deer in November, 1888, by Mr. Fitch, Shubenacadie. The animal, a fine buck, was discovered among the sheep on that gentleman's property. The head was sent to Mr. Andrew Downs, of Halifax, for preservation. "Although the deer," says Mr. Piers, "is met with in New Brunswick, there is no previous mention of it in Nova Scotia." Dr. J. Barnard Gilpin, in a paper on the mammalia of the latter province, also read before the Institute, mentions the Virginian deer as probably frequenting the Cobequid hills, and states that he had personal knowledge of its appearance and capture at Dor-

chester, N.B., near the boundary between the two provinces. The range given to it by Mr. Tyrrell in his Catalogue of the Mammalia of Canada, from which we have so often quoted, assigns as its range in the Dominion South-western New Brunswick, Central Quebec and Ontario. A still more remarkable capture mentioned by Mr. Piers is that of a leather turtle five feet long and weighing 250 pounds, which was found entangled in a mackerel net a few miles from Prospect Harbour, near Halifax, on the 30th of August last year. Mr. William Saul, who made the capture, brought the animal alive to Messrs. Boak & Bennett's wharf at Halifax, where it was placed in a tank and supplied with salt water. The leather turtle is a native of tropical seas and had never before, as far as Mr. Piers could learn, been seen farther north than Massachusetts. "Owing to its powerful fore-paddles," he adds, "this species is much given to wandering, and is sometimes driven by storms far from its native seas to strange and distant lands. In this way it has been found on the shores of England and France, and now on the coast of our own Province." The specimen in question differs in some particulars from that which is described by Mr. T. Bell in his "History of British Reptiles." It is much smaller (Mr. Bell's specimen being eight feet long), but proportionately much broader between the eyes and across the head, while the forepaddles are larger, the tail is longer, and there is a noteworthy distinction in the shape of the hinder paddles, on each of which in the Nova Scotia specimen there is a well defined notch two inches deep on the posterior margin.

The loss of Captain Lindall, late commander of the Vancouver, and commodore of the Dominion line of ocean steamships, to which that vessel belongs, and of his quartermaster, Mr. McLaughlin, has been generally and justly deplored wherever those gentlemen were known. Captain Lindall, who, though Norwegian by birth, was proud to be considered a British seaman, as he was in character and demeanour, was deservedly a favourite with all who knew him, as well in Canada as in his English home. It is a sore bereavement that his afflicted family is called upon to bear, but the universal sympathy which the lamentable disaster has elicited is at least some alleviation for a sorrow so grievous. The first officer, Mr. Walsh, and his assistants, Messrs. Patterson and Davies, conducted themselves with praiseworthy courage and self-confidence all through the trying ordeal in which the calamity left them. Mr. Davies, the third officer, had a narrow escape from death, the bridge on which he was standing when the sea which proved fatal to captain and quartermaster broke over the ship, having been swept away all but a small portion that gave him bare standing-room. The passengers behaved with remarkable patience and coolness under circumstances that tended to test the mental strength both of men and women. They were deeply thankful to Chief Officer Walsh for his kindness and consideration as well as for the efficiency which he displayed in navigating the vessel without the aid of the ordinary instruments. In discharging his duty with such credit and success Mr. Walsh was well supported by his brother officers and the entire ship's company. It is no small solace, under such distressing visitations, to know that our merchant fleets are in the hands of able and humane men. Captain H. C. Williams, of the Oregon, has succeeded Captain Lindall as Commodore.

The improved means of rapid communication between Canada and Australia is expected to have a marked effect on the British Columbia lumber trade. Hitherto it has been absolutely burdened by the slowness of transport between the two groups of colonies—as much as three months, according to the *Victoria Times*, having been no rare allowance of time for the lumber vessels to make the trip. Viewed in the light of modern notions and methods, these slow voyages are antiquated, and must soon be entirely obsolete. The enterprise that enters into manufacturing industries in our day cannot tolerate the snail's pace and uncertainty of those wooden walls that were once so prized both in commerce and war. Lumber, like