

of the contract are approved of, the Vancouver portion of the line should form a part of the scheme, as agreed to by Mr. Mackenzie's Government, under what is known as the Lord Carnarvon arrangement.

On Wednesday, Mr. McCarthy again introduced his Bill constituting a Board of Railway Commissioners for Canada, the Commissioners having power to regulate all traffic disputes between railway companies, corporations and municipalities, and to have transferred to them the powers now possessed by the Railway Committee of the Privy Council.

Some debate took place on a motion of Mr. Wheeler, for copies of Orders-in-Council and departmental regulations since March, 1879, for the grinding of wheat in bond. The argument he used drew from Mr. Bowell the observation, that that gentleman's conversion to the National Policy was a gratification. Mr. Mills replied, the present bonding regulations were not in keeping with the spirit of the National Policy. The point of Mr. Wheeler's complaint was that millers could import wheat, and keep it, if they liked, twelve months in their mills, only paying the duty when they sold the flour. As far as regards the protection of the Revenue, Mr. Bowell said the millers could only evade the Order-in-Council by perjurying themselves.

There were remarks on several other motions for returns, after which the motion of Mr. White of Cardwell for correspondence and figures relating to the alleged exodus at Sarnia was reached. This member is known to have taken a special interest in this subject, and his remarks were spirited. He stated that Mr. Mills had quoted statistics which he had guaranteed as reliable, showing that 94,000 persons had left Canada and settled in the United States since January, 1880. He characterized the statement as impossible and absurd in itself, as under such an exodus, the country would soon be depopulated. Sir Richard Cartwright followed and gave as his opinion, that the figures quoted by Mr. Mills, were only too true, and expressed his faith in the reliability of American statistics. He moved in amendment, that the returns include the exodus since 1870. To this, Mr. White replied, he had no objection, except that it would be impossible to get the return this session, and he thought the figures should be immediately obtained in view of the statement which had been hazarded forth that 94,000 persons left Canada last year.

After some further discussion, the Minister of Agriculture rose and stated that investigations had been made and figures gathered by his Department from responsible railway officers, which showed that the claim by the U. S. Collector of Customs at Port Huron was grossly absurd and impossible. He read some statistics showing that while there was a claim made at Port Huron for 94,375 emigrants from Canada, the total number of passengers from all points of Europe, the Eastern States and Canada, to all Western points including Manitoba, was only 53,627; while those going from West to East at the same point numbered 45,676; making only the comparatively small difference of 7,951. But the next figures he read had relation to the total number of passengers who had purchased tickets in Canada to all points West in 1880. These amounted to 30,626. On the other hand, the total passengers from the Western States to Canada were 24,739 leaving a difference of only 5,887. Mr. Pope then added that if the emigrants who had consular certificates and those who went by the Sarnia branch of the Great Western were added deducting from the whole, a moderate estimate for the emigrants to Manitoba at this point, the net result of the emigration from Canada to the Western States at Port Huron would only amount to 6,705. Mr. Pope further said he had proof that there had been no counting of numbers by the Port Huron Customs Officers, and that the large figures which had been claimed were simply fabrications. He was asked the authority for his figures, and he answered the responsible officers of the railways. He denounced the unpatriotic attempts which had been made to create political capital out of false statements of this kind, and stated that when in England he had everywhere felt greatly injurious effects from this. The hour of six o'clock prevented further discussion, but people said that was the end of the exodus bubble.

After the recess Mr. Mills resumed the debate on the railway resolutions. He made a most elaborate speech which was remarkable for the ability he is known to possess, but I find it impossible to admit his premises, and therefore his eloquence does not convince. He contended the question should be submitted to the people, but the Parliament and not the people under our system is the tribune to decide questions of this kind, and this question has, in fact, been in every shape, continuously before the people since 1873. Mr. Mills and all his party seem to think that it is not necessary to build any other part of this road at present, but the Prairie Section, the contention being that the road through the British Columbia mountains and around the north shore of Lake Superior should be indefinitely postponed, and the Road by St. Louis, Marie along the west shore of Lake Superior through the United States, would be sufficient for all our purposes of communication for some years to come. This branch may answer a certain purpose, and may succeed in diverting a great deal of trade to Montreal and the St. Lawrence, which would otherwise go by way of Chicago and New York. But in the face of the fact, that we are offered a through road for 53 million dollars in cash and a grant of 25,000,000 acres of land worth nothing without the rail-

