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## CANADIAN ILLUSTRATED NEWS.

Montreal, Saturday, Dec. 11th, 1875.

### A CANADIAN CENTENNIAL.

Canadians are doing their utmost to contribute towards the success of the great American Centennial of next year. The Dominion Commission is zealously at work, especially through the activity of its Secretary, and each Province is heartily cooperating through its Advisory Board. This is very well. Both pictorially and editorially we have seconded the movement, and we intend to devote even more attention to it according as the Exhibition progresses. It has been charged that the Philadelphia Fair was initially rather a commercial enterprise, than a patriotic celebration. The thrifty American may have had speculation primarily in view, but the ultimate results of the Exhibition must prove patriotic in that they will throw open the country to the knowledge of the world, and reveal resources which will immeasurably increase the trade of the United States. In all these advantages Canada will largely participate, and we shall be much mistaken if, after the Exhibition, our country does not behold a renewed current of immigration setting in upon its shores.

But while aiding the Americans in the celebration of their historical reminiscences, even for our own behoof, it is singular to witness the almost total oblivion in which we allow our own records to lie. The 31st December 1875 is about to dawn upon us and we seem to have forgotten that it is a great Canadian Centennial. On that memorable day, one hundred years ago, the Americans, by a combined attack, attempted to storm the old stronghold of Quebec. They were heroically and gloriously repulsed by the handful of Carleton's men. Montgomery was killed and Arnold was wounded. It was the disastrous culmination of the American invasion, one of the most critical, momentous and decisive episodes in the history of Canada. By a rapid autumn march the Continental troops had pushed along the Lake Champlain route, occupied Isle-aux-Noix, captured St. Johns, taken Chambly, and forced the garrison of Montreal to surrender. The whole Richelieu peninsula was theirs. They arrested a British fleet of boats at Sorel. They commanded the St. Lawrence at Three Rivers. Arnold, moving up the Kennebec and Chaudière, conquered the Beauce and planted his standard on Point Levi. All the country, with the single exception of Quebec, was in the hands of the enemy. It was only fifteen years from the Conquest, and the French were either apathetic or disaffected. The British element was insignificant in number and powerless in influence. There was not a full British regiment in the Province. If Quebec fell, the country was lost. Quebec stood firm, the storm broke at the foot of Cape Diamond, and Canada was saved, to become, what she is to-day, the brightest jewel in the coronet of Britain. Is not this salient event worthy of commemoration, or at least of public remembrance? No preparations have been made,

and consequently we may not look to a celebration, but our fellow laborers on the press might all unite with us in recalling the facts to their readers. The centenary of the Conquest of 1759 was not kept from an obvious motive of respect to our French fellow-citizens, but we need not fear to offend our American neighbors by celebrating our successful resistance to them in 1775 and 76. They certainly, and very properly, have no such scruples regarding Englishmen, in their own Centennial of next year.

We intend giving further relief to this whole patriotic incident by publishing in the CANADIAN ILLUSTRATED NEWS a great historical novel founded on the American invasion of 1875-76. It will be our Centennial Story. We earnestly call our readers' attention to the same. We shall begin it in the number of the 1st January and it will run on for several months. While the usual emotional elements of romance will form the web of the narrative, the principal events of the time will be introduced as woofs, and thus, in a popular form, the reader will be put in possession of a mass of most interesting historical details.

### EDUCATION IN QUEBEC.

The Protestant population of the Province of Quebec will be gratified to have the earliest possible intimation of the changes that are proposed to be made in the organization of the Education Office. The Bill of the Honorable the Solicitor General has just passed its second reading and its main provisions are as follows. The charge of the Department is to be restored to a Superintendent who will not be a member of the Cabinet, and who will, therefore, remain outside of all political influences. His position will be such that he will be enabled to devote all his time and attention to the proper business of his office. This is a decided advantage which all friends of education must duly appreciate. Under his special supervision will come the establishment or encouragement of art, literary or scientific societies; the establishment of libraries, museums or picture galleries, by such societies, by the government, or by institutions receiving government aid; the support of exhibitions and examinations, and the distribution of diplomas, medals or other marks of distinction, for artistic, literary or scientific labors; the establishment of schools for adults, and the education of laborers and artisans; all which in general relates to the support and encouragement of art, letters and science; and the distribution of the funds placed at his disposal by the legislature, for each of such objects. After the coming into force of the Act, the Roman Catholic portion of the Council of Public Instruction shall be composed of the Bishops, and of an equal number of other Roman Catholics, to be appointed by the Lieutenant Governor in Council. Whenever the number of Roman Catholic members nominated by the Lieutenant Governor in Council shall be augmented by more than seven, the number of the Protestant members of the Council shall be augmented in the same proportion and in the same manner. The Superintendent shall be *ex-officio* president of the Council of Public Instruction. He shall also be *ex-officio* a member of each of the committees thereof, but he shall only be entitled to vote in the committee of the religion to which he belongs. Everything which, within the scope of the functions of the Council of Public Instruction, respects specially the schools and public instruction generally of Roman Catholics, shall be within the exclusive jurisdiction of the Roman Catholic committee of such Council. In the same manner, everything which, within the scope of such functions respects specially the schools, and public instruction generally of Protestants, shall be within the exclusive jurisdiction of the Protestant committee. Each such committee shall have its sittings or meetings separate, and it may fix their period and number, establish its quorum, settle the mode of pro-

cedure at its meetings, appoint a chairman and secretary, and revoke such appointments at pleasure. The chairman of each committee shall have, on all questions, in which the votes are equal, a second or casting vote. Special meetings of each of such committees may be convened by the chairman, or two members of the committee, or by the Superintendent of Public Instruction, by notice given at least eight days in advance. If two or more members of either committee require in writing the Superintendent or chairman of these committees to convene a special meeting of such committee, it shall be the duty of the Superintendent or of the chairman to convene it, in the manner prescribed by the provision preceding. School inspectors, professors, directors and principals of normal schools, and the members of boards of examiners, shall be appointed or removed by the Lieutenant Governor in Council, on the recommendation of the Roman Catholic or Protestant committee of the Council of Public Instruction, according as such appointment or removals respect Roman Catholic schools or Protestant schools.

