

The CANADIAN ILLUSTRATED NEWS is published by THE BURLAND-DESBARATS LITHOGRAPHIC AND PUBLISHING COMPANY on the following conditions:—\$4.00 per annum in advance, \$4.50 if not paid strictly in advance, \$3.00 for clergymen, school-teachers and postmasters in advance.

All remittances and business communications to be addressed to G. B. BURLAND, General Manager.

All literary correspondence, contributions, &c., to be addressed to the Editor.

When an answer is required stamps for return postage must be enclosed.

City subscribers are requested to report at once to this office, either personally or by postal card, any irregularity in the delivery of their papers.

NOTICE.

The Burland-Desbarats Lithographic Company have removed to the magnificent six story building erected for them by G. B. Burland, Esq., at Nos. 3, 5, 7, 9 Bleury, near the corner of Craig, where they will carry on all their different branches of business and publish the CANADIAN ILLUSTRATED NEWS, L'OPINION PUBLIQUE and the MECHANICS' MAGAZINE.

CANADIAN ILLUSTRATED NEWS.

Montreal Saturday, 4th March, 1876.

THE SESSION.

Considering the very great strength of the Ministerial majority, the first week was one of singular excitement; and no less than two caucuses have been held—one by the Ministerialists, and one by the Opposition. The Ministerial was first held, and the decision which it unanimously arrived at was that Mr. HUNTINGTON should not resign his office of Post Master General, which he felt himself called upon to do, in consequence of the unanimous disapproval by the House of Commons of his speech at Argenteuil, urging the alliance of English speaking Protestants with French Liberals, and condemning the influence of Ultramontanes as inimical to liberty. Mr. HOLTON, who was his unrelenting accuser in the House of Commons, declared himself, it is reported, to be satisfied with the decision of the caucus in view of the expressions of opinion that had taken place.

It is impossible not to see in these circumstances both trouble and cause of weakness for the Ministerial side. And this is probably the reason which induced the Opposition also to hold a caucus. It was not, however, we are informed, very numerously attended, not more than sixty members being present. The resolution arrived was not to divide the House on party grounds, at present; than which nothing could be more prudent. There is scarcely anything more to be deprecated than mere factious divisions.

The Address itself was passed, as a matter of course, in both Houses. And the country may be felicitated on the policy manifested by this, when we remember the old fights on the Address.

The measures introduced during the week are not important. Mr. BLAKE has two; one for collecting criminal statistics, and one for amending the law as respects common carriers. The Budget, which was early promised, was postponed for a little while, in order to enable Ministers more thoroughly to collect the real feeling of the country on the vital question of the Tariff.

We have already announced that there was no deficit in the accounts of the last fiscal year, as was reported, the Revenue being \$24,648,715; the Expenditure \$23,713,071. There is continued falling off in the Revenue for the current year. But the Ministry will meet this to a great extent by retrenchment; so that very serious tariff changes would not be necessary for the public service; whatever changes may be made from policy, to meet the depression.

On this subject there was a debate on Mr. MILL's motion for a committee to enquire into its causes. But very little was added to the stock of public information. That the country has lived somewhat beyond its means and has been called to a reckoning is undoubted; and it is undoubted there is a very strong feeling

that Canadian industry must be better fostered.

The first days of a session are never very fertile in business. But we are beginning to get a fire of notices of motion. It is understood that this will be one of the tactics of the Opposition. Being too weak in numbers to fight in the division lists, they will ask for all sorts of information in a shape that cannot be refused, but yet to be as damaging as possible.

A petition to the Queen by the Legislature of British Columbia has been laid before Parliament, condemning in the strongest terms the action and conduct of the Canadian Government in the matter of the Pacific Railway. The petition charges breach of faith in the broadest possible terms; and it may be added in the most excited manner. Some notice will have to be taken of this. It is, therefore, better not to anticipate.

Among the announcements for the benefit of Parliament, although not yet made directly to it, is the information that the Government will not continue this year the contract for the Dawson Route; and the country will be glad to learn this for the work has never been satisfactorily performed. Unless the route is kept open, however, it may injuriously, for emigrants, affect the rates to Manitoba via Moorehead and the Red River.

