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WANTED,

A first-class Canvasser and Collector, speaking both languages. Liberal inducements offered at our offices, 5 and 7 Bleury Street, to an energetic man. None but those who have experience, and the best references need apply.

TEMPERATURE,

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

THE WEEK ENDING			Corresponding week, 1879				
Aug. 7th, 1880.	Max.	Min.	Mean.	Max.	Min.	Mean.	
Mon..	89°	70°	79° 5'	Mon..	90°	70°	80°
Tues..	84°	70°	77°	Tues..	87°	73°	80°
Wed..	72°	60°	66°	Wed..	85°	73°	79°
Thur..	78°	58°	68°	Thur..	82°	68°	75°
Fri..	73°	64°	68° 5'	Fri..	83°	63°	73°
Sat..	75°	62°	68° 5'	Sat..	78°	63°	70° 5'
Sun..	80°	65°	72° 5'	Sun..	75°	52°	64°

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CANADIAN ILLUSTRATED NEWS.

Montreal, Saturday, August 14, 1880.

MISSION OF MINISTERS.

The country was one day startled by an excited announcement of the leading Opposition organ in Toronto, based, it is true, upon somewhat curious statements put forth by its city Ministerial contemporary, that the Ministers in England had failed in their mission. But men's minds the next day were calmed by an authorized contradiction from the leading Ministerial organ in this city. There has not, in fact, been sufficient time to afford room for definite announcements of either success or failure; and it curiously happened that the columns of the paper which contained the jeremiad were the very next morning furnished with a special despatch, by cable, from its London correspondent, to the effect that Sir JOHN MACDONALD was to stay for yet another month in London. The inference from this is that success rather than failure may be expected.

These columns have been strictly preserved from the advocacy of any party interests, under any Government whatever, and, therefore, we may the more freely refer to discussions on this question, having for object to promote party success, which are in the last degree damaging to the best interests of Canada. It seems almost elementary to state that the Government of this country, whatever party may for the time be in power, is charged with the interests of the whole Dominion, and, in the absence of any evidence, to broadly insinuate that the men charged with the duty of administration are actuated by the most grossly corrupt motives, is not calculated to make this country respectable in the eyes of people abroad, or even in those of its own people. Such tactics are, therefore, damaging to the public credit.

As to the references to what is called the "Pacific Scandal," whatever may be said of that, it has never been pretended that Sir JOHN MACDONALD personally profited by it; and it is certain that he left office a very poor man, in the face of the fact that if he had been a dishonest one he had great opportunity to enrich himself, while, on the other hand, it is certain that the glimpse afforded of the election tactics of the opposite party by

the publication of what is known as the "Big Push" letter, exposed proceedings which were quite as gross and immoral as any ever charged in connection with the Pacific Scandal. We do not think, then, that the average virtue of one party is greater than that of another, and the affection that it is, by leaders and oracles, while they turn up the whites of their eyes in attestation of their purity, only exposes them to the more disgusting charge of hypocrisy.

We were glad to notice that the leading Opposition organ in this city had the manliness to proclaim its belief that the undertaking of the Pacific Railway by a public Company was to be desired in the best interests of the country. We have already shown that the talk about the "fastening of land monopolies," and of "locking up vast tracts of land," to the exclusion of settlement, will not bear the touch of criticism, in the face of the fact that such Companies in the Western United States have proved to be the most successful colonizers which the world has ever seen. They can, and do, operate with far more efficiency, and they look after their business better and more continuously than is possible for any party and changeable Government. Not only their profits, but their very existence depends upon success, therefore, their commercial instincts lead them to adopt the methods which will be successful, while they are free from such disgraceful and damaging attacks as those to which we are now referring, and which, whatever may be the faults of our neighbours across the frontier, one does not see in their newspapers.

CANADIAN IMMIGRATION.

We publish a cartoon to-day relative to immigration from Europe to Canada. This has been a favourite subject of ours since the opening of navigation, under the impression, which is every day more forcibly brought home to us, that no subject can possibly be of more direct interest to the future welfare of the country. Of what possible use can our Pacific Railway and our other public works prove to be unless we have an increment of population to profit by them? And whence do we expect to get that increment except from foreign immigration? Natural reproduction, however luxuriant in the French parishes of Quebec, cannot supply the want of the country in this respect.

What makes the subject more interesting is the fact of the extraordinary influx of immigrants into the United States from early spring to the present time. As we have had already occasion to state, the American bureau calculates upon a total of 500,000 during the present season, which is an immense figure, surpassing anything that has preceded it. We have no means of knowing from anything like official sources, what our proportion of such an exodus may be, although we have declared that we should be perfectly content with an increase of 30,000. One solitary paper, Ministerial in tone, but, perhaps, not Ministerial in inspiration, has put the figures down as high as 50,000 to 60,000. That were a consummation devoutly to be wished for. Of course it is an exaggeration, but, perhaps, the Department, through its well-known accredited organs, might give us a gleam of information in this respect, just as the Finance and Customs and Inland Revenue Departments do, through the *Canada Gazette* every month. The former knowledge is just as important and interesting as the latter.

