

The Dominion Illustrated.

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PUBLISHERS' NOTICES.

Henceforth, THE DOMINION ILLUSTRATED will be published simultaneously in MONTREAL and in TORONTO. MESSRS. ALEX. S. MACRAE & SON are in charge of the Toronto office, 127 Wellington street west, where they will continue to receive subscriptions and advertisements, and attend to our interests in Western Ontario.

We solicit sketches, drawings and photographs from all parts of Canada. We want to illustrate every part of the Dominion; but must have the coöperation of those who have the material at hand.

Subscribers wanted everywhere at \$4.00 a year, or \$1.00 for three months, payable in advance. Special terms to clubs, and a handsome commission to canvassers. For further particulars apply to the Montreal or Toronto office.

Correspondents sending manuscripts which they wish returned, if not accepted, are requested to enclose stamps for return postage.

In our next issue, No. 9, of 1st September, we will publish the portraits of Bishop Courtney, of Halifax, N.S., and the Hon. A. G. Jones, of the same city; also, views in the public gardens and park of Halifax; a portrait of W. H. Griffin, Esq., ex-Deputy Postmaster-General; a sketch of the Skeena River, by Major Peters, besides several interesting Northwest views, and a beautiful art picture.

Our Toronto friends are informed that we are engraving a fine group of the Council of the Toronto Board of Trade; also, a large composition photograph, giving portraits of all the members of the Ontario Legislature, Cabinet Ministers and Lieutenant-Governors since Confederation.

We are also preparing views of the recent type-writing contest held in Toronto; engravings of St. James' Cathedral, the Royal Canadian Yacht Club, and other places of interest in the Queen city, to be published in the DOMINION ILLUSTRATED, together with the above-mentioned groups, during the forthcoming exhibition.

EDITORIAL NOTICE.—Book reviews, under the heading of "The Editor's Table," and a critical paper on the Monroe Doctrine, are crowded out of the present issue, but will be given in the next number.

AN INCREASE IN "ARTIST AUTHORS."—It is surprising to note what an increase there has been within the last fifteen years in that class known as "artist authors." Thirty-five years ago T. Addison Richards, and the late David H. Strother ("Porte Crayon"), almost held a monopoly in that field. To-day we have a veritable army of men doing similar work. W. Hamilton Gibson, Howard Pyle, Allen C. Redwood and Rufus F. Zogbaum are, perhaps, best known, but there is a host of others, especially on the comic papers and the daily press, who, while turning out fair work as artists, can write you a neat story or article, or produce any amount of jingling rhymes. Oliver Herford, Harrington, Michael A. Wolf, W. H. McDougall are a few of those whose work is most frequently seen.



The wonders of our Great West do not cease. Vancouver bids fair to surpass Winnipeg in swiftness of growth and business expansion. A fire almost wholly destroyed the city, in the fall of 1886, and, after statistics published by us, a few weeks ago, it was shown that Vancouver had not only risen from its ashes, but had more than doubled, in less than two years, the population which it contained before the conflagration.

Not all the American papers are writing nonsense, nor uttering threats about the growth of our railway systems and their competition for American trade. The New York Herald sees in Britain's direct trade with Asia and Oceanica, through the Dominion of Canada, taking the shortest and straightest road, and stopping nowhere but on British soil, the fulfilment of "an imperial dream grander than was ever conceived by Cæsar or Napoleon."

The same journal gives a wholesome reminder, in answer to the cries about the British "subsidized" railways of Canada. It states that the American Pacific roads have been subsidized and protected to the extent of millions, and adds that if these endowments had been honestly applied to the roads, there would have been no "British" Pacific Railway. The conclusion is that Americans had better let Canadians manage their own carrying trade, without either sneers or threats.

We said, a couple of weeks ago, that French Canada, without distinction of party, was opposed to the scheme of Imperial Federation. Three Federal Ministers, at Joliette, confirmed our statement in the most emphatic language, especially Sir Hector Langevin, and Hon. Mr. Laurier, leader of the Opposition, did the same thing, at Oakville. Of course, that still leaves the question quite open, and intelligent men, even French-Canadians, may still cherish the beautiful dream.

A preliminary vote taken in the United States Senate, at the end of last week, on a motion to postpone the fate of the Fisheries Treaty, foreshadows the doom of that measure. The discussion, however, will not be unfruitful, inasmuch as the senators were forced out of the claptrap, which marked the opening speeches, into a fitting treatment of this most important international question. The Republicans themselves made admissions, which tell in favour of the resumption of negotiations in the near future.

The question of divorce is one which periodically forces itself upon the attention of even the unthinking. The havoc which the abuse thereof is making in the United States startles us, now and again, by some fearful disclosures, that must tell direfully on the future of American society. The news from France is equally dismal. There the laws of marital separation have been relaxed almost to license, within the last four years, with an increase in the number of divorces, for trifling grounds, which is positively alarming.

There is perhaps no country in the world sounder on this vital point than is Canada. Here all denominations are agreed on the practical indissolubility of the marriage tie, and the very few cases that have come up in the Senate, during the

past twenty-one years of Confederation, only confirm the healthy feeling in this respect. It is a mistake to say that this is only a matter of church discipline. It is founded on the natural law, and the old Romans of the Republic had no divorce, their decadence beginning with the Cæsarean empire, when the plague began its gnawing.

New parts of the country are being "opened up," as the saying is. There is a Muskoka Guide which we shall have the pleasure of reviewing in our next number. The Lake St. John region has, this year, drawn a very large number of visitors, not only from the several provinces, but also from abroad. Then, there is the new railway to the Bay of Chaleurs, a brief description of which will be found in the next issue.

The first official utterance on the subject of Newfoundland's prospective entrance into the Union was made by the Honourable the Minister of Public Works, in his Joliette speech. He expressed the hope that the forthcoming negotiations with the Federal Government would result favourably, and went into a number of practical reasons why the incorporation of the island is desirable. Apart from other considerations, which we shall treat of later, Sir Hector Langevin's stand is significant, inasmuch as hitherto the French press have not been kindly disposed to this accession.

There was much needless surmise and talk about the resignation of Sir George Stephen from the presidency of the Canadian Pacific Railway. The movement was made quietly, and with an air of naturalness, betokening a consciousness of stability which the company maintains. That is well. The country wants to have unshaken confidence in an institution that it has done so much for. The quiet accession of Mr. Van Horne must increase this feeling of assurance, as it were mere affectation to ignore that, in the new President, not only has the railway an unrivalled expert, but the whole business community a man who is bold, able and willing to work for its best interests.

NEWFOUNDLAND.

The great island of Newfoundland becomes once more a living issue. A serious attempt will be made to find means of embodying it in the sisterhood of the British North American Provinces, known as the Dominion of Canada. A delegation of representative islanders will sail for Ottawa about the middle of next September, and it is known at the Capital that all the Ministers will be back from their holidays, by that time, in order to meet these gentlemen. The special feature of this event is that, on the present occasion, the request for a conference comes from Newfoundland itself, giving some ground for belief that the chances of a favourable understanding may possibly be reached, in so far as the Island, at least, is concerned.

There can be no two opinions on the theoretical appropriateness of the union of Newfoundland with Canada. Geographically, it would be the rounding off of the map of the Dominion; commercially, it would open new markets to our fiscal policy; and, politically, it would make British America still more powerful, because homogeneous, while Newfoundland lies in full command of the Gulf of the St. Lawrence, and its neighbourhood to the coast of Labrador would enable Canada to devote more time and care to the colonization of a stretch of continent whose resources are rather suspected than known.