### OUR PACIFIC RAILWAY.

Pacific Railway affairs have certainly not brightened very much of late, so far as mere appearances have gone; but, for our own part, we do not feel at all inclined to despair in forecasting what the future has in store for us. We believe the heart of the people beats in consonance with the grand enterprise. They see the project as it is—a thing bound up with the future of the Dominion. Without the Railway, what could be the Dominion? A large country certainly—but, surely, as unwieldy an affair to govern as anything a minister under representative and free institutions ever took in hand. A change of season arrives, and we are disintegrated, a puff of winters' icy breath and what were a group of friendly, busy, intercommunicating Provinces, have become a series of communities enjoying something like monastic seclusion. Of course we have our eye upon not only the new Province of the Lakes and British Columbia with its prospective development, but on all the other Provinces soon to be formed out of our magnificent Fertile Belt of the North West. Call these into existence, and contemplate for a moment their winter miseries, all arising from the one overpowering fact of seclusion. Canadians do not fear the cold when armed to contend against it, for they know the health and vigor that come from its bracing advances. The Railway is our chief arm in this case. It is true, no doubt, that the people of the United States are pushing, and seldom let the weeds grow under their feet if they can help it, and it may be argued, having such a people to the south of us, there will always be communication east and west, and that we have only to build a succession of short lines like the prongs of a hay-rake—long enough however, be it observed, in the aggregate,—to be able to avail ourselves of the benefits our neighbours will offer for due consideration paid and rendered. But then we see that this is not the Canadian idea at all. We rightly dread the tolls, the imposts, the inconveniences. We are not greatly in love with the notion of losing our trade and colonization—and that, in bulk, they would go from us, there could not be any doubt. Trade will follow the rail as it invariably does. It will be said that some of these Provinces of our great new territory are not yet in existence. Be it so, but they would soon be seen in existence, if we will build the Railway and sustain, the while, our European and colonizing agencies, while for perseverance in that course the Pacific Through Traffic is quite sufficient warranty. We just now make but a passing reference to this great Pacific Traffic for supplying the marts of Europe, and communicating with China, Japan and Australia. It would simply be immense in volume, and has already become a subject of Imperial consideration. Mr.

MACKENZIE has, in speeches, frequently referred to it and shadowed forth the magnificent results. We know, therefore, what his opinion is. We are not wronging him in saying that at the present moment his policy as to the progress in intervening steps in construction is not fairly before the country. The coming session at Ottawa will no doubt bring developments. We are pleased to see our veteran SIR JOHN A. MACDONALD alive to incipient dangers. We wish he were as fully awake to the enormous risks of his former idea of a "Company" for the ownership of our own—the people's—highway. He will revoke that line of thought, no doubt, if we give him but time for reflection and for fuller sympathy with national and Imperial aspirations, and, if needs be, while retaining Dominion control, substitute the plan of short working leases of the line and rolling-stock only, the country retaining its property in Line and Lands. In fact, it is now pretty clearly seen that we cannot afford to be annihilated by any Land-jobbing and Road-owning Company domiciled all over the world. Hudson's Bay, Prince Edward Island and Nova-Scotia coal fields are neither out of sight nor mind. Monopoly and feudalism, as we know too well, are practical annihilation for a free people. To give up the Railway, in any sense, would be like giving up the Dominion. The Railway we need and must have; as LORD CARNARVON has so clearly discerned—but to allow it to fall, so soon as built, into the hands of a Company that from its very nature and instincts must assume a policy adverse to all our interests and subversive of our very constitution, would be an act of weakness totally unworthy of a free people.

The present state of our politics makes a purely financial question of the Railway expenditure. We like to see a general desire to master the outlines of the country's finance. It is not an unhealthy symptom at all. The Dominion financiers know very well that, in all reasonable outlook, the thing can be done. Those who do not take the trouble to study the elements of it will hold their opinion in suspense. The broad outlines have been given repeatedly in these columns and there is no need to repeat them here. All the sophistry of the opponents of the enterprise cannot make an expenditure which, at the end of fifteen years, and thereafter, will be but 5 per cent on our present revenue, commencing with the outlay of \$80,000, a formidable affair for the Dominion. The style adopted by some who have made reference to the question can be looked upon as nothing better than playing with the uneasy feelings of a time of depression for purposes that are less than patriotic. If our taxation had ever been oppressive, there might be some excuse for complaint. This is not so—and at this very moment almost all classes are crying out for increased duties. We could build the line without increased duties, however desirable for other reasons within the limit of borrowing already assumed. As to the depression of our trade, we fully regard it as soon to be a thing of the past. The heart of the country is sound—and development will progress, if we only let it. Sanguine as we are regarding the future of the enterprise which the country has so well prepared to set afoot, we are not disposed to fret and worry the ministers about details in progress, in the midst of the discouragements of the hour. Only, we say, let us not go back from our engagements as revised in enlarged council with the Empire, if we do not wish, as a people, to take but a tenth-rate place in the grand procession of nations.

They are quarrelling in the Ontario Legislature about the title of the Lieutenant Governor. They object to his being styled His Honor, insisting that he should be called His Excellency. They do things more quietly and neatly in Quebec. Very coolly ignoring the distinction laid down by the British North America Act, they name the Lieutenant Governor His Excellency even in official documents.