



APPROACH OF A STORM, BY C. RAUPP.—There is evidently no time to be lost. We see enough of the sky to know that it is in no vain premonition that those white wings are circling overhead. That black cloud will soon burst forth in fury. The very water has an ominous, troubled look. Away off at the verge of the horizon the rain has already begun to fall. But the quaint old boat is in good hands. The aged matron has weathered storms before and the strong and graceful girl is no novice in boatacraft. The little one is placidly patient, having the same faith in her elders that pussy (an old sailor, too, apparently) reposes in her. She knows that her pet does not like the water, and so she had made a waterproof of her pinafore. It is a fine picture, on the details of which much might be said. The three figures, with the suggested impression of strong effort in two of them, of calm expectancy in the third, the sense of motion in boat and birds, and of impending wrath in the black heavens, all justify the title and our admiration.

OPENING OF NAVIGATION, MONTREAL.—In an article which he wrote in connection with the last winter carnival, Mr. S. E. Dawson took pains to impress upon his readers—especially those of them who were attracted from a distance to what they had been led to regard as Montreal's main attraction—that the commercial metropolis of the Dominion was a summer city as well as a winter city. The truth is that, since the carnival "boom" began (and it has certainly been a successful boom) attention has been somewhat too exclusively directed to the brumal features of life in Canada. It is certainly well that our neighbours in all parts of the world should be made aware that a climate which they had been taught to look upon with dread is, on actual acquaintance, by no means formidable, but, on the contrary, a source of health and manifold pleasure. At the same time, it is equally desirable that they should know that it is not in winter alone that Montreal and Quebec are interesting to the stranger in search of new scenes and sensations. Apart from its historic associations, which surpass in interest those of most new world centres, and match some of those which are household words beyond the Atlantic, Montreal is a mighty mart of commerce, an *entrepôt* for the trade of two hemispheres, and in its industrial activity stands among the great cities of the world. For the last five years the imports of Montreal have averaged from \$40,000,000 to \$45,000,000; its exports, from \$25,000,000 to \$30,000,000. Though over 500 miles from the ocean, it owes its marked importance as a port to its fine position at the head of ship navigation on the grand St. Lawrence, and as the starting point of a chain of inland waters, which already penetrate to Port Arthur on the northwest of Lake Superior, as well as to Duluth on the same lake, Chicago on Lake Michigan, and a number of other centres of trade and transportation. With a comparatively small outlay, indeed, by means of canalization, this giant chain of waterways might be made to permeate the whole continent to the Rocky Mountains, the Arctic Ocean and Hudson's Bay. One of the schemes that were broached in the years before our trans-continental line of railway took definite shape was just such a utilization of the water courses that nature has placed at our disposal. The story of Montreal's development from the little fort of 1642, on the site of the present Custom House, with the successive improvements that have brought the harbour to its present perfection, would fill a volume. Old views show that even at a comparatively recent date it was entirely destitute of wharf accommodation, and now that accommodation, though once deemed ample provision for all our needs, is considered insufficient for the requirements of our growing trade. The quays are built of solid limestone, and uniting with the cut-stone wharves of the Lachine canal, they present for two miles a display of masonry that has few parallels in the old world or the new. A few years ago a succession of disastrous floods made it imperatively necessary that some safeguard should be devised. Out of the multitude of counsellors arose the unsightly dyke, from which, we hope, by the march of invention or a climate taught to relent, we may ere long be delivered. Our engraving presents a spectacle with which Montrealers are familiar. It shows craft of all kinds awakened from their winter slumber or diverted from their winter pathways, to seek once more the hospitality of Montreal. It is a picture of hope, of life, of enterprise. There are few harbours that exhibit more intense and diverse energy than that of Montreal during the seven months of open water.

THE CATTLE MARKET, TORONTO.—This engraving calls for little remark. It gives a glimpse of an industry which has of late taken extremely large proportions throughout the Dominion, and which, by the opening of our great ranching areas, is destined to expand still more hereafter. The Toronto cattle market is situated in the western end of the city, covering an area of about two acres, a space thoroughly inadequate for the amount of trade which is done there. Toronto is a great centre for exportation, which is carried on largely, and the market is not large enough to receive all the cattle consigned to it yearly. Trainloads of cows, sheep, etc., have to be sent through to Montreal or Buffalo. An energetic movement has been on foot to effect the sale of the present premises and to buy a new lot and erect new buildings, but no steps have as yet

