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NOTICE.

To prevent mistakes we may inform our readers that if they desire indexes of the two preceding volumes they will receive them on making application at this office.

TEMPERATURE,

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

THE WEEK ENDING

April 18th, 1880.			Corresponding week, 1879.		
Max.	Min.	Mean.	Max.	Min.	Mean.
Mon.. 34°	14°	24°	Mon.. 46°	30°	38°
Tues. 42°	28°	35°	Tues. 48°	28°	38°
Wed.. 41°	28°	34°	Wed. 40°	26°	33°
Thur. 58°	27°	42°	Thur.. 47°	32°	39°
Fri.. 57°	30°	43°	Fri.. 49°	35°	42°
Sat... 45°	35°	40°	Sat... 48°	32°	40°
Sun... 53°	33°	43°	Sun... 48°	33°	40°

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CANADIAN ILLUSTRATED NEWS.

Montreal, Saturday, April 24, 1880.

THE WEEK.

We are glad to learn that there is no truth in the rumour of a strike for higher fees among the pilots of the Lower St. Lawrence. At a time when a combined movement is being made to reduce the cost of transportation by water and to render Montreal practically a free port, it would be exceedingly awkward if so necessary a class as our pilots should take it into their heads to put obstacles in the way. Rather should they heartily combine with our Harbour Commissioners in increasing the facilities of navigation, the result of which would benefit none more directly than themselves.

We have published in the two last numbers of the News, and we reproduce in the present issue, reduced copies of a number of the paintings which figured at the first Exhibition of the Canadian Academy of Arts, at Ottawa. Most of the same pictures are being at present exhibited at the Art Gallery of this city. Anybody who wishes to convince himself of the progress and promise of art in our midst should not fail to visit this exhibition. It makes one feel proud of his country to witness such abundant variety and general excellence. We shall endeavour in our next to give a review of the exhibition.

We publish to-day the sketch of a plan to tunnelize the St. Lawrence between Hochelaga and Longueuil. We do this rather as a matter of information and of curiosity than through any faith in its feasibility. Two rival companies have given notice of their intention to apply for a charter, and before their claims are fully laid before the public, it would be premature to pronounce definitively upon the subject; but we rather think that the scheme will require a more profound investigation before it is attempted. The engineering aspect of the case is simple enough. It is the financial prospect that is a matter of scepticism.

THERE has been a curious compensation of nature in the Newfoundland seal fisheries this season. The spring fleet has

failed in its usual harvest, having passed the seals on its way northward. But, to make up for this, all along the shore, we are told that seals have been taken by the people in thousands, a fact never occurring before. It is computed that from Bonavista to Cape Race 80,000 seals have been taken in this way. The advantages are many to the takers. In the steamers, the men get one-third of the gross valuation of the seals; in the other case, they get all. These seals being valued at from \$2 to \$2.50 a piece, the total foots up a handsome sum, which flows directly into the island.

THERE is reason for wonder that no steps are being taken—at least, so far as we are aware—to secure for Canada a portion of the unprecedented emigration which is taking place from Germany. The Western States are seemingly getting it all. During one week of the present month five thousand eight hundred persons left Bremen for England and America, being driven away by Bismarck's new army bill. Our experience of German emigration has been eminently favourable, as the prosperous settlements in central and western Ontario amply prove. No better class of colonists could be desired—industrious, thrifty, honest, and law-abiding. There are, besides, many skilled workmen among the present emigrants.

THERE is no use disguising the fact that the Province of Quebec is in desperate straits. The deficiencies in the exchequer are far greater than was anticipated. The government are making heroic efforts to meet the situation, but so far, we fear, with indifferent success. The last attempt is said to be a mission to France, confided to the able hands of Mr. Wurtele, M.P.P. for Yamaska, who sailed on Saturday with the double purpose of establishing a Credit Foncier here, and of enlisting the sympathies of French capitalists in behalf of the Province. Who knows? There might be something in that. There is plenty of capital in Paris waiting for investment, and old France might be persuaded to lend a helping hand to La Nouvelle France.

THE *Mail* has scored one. Referring to the famous printing contract at Ottawa, upon which it had animadverted in language of just severity, it lays down the programme which it purposes following in future: "No man shall do the country a wrong, or outrage public opinion, and receive the shelter of these columns, because he happens to be a Conservative; and this applies not only to the rank and file of the party, but to all its members, from the Ministers of the Crown, individually and collectively, down to the humblest voter who supports them." We rather like this. It has the true ring. The temptations of public life are so great, that even the highest official needs watching, and it is pre-eminently the function of the press to exercise unsparingly this sacred duty of criticism.