IMMIGRATION AND COLONIZATION.

The Immigration and Colonization Committee met last Monday.

Mr. LOWE was heard before the Committee in reference to the immigration business of the past year. He stated that the total number of emigrants reported last year amounted to 20,140, against 6,937 the previous year. The total number that passed through Canada was 9,211, against 4,000 the year before. The great majority of the emigrants were agricultural laborers, and there was still a demand in excess of the supply. All this class found employment at good wages. 8,139 emigrants were reported as having made entries at the Custom Houses along the frontier, bringing with them a large amount of settlers' goods.

During the year, 3,258 Mennonites joined their brethren in Manitoba, and, despite the hard times, they were well satisfied with their location.

An Icelandic colony, consisting of eighty families, had been formed in Manitoba on the west shore of Lake Winnipeg. This colony also were reported as doing well.

In reply to Mr. POPE, he stated that the principal monetary assistance was afforded to agricultural laborers, and he considered that there would be very little emigration of this class without the assistance of the Government.

The total sum expended for immigration during the year was as follows:—At Quebec, \$40,800; this included the cost of transportation, two-thirds of which would be refunded by the Provinces; Montreal Agency, \$13,000; Sherbrooke, \$11,000; Ottawa, \$3,000; Kings, \$1,800; Hamilton, \$2,900; Halifax, \$1,700; St. John, \$1,700; Miramichi, \$1,100; North-West Agencies, \$3,500; Mennonite transportation, \$36,000; Mennonite loans, \$84,000; European Agencies, \$19,000. Total, \$206,000, and the number of emigrants, 20,140; 9,014 entered their goods through the United States customs houses.

In answer to a question he said that there had been no special arrangements with the Government of British Columbia further than the Dominion Government had contributed a number of pamphlets referring to British Columbia.

Miss Macpherson brought out 234 children; Mr. Middlemore 78; the children's home at London 43; Miss Fletcher 12, and small numbers were assisted by various other institutions and private individuals. He stated that they had a very favorable arrangement with the United States railways west of Lake Superior last year, by which emigrants were taken to Manitoba at a very favorable rate. Negotiations were pending for a renewal of the

same rates, but no conclusion had as yet been arrived at.

The Icelandic Colony received a special aid of \$5,000, given them in the form of an advance, upon the guarantee of the Hudson Bay Company. An Icelandic colony had also been established at Halifax, and were reported in a flourishing condition.

THE LATE RAILWAY ACCIDENT IN ENGLAND.

There are some afflictions of mankind which, while they call for our strongest commiseration, are very difficult to contemplate with patience, because plainly the result of what can only be termed systematic recklessness on a great scale. Of such is the frightful accident on the Great Northern Railway of England at Abbot's Ripton, of which we have lately received the detailed accounts. For the full particulars we may refer our readers to the clear and pictorial descriptions of our London Illustrated contemporary. The collision was a double one. The coal train from Peterboro' for London of 33 waggons and brake van drawn by a large 6 wheeled engine was 18 minutes late in starting. The snow storm was at its height. No fear of danger was entertained, because the Great Northern line is worked by signals upon the absolute block system—but, behold, on how slight a thread depended all these human lives. The guard of the coal train had seen the earlier signals declaring all clear; but he did not observe the Abbot's Ripton signal, apparently from the snow obscuring the windows of the brake van, which he kept clearing. Finding his driver slacking speed, however, he brought the train up 12 or 13 yards over the points. Being then directed to shunt into the siding, he proceeded to do so, and had shunted 27 waggons, when the Scotch express for London dashed into the coal train. The Scotch express engine was driven on its broadside by the collision, dragging with it the tender, directly across the down line of rails. The down line was then thought to have been blocked. Not so. The Leeds down express, with a powerful engine and 12 carriages, came rushing along in the storm and into the prostrated up express which it trampled and cut to pieces. In the two collisions 13 lives were lost, and many injured. Now, we have to look for general rather than particular causes in such a case as this. That should be clear, by this time, to the public mind. Englishmen are in the habit of boasting that they are not easily deterred from any course dictated by propriety and common sense by any merely material considerations. They like to think that their great power is always wielded on the side of good. They do not doubt that intelligence with money can overcome all human difficulties, while they know they have a great deal of both, and they have a general belief almost amounting to conviction, that, in the great view, and so far as known, they are doing everything for the best. Now it seems to us there is hardly any highly civilized country where a high coordination, such as is rendered necessary by immense organizations, is less considered or valued; and without coordination we cannot have security. As a people, they are in love with secondary laws, some of them hammered out in a cruder state of society; laws of commerce—laws of speed—laws of convenience—and even laws of habit;—and by habit they have come calmly to watch the portentous yearly increase in the forces these laws are applied to; while a true coordination grasping all the contingencies that minds can recognize is scarcely dreamt of. Thus, speed has come to be increased from year to year, merely because the progress of invention of the perfection of machines has enabled them to increase it, while the people have always loved to travel fast. "Mineral" or trade trains and passenger trains have continued to be muddled up together, because the habit has grown into a law. The fining down of the interval of time between the trains has found a law