On our front page will be found a sketch representing the allegorical figure of Canada welcoming a number of immigrants, who have come to stay in the different Provinces of the Dominion, instead of passing onward, as has been so often the case, into the United States. Within the past ten days no less than three steamers have arrived, laden with immigrants, and the most of them, if we are to believe the despatches, had shipped for Canada, especially the North-West, and

were making direct route in that direction. This is very encouraging, indeed, and we may hope that the example thus set will be steadily followed. If English farmers, who are unable to maintain themselves and families at home, will only look to their own interests, they will avail themselves of the advantages which the Dominion Government gives them for emigration. In this western world, which is only a few days' sail from "home," they will find British laws, British institutions, British customs, and, over and above, free homestead rights, equality in all relations, and the widest career open to talent, thought, and enterprise, unhampered by any details of rank and station. There are no limits to the capabilities of this immigration scheme, and we trust the Ottawa authorities will be equal to the occasion.

THE PRINCESS LOUISE EMBANKMENT AT QUEBEC.

On the 29th July, Her Royal Highness the Princess Louise having been pleased to consent to the immense pier or embankment at Quebec being named after her, proceeded to lay the tablet stone before her departure for England. The preparations were upon an elaborate scale. A very handsome dais, with a canopy, surmounted by a crown, was erected upon the embankment; streamers of flags of all nations, with the royal ensign as the central flag, were tastefully draped from above the canopy; in front, a floating scow platform was fastened to the pier, which was carpeted, and stairs draped with red bunting and carpet, led to the pier itself. Invitations had been issued very generally to citizens and to American guests who happened to be at the hotels, who embarked on steamers at the Grand Trunk wharf at half-past nine o'clock. The Montreal Harbour Commissioners' steamer, the *John Young*, was used for the Harbour Commissioners and their more specially invited guests, among whom were Messrs. Andrew Robertson, (Chairman,) Hulon and Rolland, with Mr. Whitney, Secretary, representing the Harbour Trust, and Messrs. F. W. Henshaw, (President,) and John Kerry, J. Boivin and Thomas White, M.P., representing the Board of Trade of Montreal. A large number of citizens of Quebec were on board, including his Lordship Bishop Williams, Col. Forsyth, Messrs. Owen Murphy, R. R. Dobell, Porteous, of the Bank of Montreal; Brousseau, Mayor of Quebec; Patton, White, Macpherson, &c., &c., with their ladies. The guard of honour was furnished by A Battery, whose band was also present. The *John Young* left the Grand Trunk wharf at half-past nine, landing her passengers on the new pier, the splendid solid masonry of which was the theme of general remark and admiration. At a little after ten the *Druid* approached with His Excellency the Governor-General, H.R.H. the Princess Louise and their attendants. She was followed by the other steamers, crowded with guests, whose privilege it was to view the proceedings only from a respectful distance. The *Druid* having been made fast, and the carpeted gangway placed, the vice-regal party proceeded to the dais, when an appropriate address was read by Mr. Valin, the Chairman of the Quebec Harbour Trust, the reply being read by His Excellency. The party then descended to the scow platform, where Her Royal Highness the Princess Louise spread the cement under the tablet stone, which bore her name,

"1880. LOUISE. 1880."

in large letters. The stone was then lowered into its place, the Princess gave it two taps with the gavel, and the work was done. Hearty cheers greeted the act, and again when their Excellencies re-embarked on board the *Druid* they were loudly cheered. The Harbour Commissioners with their guests then embarked on the *John Young* and steamed down the harbour to view the graving dock now in progress. It is a massive piece of work, and when completed, which it will be in two years, as is anticipated, it will prove of immense importance, not only to Quebec but to the trade of the St. Lawrence generally.

OUR ILLUSTRATIONS.

DROWNED.—Dr. Turcotte, dentist, drove his horse and buggy into the river at Hochelaga, last Wednesday, for the purpose of washing the vehicle, but, getting out of his depth, both horse and driver were drowned. The doctor's body was recovered.

A LONG SWIM.—John Williams, the Maltese swimmer, of Montreal, last Saturday made a great effort. At four o'clock he entered the water at Laprairie and swam down to Montreal. It was intended that he should land at the city, but yesterday it was arranged for him to swim into the basin of the Montreal Swimming Club on St. Helen's Island, and he covered the distance of 9 miles in two hours and a few minutes. A purse was immediately got up for the plucky fellow.