way and which the Government would actually now give for nothing to settlers, and pay in addition, many millions to get them settled, it is certainly not surprising that when orators such as Mr. Mills and Mr. Blake appear before meetings of their own calling with such arguments as they have to use, they should nowhere be able to carry even their own meetings in their favour, but find them everywhere divided. This fact speaks volumes for the discernment and sound common sense of the people. The prosperity that must flow from the introduction of many millions into the country and the consequent influx of population, is also a factor that must be kept fully in view in considering this question. We must also remember that if we are ever to be a nation, and as such develop the magnificent heritage of the North-West, as large as the whole of Europe, we must have a Canadian approach to it. There is besides the certain prospect of very large development of mineral wealth from the opening up of the British Columbia and Lake Superior sections. The enhancement of our own lands will also soon recoup the fifty-three millions to be paid, to say nothing of the fixed stream of revenue that must flow into the Dominion Treasury from the settlement of our immense North-West. It is amazing in the face of such considerations, that a party pledged to build this Railway, should palter about giving \$53,000,000 in cash for it.

Mr. McCallum replied to Mr. Mills, speaking at some length and with a good deal of ability. Mr. Coursol moved the adjournment, and therefore had the floor for Friday. He spoke in French, and his speech was a closely sustained effort of one hour. It was very attentively listened to, and in part constituted a feature of the debate. He showed that what many called St. Lawrence or Lower Canadian interests were fully cared for in the arrangement.

OUR ILLUSTRATIONS.

**THE NEW SHIP RAILROAD.**—We give on our front page an illustration of Capt. Ead's project for carrying vessels across the Isthmus of Panama, which it seems probable will be in operation before M. de Lesseps' scheme can possibly reach completion. Capt. Ead contemplates the reduction of the distance by making use of the river and lagoons, and expects thus to make a railroad of 100 miles in length suffice for the 145 miles across the isthmus at Tehuantepec. He has succeeded in obtaining substantial assistance from the Government of Mexico, and expects to be able to obtain pecuniary aid from the States sufficient to undertake the work immediately. The scheme, with the exception of the scientific details, speaks for itself through the illustrations. The ocean vessels arriving at the point of departure of the railroad, will be raised, cargo and all, by hydraulic means and deposited on a suitably constructed platform on rails, which will be towed by locomotives to the terminus on the other side of the Isthmus where the huge bulk will be once more consigned to the waves. We have had trains carried across the water, but it will be a turning of the tables with a vengeance, when we can cross a continent without leaving the cabin of our ocean steamer.

**ACCIDENT AT INDIAN CREEK, N.C.**—The terrible accident which took place recently on the North Carolina Central is illustrated in our pages this week. The trestle at Indian Creek is 55 feet high at the spot where the accident occurred and 150 feet long—the track passing over nearly half a mile of waste land at that point. The train which was composed of two passenger coaches, three box cars, and one combination coach was passing slowly over the ravine when Engineer Hall heard a cracking in his rear. He slowed up his engine and almost immediately, with a sudden crash the entire train, with the exception of the engine and tender, plunged through the bridge and fell in a shattered heap 55 feet below. To add to the horrors of the terrible fall, the stoves in the cars were burst open and the wreck took fire, four persons being actually roasted in their prison before help could arrive, and two more dying shortly after from their injuries. A more horrible drama has hardly been enacted since the wreck of the Irish Mail at Abergele.

**TOROGANNING ACCIDENT ON BREHAUT'S HILL.**—This unfortunate occurrence, which very nearly terminated fatally to one of the parties, occurred last week on the spot outside the western city limits known as Brehaut's Hill. A large number of people were coasting and tobogganing, and among the number two young men named Patrick Gay, son of a well-known notary public, and Mr. Fraser. They were upon a very steep and dangerous place, which required expert steering. Losing control of their frail craft, it deviated from the intended course and hurled them against a neighbouring fence like a shot from a catapult, smashing the toboggan to atoms and crushing the occupants into the debris of the fence. All was consternation among the coasters, and a number of gentlemen came hurriedly to the rescue. Gay was terribly cut, bleeding from severe wounds in the head, while his throat was badly gashed with a splinter of the toboggan. No one could ascertain his name, and being asked of what religion he was, Gay made the sign of the cross and a priest was sent for, so certain were the bystanders that he would die on the spot. Fraser in the meantime had been picked up with serious internal injuries, and carried away for death. We

are glad to be able to state that both the gentlemen are now completely out of danger.

