

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 Boulevard Street, Fleet Street, E.C.
SOLE AGENTS IN THE UNITED KINGDOM.

24th MAY, 1890.



Mr. Johnston, of Blackrock, Dublin, recently wrote to the Right Hon. Henry Chaplin, President of the British Board of Agriculture, stating that he had discovered a remedy for pleuro-pneumonia, and asking that a certain number of diseased animals should be placed at his disposal for experiment. Mr. Johnston also offered to place his remedy entirely at the service of the Board, in case his tests should prove successful. Mr. Chaplin said that he had given the proposal careful consideration, but that he was constantly in receipt of such applications, without any accompanying evidence of the value of the remedies to which they related. The very fact that a Minister of the Crown should be called upon, without apparently any consultation with experts in such matters, to reply to such proposals shows that in England the new department as yet lacks one essential to complete organization. Not long since Mr. Chaplin was taken to task in the press for dealing in a light, off-hand manner with so grave a subject as tuberculosis in cattle. In Canada, also, the veterinary branch of our Department of Agriculture is still imperfect as to provision for the study of diseases. In the last report of the Minister, Dr. D. McEachran, Chief Inspector of Cattle Quarantines, suggests that an experimental station for the investigation of disease in animals should be established. The interest that the community at large has in this proposal is very clearly set forth by Dr. McEachran.

After calling attention to the insufficiency of the opportunities actually at the disposal of the Government inspectors for careful experimentation and research, he thus continues: "The communicability of many animal diseases to the human family is now more than guessed at; yet, so far as Canada is concerned, no provision has yet been made for the investigation and exposition of such matters of the greatest importance to public health." He then refers to the report of Dr. Johnson, of the McGill University Pathological Laboratory, in which, after describing his visit to M. Pasteur's Institute at Paris, that gentleman draws up a scheme for such an experimental station, and indicates the character of the services that it would render to the Government and public. Chief among these would be the investigation of contagious diseases and their communicability to man, the training of quarantine officers for their important duties and original researches. The cost of building and equipping such a station would, he computes, be \$31,000; the annual outlay, \$2,500.

The return of special permits for the importation

of intoxicating liquors into the North-West Territories during the year 1889 shows the following totals: Whiskey, 9,485½ gallons; brandy, 1,080; gin, 454½; rum, 224½; alcohol, 416; in all, 11,660½ gallons of spirituous liquors. Besides this quantity there were imported of wine 1,422 gallons; of beer, 25,527; of porter, 571; and of beer imported for sale, limited to 4 per cent of alcohol, 112,448½. There were also sold on the dining cars of the Canadian Pacific Railway (under wine and beer permit, dated July 30, 1886,) from January 25 to December 25, 1889, 164¾ gallons of wine, and 2,607 gallons of beer.

In 1837 there were in Canada sixteen miles of railway. Ten years later this figure had increased to fifty-nine. In another decade it had grown to 1,995. In 1869 we find this length of railway extended to 2,497, which ten years later had become 6,484, and last year this had been prolonged to a total mileage of 12,628. In 1842 the number of passengers was 27,041, which in twenty-five years increased to 2,920,000. In the same interval the freight carried had increased from 7,716 to 2,260,000 tons. Less than a quarter century later the passengers had multiplied to 12,151,105, and the freight to 17,928,626 tons. In 1842 the earnings of Canadian railways amounted to \$13,650, and the working expenses to \$19,744. In 1889 the earnings had attained the figure of \$42,249,615, and the working expenses were \$31,038,045. The miles of track laid are 13,325; sidings, 1,577; iron rails in main line, 786; steel rails, 12,539. The capital paid (including Government bonuses, loans and subscriptions to shares, and municipal aid), amounts to \$760,576,446. The number of elevators is 28. The number of guarded level crossings is 122; of unguarded, 7,913; of overhead bridges, 368; of engines, owned, 1,718; hired, 43; of sleeper and parlour cars, owned, 88; hired, 17; of first-class cars, owned, 763; hired, 32; of second-class and immigrant cars, owned, 564; hired, 17; of baggage, mail and express cars, owned, 484; hired, 33; of cattle and box cars, owned, 27,442; hired, 3,583; of platform cars, owned, 13,599; hired, 326; of coal and dump cars, owned, 3,235. The amount of Government and municipal loans, etc., promised to railways completed or under construction is \$184,802,087.52.