THE presidential campaign in the United States is narrowing down to fierce personal issues. The Democrats are comparatively quiescent, awaiting the action of the Republican convention at Chicago, which meets some three weeks before their own at Cincinnati. The three leading Republican candidates are Grant, Blaine and Sherman, with the chances nearly all in favour of the former. It does not require much gift of prophecy to forecast the result. It is three to one that Grant will be nominated. If nominated, it is morally certain that he will be elected. There will be outcries, of course, and loud protestations against the "Third Term;" but a few weeks before the election, the old war-spirit will be evoked, and will sweep off all opposition as a hurricane. Grant will be elected, not on his former presidential record, but as the "saviour of the Union" and the conqueror of the South. It is no use saying that this is a morbid issue. Men are men.

Of all the changes which the recent elections in the United Kingdom will entail, there is, perhaps, none so admirably fitting as the appointment of Lord Dufferin to the Lord-Lieutenancy of Ireland, as foreshadowed in the latest despatches. In the first place, on general principles, no better man could be chosen, as all will admit who have critically followed his Canadian career. He seems to have special qualities for that rather complex species of administration. In the second place, he is an Irishman, and it is only right that, in the new order of things, Mr. GLADSTONE—whom we assume as the future Prime Minister—should inaugurate the sensible policy of placing an Irishman to represent his Sovereign at the Castle. Englishmen have long enjoyed the monopoly of this office and it would be a gracious change to give an Irishman a chance. We presume that Lord Dufferin can now be spared from St. Petersburg, having fulfilled his delicate duties there to the satisfaction of all parties. It is a further advantage that the noble earl is in no sense a Home Ruler, a circumstance that should give additional weight to his impartiality.

We apprehend that one of the chief outcomes of the recent elections in Britain will be a large and speedy share of political relief for Ireland. It is true that the Liberals are quite independent of the Home Rule vote, and could brave it, even if—which is improbable, and, perhaps, impossible—it were backed by the solid Conservative phalanx. But our conviction is that they have no disposition to brave it. It must be remembered that a large portion of the Home Rulers are Liberals in disguise, even among the Parnellites, and that they will exercise a powerful influence on Liberal councils. We believe that a beginning will at once be made by appointing one Irishman to the Lord-Lieutenancy, and another to the Secretaryship of Ireland. This alone would bind the whole of Ireland to the Liberal party for the time being. We next expect the extension of the Ulster land laws to all parts of the Island, which would be an immense step in advance. We are further of opinion that something approaching to household suffrage will be granted, in which case the boast of Mr. PARNELL will prove no idle one, that the Liberal-Home Rule party will thenceforth carry every constituency in the country. And, what is more, we shall be mistaken if public opinion at home and abroad does not sustain the Liberal Government in these measures of justice to Ireland.

THE SEAT OF GOVERNMENT.

PACIFIC RAILWAY DEBATE—COST OF THE WORKS—MR. BLAKE'S RESOLUTION—THE CHIEF ENGINEER—BANKING CURRENCY RESOLUTIONS—DECEASED WIFE'S SISTER'S BILL.

(From Our Special Correspondent.)

OTTAWA, April 17th, 1880.—The great event of this week has been the topic foreshadowed in my last letter, viz., the opening of the debate on the Pacific Railway. It is not only the great question for the Parliament and people of the Dominion of Canada, but it is not exaggeration to say that it is one which in its bearings affects modern civilization itself, in that its relations are so intimate with the peopling of those vast, or, as they have been called, "almost illimitable" areas, which are comprised in the North-West Territory of Canada. All the parties seem to have gathered up their forces for the issue. It was understood that the debate would commence on Thursday afternoon, and never in any times of excitement were the galleries of the House more crowded, the great interest of the question having also brought Her Royal Highness the Princess Louise, who, with her suite, was accommodated with a seat on the floor. Sir Charles Tupper, as Minister of Railways, opened the debate, and he came well to his work, being evidently prepared to be up, if possible, "to the height of his great argument" in such presence and with such surroundings. There is no man in the House who possesses greater powers of speech than Sir Charles, and this time he showed at his best. It is impossible within the limits of my letter to give you even a *resumé* of this speech; but I may say that he established, first, that the Government of Mr. Mackenzie made itself responsible for a much more