**CARIBOO HUNTING IN CANADA.**—Our artist has faithfully depicted this week the excitements of a sport which in many respects is certainly our own. The deer stalkers of the Highlands of Scotland and the hunters of Germany pursue their game under such very different circumstances of climate and position, that a comparison only serves to point a distinction. The dry heather and open ground on which the Scotch deer are found are as widely opposed as possible to the deep snow and dense forest through which the Canadian huntsman pursues his game. And camping out in deep snow, many miles from a human habitation contrasts strangely with the pony cart and its rival attractions of ladies and luncheon, and the evening drive home to a well-furnished country house, the common accessories of Highland sport.

**THE ICE RAILWAY ACCIDENT.**—We have endeavoured to give our readers as clear an idea as possible of this accident, which occurred last week on the newly-laid railroad at a short distance from Longueuil. It seems that at first, in order to test the safety of the track, a large number of cars were drawn by horses about half-way across the river, from which place the donkey engine conveyed them to the Hochelaga shore. In this manner eight cars were brought over, after which the engine returned for a second tow of seventeen cars, which had not been brought quite as far from the Longueuil side of the river. They were also safely landed on the other side. Growing venturesome, the third lot of cars were left a very short distance from Longueuil, to which place the engine was en route, when the fireman left the upper side of the track sinking. He at once called out, "jump for your life!" and sprang from the engine, landing safely on the ice. The driver, Mr. W. Beatty, of Point St. Charles, made his escape at the same time, but so frightened was he that he does not yet recollect how he effected it. He only knows that he found himself on the ice, which was partly covered with water. By the time he collected his senses the engine had entirely disappeared, and nought was to be seen but the rushing and bubbling of the water and the broken timbers scattered about. The accident did not long interfere with the business of the RR, as the track was shifted, and a detour made, passing 150 feet from the spot where the accident occurred, and traffic was immediately resumed on the new line. As we go to press the work of extricating the engine from its watery bed has been commenced, and will probably be successfully completed ere this number is read.

**FANCY BALL COSTUMES.**—It is still holiday time with many of our young friends, and fancy balls, whether in the rink or the drawing-room, are a matter of serious consideration to many a belle not yet in her teens. It is often so difficult to select a costume for these occasions that we have given a page of the views to help the little ones to select their dresses. The next page, too, may be said to be theirs, for in the scraps there collected are many charming little bits of child-life by Miss Kate Greenway and R. Caldecott, whose facile pencils have given us more pleasure than usual this Christmas in their many charming representations of the little folk.

REVIEW AND CRITICISM.

Mr. Braybrooke Bayley's last waltz the "Isobel," a copy of which lies on the table before us, shows a marked improvement in style and composition on the previous work of this clever young composer. Inasmuch as the arrangement is slightly more difficult than some of his earlier productions, we question whether it may meet with as large a sale as the "Belle Canadienne," but musicians will gladly welcome the very marked improvement in the harmonizing and modulations of the present number. We predict for Mr. Bayley, if he will continue to work as he has evidently been doing of late, no small measure of success in higher branches of music than he has yet attempted.

Mr. Geo. Barber, of Niagara Falls, sends us some most exquisite stereoscopic views of the truly beautiful winter scenery at the Falls. Some of these views will form the subject of an illustration in our next number.

THE SCOT IN NEW FRANCE.

**THE SCOT IN NEW FRANCE**, an inaugural address read before the Literary and Historical Society of Quebec, on the 29th November, 1880, by J. M. Lemoine, Esq., President of the Society, &c., &c.

If Mr. Lemoine has not added another "Maple Leaf" to those he has already gathered, he has deftly interwoven the rugged emblem of Scotland with that of his native land. But who could more fittingly be the historian of the Scot in Canada, than he who has preserved from oblivion so many traditions of Quebec, and in whose veins flows commingled the blood of the intrepid Macpherson, and of the chivalrous Lemoynes de Longueuil. So varied are the facts, so numerous the allusions, our author has crowded into the narrow compass of a lecture, that the reviewer is puzzled to find any single passage more deserving of reproduction than another. He tells us of the Chevalier Johnstone's romantic adventures; of the captivity and escape of Major Stobo, and of his return to point out the road by which his former prison might be successfully attacked. We are