been taken to complete the movement. One of the greatest advantages to be derived from new premises would be the erection of slaughter houses, where beef, etc., sold for domestic purposes, would be inspected by duly appointed inspectors; it would also do away with the danger of driving cattle through the streets to private slaughter-houses. Beyond a doubt the large local and foreign distribution of cattle which takes place yearly, and which is steadily increasing, will necessitate some fresh arrangements in the near future. Our engraving will give some idea of the general appearance of the market. Perhaps a glance at the past in connection with Toronto's share in the growth of the cattle trade may be of interest to our readers. By a proclamation in the *Gazette* of November 3, 1803, Governor Hunter appointed a weekly market for the town of York and set apart a place in which it should be held. It began with the usual "Know all men," and went on to signify that he, the said Peter Hunter, Esq., by and with the advice of the Executive Council of the Province, had "ordained, erected, established and appointed" a public open market, "for the purpose of exposing for sale cattle, sheep, poultry and other provisions, goods and merchandise." The sinking of a well for a public pump was one of the events of the year 1823. Open air auctions took place occasionally in the neighbourhood of the institution. The pillory and stocks were also to be seen from time to time in the market square. In 1804 a woman was sentenced by Chief Justice Allcock to stand in them for two hours on two successive market days. The offence of which she was convicted was the somewhat vague one of "being a nuisance." Now-a-days nuisances are not so easily disposed of. Personal liberty is more considered by the present generation than it was by our forefathers. From the opening of Governor Hunter's market to the erection and laying out of the buildings and grounds of the Industrial Exhibition some ten years ago the progress of Toronto in the cattle trade, as in other phases of business, was sure and steady. To antiquarians the memorial of the old fort, or trading post, a relic of the French régime, consisting of a cairn erected at the suggestion of the Rev. Dr. Scadding, will not be the least interesting feature of the Exhibition grounds.

MAJOR JAMES PETERS, "C" BATTERY, R.C.A.—Our regular army, though smaller than most permanent military forces, contains a larger proportion of officers and men who have been on the battlefield than, perhaps, any army in the world. And of those who have thus distinguished themselves our Regiment of Canadian Artillery comprises its full share. Of the three batteries of which it is composed "A" Battery is stationed at Kingston, under command of Lieut.-Col. Irwin; "B" Battery is at Quebec, and is under command of Lieut.-Col. Montzambert, while "C" Battery is stationed at Victoria, B.C., in charge of Lieut.-Colonel Holmes, with Major James Peters as next in command. The strength of these corps is 150, 160 and 100, respectively. "C" Battery was formed, in part, out of quotas furnished by Batteries "A" and "B," which are, therefore, under their usual strength. The new battery promises to equal in efficiency its older sisters in the service. Major Peters, whose portrait we present to our readers in the present number, though still in the prime of life and vigour, is a veteran by military service. He obtained his lieutenancy as long ago as July 10, 1874; he was gazetted as captain, May 6, 1878, and received his majority on the 6th of October, 1887. His part in the campaign against the Northwest Rebellion of 1885 was most honourable. His name is repeatedly mentioned in the official despatches of the commander-in-chief. "Captain Peters," wrote General (now Sir F.) Middleton, with reference to the movements of April 24, 1885, "with great pluck and dash led the dismounted men of 'A' Battery, supported by a party of the 90th, under Captain Rutan, and gallantly attempted to dislodge them, but they were so well covered and were able to bring such a heavy fire on the party advancing without being seen, killing three men, two artillerymen and one of the 90th (the body of one artilleryman was afterwards found within eight or ten yards of their pits) that I resolved to leave them, contenting myself with extending more of the 90th in front to watch them and sending some shells into the bluff now and then." Again, of what took place on the 9th of May, General Middleton wrote: "During this time Captain Peters, of 'A' Battery, had endeavored to drive the enemy out of the pits from whence had come the fire which had caused me to retire the guns, with a portion of the Garrison Artillery of 'A' Battery School, but the fire was too hot and they had to retire, leaving a wounded man behind." Again of the skirmish of May 15: "Capt. Peters as usual is well to the front, covering the guns with the dismounted portion of 'A' Battery. It will thus be seen that Major Peters is every inch a soldier, as well as a mighty hunter of Rocky Mountain goats. For his exploits in that line we refer our readers to the capital series of views, engraved from his own photographs.

HON. SIR D. L. MACPHERSON, K.C.M.G., P.C.—The gentleman whose portrait we present on another page is well known throughout the Dominion. In Toronto, Ottawa, Montreal, Quebec, as well as the cities farther east and farther west, Sir David L. Macpherson has, at various stages in his career, been a familiar figure. Born in Scotland in 1818, of a family not unrepresented in Scottish annals, he received his education at the Royal Academy of Inverness. In 1835 he came to Canada to try his fortune and soon began to take an interest in public affairs. In 1864 he offered himself as a candidate for the representation of the Saugeen division and was elected. He continued to sit in the old Canadian Parliament until 1867, when he was called by royal proclamation to the Senate. He was then known as