of working convenience to justify it. Human vigilance has been strained up to the point at which it snaps, as in the present most lamentable instance, because the law of profits has seemed to demand a crowding of traffic and a general pushing and forcing of the energies of subordinate helps. And here once again we see the result of it all in one of the most horrible accidents in its elements, if not the greatest in its numbers, that have taken place in railway times. No broad calculation of chances, even such as would be entered on in estimates of Insurance liabilities, has formed a part of this history. All risks had been estimated upon the minor or technical basis alone, and these separately perfected according to such unsympathetic human idea, but collectively chaotic forces are left to obstruct or battle with one another until the great mischief is finally accomplished and the fair fame of a great nation for adaptation and common sense is trailed once more in the dust. If we look at this matter intelligently we shall find that the want of sympathy is much nearer the root of all the trouble than the want of knowledge, and the leading press might make this very plain we believe. When the misgovernment of the East India Company had culminated in a national calamity, a great change was effected. We cannot avoid wondering what will be done about the railways.

Two suggestions are thrown out as from the debris of this national misery. The one is to separate entirely from one another, as so rich and ingenious a nation can and ought to do, the more important streams of passenger and goods traffic; the other is to try, some single instance at least, the simple experiment of Elastic or Buffer Cars, either one or two for a train, obtaining all the elasticity comprised in the best spring work to the full extent afforded in the length of a Railway Car, a contrivance which would unquestionably mitigate the force of accident in collision to an immense extent, while it could not of course be promised that it would avoid it altogether. Will the great human interest concerned, Imperial and Cosmopolitan as it is in its traffic relations, submit to any modification of its practice in accordance with the suggestions of reason? Or are reasonable conclusions always to continue unsustained by the State? The British nation gave the world its Railways. It has ever since that era, over 40 years ago, been studiously developing what may be called the toy-shop qualities of its great invention—but in the solid element of human safety it now would seem to be lagging behind both America and the Continent of Europe. The real good-heartedness of the English people has never yet found scope in the field of safety. There are sickly notions as governing influences that Lord DERBY has forgotten to include in his catalogue of popular weaknesses. The refinements and even the good sense of the literary life are for once more too unpractical. There is a great evil here that should be grappled with. The popular voice will support the men in high places, when they begin to take it in hand. The theory, if we can call it such, of the railway corporations has been that speed should always be promoted and increased and that dividends should be made as great as possible, all other claims having to bend to these imperious requirements. We are bold to say that that is not the way a Constitutional Government would be suffered to conduct a Railway—but Railway Companies, as we too sadly know, are not constitutional. If they were, there would be a proper check upon them.

INDIAN TRIBES OF QUEBEC.

We have already given some information respecting the Indians of the Dominion. We now give the following further particulars respecting those in the Province of Quebec:

The number of the Caughnawaga Indians is given as 1,557, but 82 of these are half-breeds. The area of land is 30,000 acres, the number of buildings,