expensive Pacific Railway policy than that of the present Government, and that, therefore, the present Government had reason to expect and count upon support instead of opposition from those men. He showed the points to which Mr. Blake had taken exception to the policy of his friends when in power, and also how largely he was responsible for that policy. The Minister next pointed out the cost and progress of the different sections of this great national work, and he showed with convincing clearness, following the arguments of his leader on the Government land policy, a few nights ago, that the sale of lands would prove to be sufficient to defray the cost of construction apart from the large population that would immediately settle in the vast fertile areas of the North-West, whose contributions to the treasury would enrich the Dominion, while their numbers would add to its power. He made a very pointed reference to the article of the *Toronto Globe* to which I referred last week, saying that although that paper had, from a party standpoint, vituperated him for years, yet he could say with truth, that that patriotic article atoned for all. It was pleasant, he added, to find the force of patriotism rising superior to the contests of party. The speech was a sustained and powerful argument, lasting for several hours and he was most loudly applauded at its close.

Sir Charles Tupper stated that he would not move the resolutions he had to propose, until after Mr. Blake had had an opportunity of presenting his to the House. The cost of the several sections was stated by the Minister to be as follows:

Thunder Bay to Selkirk, 406 miles.....	\$17,000,000
Selkirk to Jasper Valley, 1,000 miles.....	13,000,000
Jasper Valley to Kamloops, 335 miles.....	15,000,000
Kamloops to Yale, 115 miles.....	10,000,000
Yale to Port Moody, 90 miles.....	5,000,000

Making a total of \$60,000,000 from Lake Superior to the Pacific Ocean. The cost of surveys has been \$3,119,000, and of the Pembina Branch \$1,750,000, bringing the amount up to \$64,869,000. The road from Lake Superior to Nipissing would probably cost from \$20,000,000 to \$24,000,000 more, but this may be deferred for some years, unless the increase of the grain trade renders it necessary to proceed with it. As bearing on this amount of cost I may say that the sales of railway lands in the United States, during the last seven years, have amounted to a sum of between \$60,000,000 and \$70,000,000, and the average price at which the lands have sold has been over five dollars an acre. A fact of this kind sets at rest any question as to whether the Canadian lands will build the Canadian Pacific Railway.

Mr. Blake's speech was, in my opinion, unworthy of his reputation, and it seems to me that his studies have rather been of a legal nature than those pertaining to the facts connected with the resources of our North-West. Even the greatest minds cannot take in everything, so this need not be a special reproach, except in so far as he has assumed to deal with matters he has not fully apprehended. But apart from this I find two points of special reproach. One was the lightness with which he treated the faith of Canada pledged by the Government of Mr. Mackenzie to Lord Carnarvon after that pledge had become *un fait accompli*, and the other, the saying, "If British Columbia is not satisfied, let her go." If Mr. Blake is impartially tried by these two tests, he will be found to be wanting in the qualifications necessary for the leadership of a party in the State. As respects British Columbia it is certainly cruelly trifling with great interests to say that she should be allowed to go, rather than that \$2,000,000 a year for a few years should be spent in railway construction within her borders, after the faith of the Dominion has been most solemnly pledged, and especially in view of the economic ground that that expenditure, in the mineral development it will cause, will bring in direct returns to a much larger amount. The argument of the *Toronto* paper to which I referred last week is wisdom and patriotism compared with this. The whole of this exhibition, moreover, is perfectly futile, in the face of a well-known, good understanding in the House on this question.

On Friday, Mr. Blake again took up his tale, and evidently wearied himself by attempting to make a great oration. It is impossible to deny that he possesses in an eminent degree the gift of eloquent words. But I know of no gift so calculated to lead a man away from the conclusions of careful thought, based upon careful examination of facts. Take a specimen. Mr. Blake said that the United States Government had only realized sixteen and a half millions of dollars from the sale of their public lands in eleven years; and he asked how in the face of this we could expect to realize thirty-eight millions of dollars as contended by the First Minister in a similar period? Is it possible that Mr. Blake could be unaware of the fact that the United States Government had given nearly two hundred millions of acres to companies to build long railway lines—Pacific Railways among others—and that within the last seven years, as I stated, in reference to Thursday's debate, between sixty and seventy millions of dollars in cash had been received from the sale of those lands within a period of about seven years? The Government of Canada offer far larger areas of better lands for the specific purpose of building the Canadian road, and Mr. Blake will find that millions will settle on them, and millions of dollars flow from them, long after his words will have gone into the nothing.