a man of great wealth and prominently connected with enterprises of national importance, and his reputation in business and social circles was of the highest. It was he who formed and became president of the Inter-oceanic Railway Company, incorporated for the construction of a line across the continent. The terms of the company were not, however, accepted by the Government, and the great line was built under other auspices. In association with Colonel Gzowski, or rather the firm which bears his name, Sir D. L. Macpherson has constructed some important works, comprising several railways. On subjects of finance and other public questions Sir David's opinion has always been highly prized by those who knew him. In 1868 he was appointed arbitrator for Ontario for the division and adjustment of the debts, credits, liabilities and properties of Upper and Lower Canada. He has held the important position of president of the Montreal Board of Trade. He has also been president of St. Andrew's Society, Toronto. He is a director of the Molson's Bank, of the Western Canada Permanent Loan and Savings Company, of the Guarantee Company of North America. As a writer on financial and commercial questions Sir David Macpherson has few superiors. In 1869 he published a monograph on Banking and Currency, and between 1877 and 1882, dealt searchingly with the same and other questions of interest in a number of brochures which had considerable influence on the enlightened public mind. In February, 1880, Mr. Macpherson was appointed Speaker of the Senate and member of the Executive Council, though without portfolio, a position which in October, 1883, he exchanged for that of Minister of the Interior and Superintendent of Indian Affairs. In 1884 he was admitted, as Knight Commander, to the distinguished Order of St. Michael and St. George. In 1885, on the reorganization of the Cabinet, Sir D. L. Macpherson resigned his portfolio and was succeeded by the late Hon. Thomas White. Sir D. L. Macpherson married in June, 1844, Miss Elizabeth Sarah, eldest daughter of the late William Molson, Esq., of Montreal, and grand-daughter of the Hon. John Molson, who had been member of the Executive Council of Lower Canada and president of the Bank of Montreal. In appearance Sir David is of commanding stature and of impressive presence. One of his daughters is married to Mr. R. R. Dobell, of Quebec; another to the Hon. George Kirkpatrick, late Speaker of the House of Commons.

"IN THE WOODS," BY BLISS BAKER (ANGUS COLLECTION).—In this issue our readers will find, on another page, the last, but not the least noteworthy, of the paintings of Mr. Angus's admirable gift. For his woodland scene the artist has chosen a natural glade caused by the action of water which has left its impress in more ways than one. The pools of the streamlet, which, though now virtually motionless, gives evidence of wild life in its past career, have afforded the artist an opportunity of bringing out a wealth of beauty in the reflected trees, while with those placid mirrors the hazy veil that dims the background is at once in contrast and harmony. The stones also are full of suggestion. Though so simple in subject, the picture has no lack of artistic variety and abounds in points of interest. It is an artist's picture, perhaps, rather than one that seeks popular applause, but its merits are beyond question.

LAKE ST. JOSEPH AND BIG OTTER CREEK.—One of our pages in this issue is devoted to some charming views of scenery on Lake St. Joseph and Big Otter Creek, in the vicinity of Tilsonburg. Our readers will bear in mind that the lovely little pond which bears the name of St. Joseph is to be distinguished from Lake St. Joseph, which is one of the principal features of the Muskoka water system. In the DOMINION ILLUSTRATED for March 23, it may be recalled, we gave some views of the same delightful neighbourhood, with a brief biographic sketch of the local magnate, the late Joseph Van Norman, Esq., in whose honour, as a benefactor of Tilsonburg, the miniature Como received its present appellation. Formerly it had been named Tilson's Pond, but the 90th birthday of Mr. Van Norman having been commemorated by the visit of a party, in which he was the chief figure, on the tiny steamer "Baby Guy," to the scene of beauty, it was re-christened Lake St. Joseph, and as such has since been known. The pictures which we have the pleasure of presenting to our readers to-day furnish fresh justification for the pride taken by the residents of the district in its natural charm. In two of them our interest is shared with groups of holiday-makers—one of them showing the front of a private residence with a party of tennis-loving ladies, sitting or standing in picturesque attitudes. Another is an aquatic scene, and gives a fine idea of the capabilities of the place for boating, as well as some delicate harmonizing of wood and water and atmosphere. In the other two our attention is concentrated on nature's loveliness. The scene, "Around the Bend, Lake St. Joseph," is one for a poet to gaze enraptured on, while the glimpse of "Big Otter Creek," with its wooded banks, is charged with dreamy suggestiveness. Such scenes deepen our devotion to the land that we call our own—"this Canada of ours."

HUNTING THE ROCKY MOUNTAIN GOAT.—Our readers who are sportsmen will not be slow to appreciate the situation and enter into the spirit of the scenes depicted in the group of illustrations under this heading. In this case the artist can say with truth, as the Trojan hero said to the enamored queen of Carthage,

"Quorum pars magna fui,"

for Major Peters, to whose camera we are indebted for these vivid glimpses of a scenery and a life which must remain aloof from the personal experience of most of us, was also the Nimrod of the mountains. The portrait which we have