The return of fatal accidents in connection with Canadian railways during the year ending June 30, 1889, furnishes ample warning against the practices of getting on or off trains, while in motion and of walking on the track. Of the total number killed (210), more than half the victims (108) met their deaths through one or other of these causes. The list is as follows: Falling from cars or engine, 30; getting on or off trains in motion, 18; while at work making up trains, 5; coupling cars, 8; collisions and derailments, 41; striking bridges, 2; walking or remaining on track, 90; other causes, 16. Of the entire number 37 were passengers; 89 employees; 84 neither employees nor passengers. Besides the 210 killed, there were 875 injured.

Lieut.-Governor Royal's report concerning the administration of the North-West Territories for the year 1889 bears emphatic witness to the satisfactory condition of the portion of Canada under his jurisdiction. "Peace, order and contentment," he says, "seem to reign supreme at the present day in these vast possessions; criminal offences

are few in number, and the laws are everywhere cheerfully obeyed." Referring to the visit of the Governor-General to the Territories, he says that it "has afforded the people a happy opportunity of assuring the representative of Her Majesty of their strong sense of loyalty to the British Crown and their deep attachment to the laws and free institutions of Canada." The progress of education has been satisfactory. There are now in operation 164 schools, attended by 4,574 children, taught by a staff of 183 properly qualified teachers. The year 1888 showed an increase of 20 schools, with 240 children; last year, of 33 schools and 1,121 pupils. The ordinance for the establishment of superior schools has been put in force, and there are union schools, with provision for the training of teachers, at Regina and Calgary. According to the regulations, the standard of instruction in these schools is as high as that of like institutions in Eastern Canada. The principal of every high school must be a graduate of some Imperial university. The Normal School session extends from the first Monday in November to the last Friday in March. The Board of Education has also been taking steps towards securing a grant of land for a university, and, though the Minister of the Interior, to whom a resolution on the subject was referred, deemed the consideration of such a question premature, has respectfully urged the advisability of selecting land for the purpose against the time when the Districts should be erected into provinces. Otherwise, the Government is reminded, when that time arrives, no lands may be available, or the lands available may be of comparatively little value.

Professor F. H. Geffcken, in the course of an article in the *Fortnightly Review* on "North American Fisheries Disputes," touching incidentally on annexation as a solution of the problem at issue between our neighbours and ourselves, pronounces it chimerical for four reasons. The first is that such a surrender would be a serious blow to the prestige and to the interests of Great Britain. The plea that Canada is of no advantage to England he dismisses as baseless—our great transcontinental line being the Empire's shortest highway (and on its own ground) to the East. The railway is, therefore, a powerful link between the Mother Country and Canada, both from a commercial and a military point of view, and to part with such a possession would be wretched statesmanship. As to us Canadians, Prof. Geffcken, considering us, French and English, as a whole, does not see what benefit we should gain by bartering all the advantages that we now enjoy for the doubtful boon of being split up into States and made partakers in a party strife to which we are aliens. We should be simply swamped and all the advantage would go to the majority. This argument is doubly strong where the French-Canadians are concerned. Their rights would all be forfeited; they would be swallowed up like their kinsmen of Louisiana. The fourth reason is one not often heard, at least on this side of the line. It is, that the addition of half a continent would disorganize the whole internal policy of the United States. For these reasons he thinks annexation impolitic and improbable. At the same time he counsels England, however desirous to conciliate the United States, not to sacrifice Canada's interests either in the Atlantic or the Pacific. Of the justice of Canada's claims he has no doubt whatever.