TOO MUCH MAST.—The yacht "Neva," of the Montreal Club, upset last week for the third time this year, opposite Longueuil. There were

five persons on board at the moment. It seems that the yacht was lying becalmed with her sail set just before the squall, which came on about three o'clock. The wind suddenly caught the sails and turned the boat over, spilling the occupants, two of whom were ladies, into the water. They all, however, succeeded in climbing on the upper part of the yacht, which was lying broadside in the water, and holding on until boats from shore took them off. As stated, this is the third upset for the "Neva," the cause probably being a new mast, much larger than the old one, which was put into her about six weeks ago.

EXCURSION OF THE MONTREAL BICYCLE CLUB.—With the exception of Toronto, which is always to the fore in athletic sports, Montreal, we believe, is the first city in Canada boasting a Bicycle Club. Although the membership is not numerous as yet, the club being still in its infancy, there is much skill and activity displayed by those composing it. They have frequent rides, both upon their own grounds and in the country. Saturday before last was distinguished by an excursion to the beautiful village of Terrebonne, about 15 miles from the city. The run was accomplished in 2½ hours, and the return in nearly the same time. This is a good record and will go far toward encouraging the members in prosecuting the objects of their association.

INTERNATIONAL LACROSSE MATCH.—The Independent team, of Montreal, left for Boston Tuesday last to play the Union team the next day. Wednesday it rained and the match had to be postponed till Thursday. There was a large crowd on the Common to witness the crossing of the sticks. Although the Independents were under a disadvantage through Aird, Heelan and Todd, three of their players, having had to return home the night previous, the match was a close one and only taken by the Unions after some vigorous playing. Summerhayes, Hubble, Crosby and McDonald, late of this city, played in the Union team, and proved a great acquisition to it. Had it not been for these last named players, and had the Independents had their full team it is probable the match might have resulted differently. The Montrealers left Boston for Newport, R. I., where they again crossed sticks with an American team, and returned to the city the next day.

A MASKINONGE CAPTURED.—Mr. James T. Roy, of this city, had an exciting time of it lately while trolling opposite Laprairie. He had trolled for some time in vain in the shallows opposite that village, when he determined to change his ground, and accordingly moved up the river a piece and put out his spoons below the rapids. Shortly afterwards he felt a strong steady strain upon the line which suddenly ended in a series of thrilling tugs and quivers betokening that some big fish had been hooked. Mr. Roy pulled in hand over hand for a time, but the depth at which the fish ran and the great weight upon the line made him aware that it would be next to impossible to get his capture safe on board. He did not attempt, therefore, to bring the fish to the surface, but ordered the boatman to make his way quietly towards shore. For a while the fish followed sullenly, but unexpectedly woke up to the exigency of the case and commenced a series of gymnastics which would have done credit to a salmon. In one of its counter-marches it rose fairly into the air, and for the first time Mr. Roy became aware that he had a fine maskinonge in hand. The efforts of the big fish after a while ceased as it became exhausted, and Mr. Roy landed it safely when the shore was reached. Subsequent examination showed it to be a maskinonge 39 inches in length and weighing 12½ pounds.

MR. TOM TAYLOR.—Mr. Tom Taylor, who had for several weeks been suffering from a severe attack of suppressed gout, died on the 12th ult. The deceased gentleman, who was born in 1817, graduated at Trinity College, Cambridge, and was called to the Bar at the Inner Temple in 1845. For two years he was Professor of English literature at University College, London. Abandoning the legal profession, he took to literature, writing for the *Morning Chronicle* and *Daily News*. He was also one of the earliest contributors to *Punch*, of which he was appointed editor on the death of Mr. Shirley Brooks. Mr. Tom Taylor's reputation, however, is chiefly based upon his dramatic works, of which he produced more than a hundred, most of which are well known from frequent performance upon the stage. Among the most popular of his dramas may be mentioned "Still Waters Run Deep," "The Ticket-of-Leave Man," and "The Overland Route." One of his last and most successful pieces was "Lady Clancarty." Mr. Taylor was also well known as an art critic. In 1850 Mr. Taylor was appointed assistant-secretary of the Board of Health, of which he subsequently became secretary. He retained a departmental secretaryship when the duties of the Board were transferred to the Home Office, and retired on a pension on the formation of the Local Government Board in 1872.

FRENCH NATIONAL REPUBLICAN FETE.—The French Republic was definitively established July 14, the anniversary of the storming of the Bastille in 1789, and of the "Feast of Federation" in 1790, to be henceforth the day of the grand National Festival, instead of August 15, the birthday of Napoleon I., which was celebrated under the Empire. On the 14th ult., accordingly, there was a grand military parade at Longueuil, adjoining the Bois de Boulogne, before M. Grévy, President of the Republic, accom-