told of the first capture of Quebec by Louis Kirke in 1629, and of his brothers Louis, David, William and Thomas. Unfortunately we know little of the exploits of these gentlemen. Although a descendant of one of them has recently written an account of the first English conquest of Quebec, we are entitled to more information with regard to the Kirkes at the hands of Mr. Lemoine than perhaps he is aware of. There was a certain Pierre Esprit Hayet Ravisson, who was married, it is said, to a daughter of Sir David Kirke. This worthy, with his brother-in-law, Medard Thomas Des Grozellers, had changed allegiance more than once in the contest going on between the English and French for the sterile coasts of Hudson Bay. In 1684 fortune seems to have been favourable to the English, for Des Grozellers and Ravisson were on that side. They captured Fort Nelson, making the garrison prisoners and appropriating all the furs and stores. The prisoners, among whom was the nephew of Ravisson, and the booty were despatched to London; but Mr. Ravisson either remained at the Bay or returned there in 1685. In the spring of 1686 de Froye and d'Iberville, two of Lemoine de Longueuil's sons, the latter of whom has been called the "Jean Bart Canadien," started for the Bay with the ostensible object of bringing the traitor Ravisson to justice. They exhibited in this expedition all the endurance for which the Canadian "voyageurs" were so famous, and performed great feats of valor. They took Fort St. Jacques, St. Louis and Ste. Anne. Fortunately for Sir David Kirke's son-in-law he was not an inhabitant of either of these forts, and he disappears from Canadian annals without the glory of the tragical termination to his career which Pierre Lemoine had doubtless prepared for him.

The fight for Hudson Bay is not without interest, and we can assure Mr. Lemoine that he will find "Maple leaves" worth culling in these frigid regions. These researches are eminently useful. The recital of heroic adventure keeps up and develops the martial spirit of a nation without which all advancement is impossible or worse than useless. The first lesson a people has to learn by heart is to fight and to endure. These qualities are the best guarantees of peace.

Mr. Lemoine has not forgotten to mention that the foundation stone of the monument to Wolfe and Montcalm was laid by Lord Dalhousie who was of the same name and lineage as the last Commandant of Quebec under the French regime. It is perhaps one of the most interesting incidents of our comparatively past history this raising a monument in commemoration of the contending chiefs who perished almost at the same instant. History presents no parallel to the extraordinary coincidences of the 13th Sept., 1759. On one of the most picturesque spots of the new world, France and England met for the last fight in their great struggle for dominion in North America. The leaders of the two armies had many points of resemblance. Both were well-born and both were young, although already distinguished in arms, and both were brave almost to the verge of rashness. Each knew the peril to which he was exposed, and the responsibility that weighed upon him. To Wolfe there was "only a choice of difficulties," while Montcalm had only to choose between a pitched battle and an inglorious surrender. Montcalm has been exposed to much blame for having come out of the town to meet Wolfe. Is this deserved? When it is a question of the great game of war retrospective wisdom is wonderfully abundant. But the factors with which a commander has to deal are not always taken into account. We all know now that when Montcalm went forth to meet Wolfe he was too late to drive the enemy down the cliff. We are equally certain that if he had remained within the walls he would not have been defeated on the Plains. But what would have been the result? With a numerous fleet blocking up all the approaches to the place by water, with an overwhelming force about to entrench itself so as to cut off all communication with the west, where was Montcalm to look for supplies or even provisions? He had but one outlet, and that was the perilous communications of a bridge of boats across the St. Charles. It should also be borne in mind that he was menaced on the Beauport side, and although he had repulsed one attack on the heights between the mouth of the St. Charles and the Falls, six weeks before, it does not follow that he would have been equally successful when the Plains were in the hands of an enemy. Who then will venture to say that Montcalm was not justified in risking a general engagement? The only reproach to which he seems open is that of not having been sufficiently vigilant in guarding the heights to the west of Quebec. It is evident he ought to have protected the cliffs between the town and Cap Rouge, as he did those of the Cote Beauport, if he had the means to do so, which seems probable. But these military reflections have beguiled us from our subject. Let us hope that the simple obelisk, raised to celebrate the fame of these heroes, pointing to Canadian skies, may indicate the rise of a great nation, destined to influence largely the progress and civilization of the new world, and who will look back with a common pride on the names of Wolfe and Montcalm.

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