

CALENDAR FOR THE WEEK ENDING SATURDAY,
DEC. 2, 1871.

SUNDAY,	Nov. 26.—Twenty-fifth Sunday after Trinity. Battle of Berezina, 1812. Capitulation of Kars, 1855.
MONDAY,	" 27.—Princess Teck born, 1833.
TUESDAY,	" 28.—The London Times first printed by steam-power, 1814. Washington Irving died, 1859. Baron Bunsen died, 1860. Occupation of Amiens, 1870.
WEDNESDAY,	" 29.—Sir Philip Sidney born, 1554. SS. "Monarch" wrecked on Toronto Peninsula, 1856.
THURSDAY,	" 30.—Admiral Aylmer's Battle of Sinopo, 1853.
FRIDAY,	Dec. 1.—Princess of Wales born, 1844.
SATURDAY,	" 2.—Napoleon I. crowned, 1802. Battle of Austerlitz, 1805. Coup d'Etat at Paris, Louis Napoleon made President for ten years, 1851. Louis Napoleon assumes the title of Emperor Napoleon III., 1852.

TEMPERATURE in the shade, and Barometer indications for the week ending Tuesday, 21st November, 1871, observed by HEARN, HARRISON & CO., 242 Notre Dame Street.

	MAX.	MIN.	MEAN.	5 A.M.	1 P.M.	6 P.M.
W., Nov. 15.	38°	32°	35°	29.89	29.77	29.77
Th., " 16.	37°	32°	34°	29.82	29.91	30.00
Fri., " 17.	37°	32°	34°	30.25	30.35	30.39
Sat., " 18.	38°	32°	35°	30.50	30.45	30.54
Sun., " 19.	38°	32°	35°	30.47	30.45	30.50
Mon., " 20.	48°	36°	42°	30.17	30.10	30.07
Tue., " 21.	41°	37°	39°	29.95	29.87	29.80

SPECIAL NOTICE.

NEW SUBSCRIBERS sending in their names and \$4.00 from this date until the end of the year, will be entitled to the *Illustrated News* for 1872 complete, and to the numbers of the present year still to be published after the date of their subscription, including the Premium Plate now being printed.

Arrangements have been made to have the *Canadian Illustrated News* and the *Illustrated News* delivered in full form to subscribers in the following places, by the Agents whose names are annexed.

These Agents will also collect the subscription and the postage. In most cases, not to interfere with existing postage contracts, the arrangement will take effect only after the 1st January next.

After the 31st December next, the subscription to the *News* will be \$4.00 per annum, if paid in advance, or within the first three months, after which it will be Five Dollars.

Richwell, Ont.	A. J. Wiley.
Bramanville, Ont.	Yellowlees & Quick.
Brantford, Ont.	A. Hudson.
Braceville, Ont.	F. L. Kincaid.
Dundas, Ont.	J. B. Meacham.
Elora, Ont.	Henry Kirkland.
Fenelon Falls, Ont.	D. C. Woodman.
Goderich, Ont.	Theo. J. Moorehouse.
Hamilton, Ont.	R. M. Ballantine.
Ingersoll, Ont.	R. A. Woodcock.
Kinardine, Ont.	F. A. Barnes.
Kingston, Ont.	E. M. Stacey.
London, Ont.	Wm. Bryce.
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Orillia, Ont.	H. B. Slaven.
Port Perry, Ont.	McCaw & Bros.
St. Catharines, Ont.	W. L. Copeland.

THE CANADIAN ILLUSTRATED NEWS.

MONTREAL, SATURDAY, NOVEMBER 25, 1871.

THE publication of a statement of the total population of the Dominion, as established by the census taken last spring, has shewn a progress so far below the general expectation, as to shake one's faith in the common dictum that "figures do not lie." It is certain, at least, that they do not always represent the truth. Confidence was very much shaken in the accuracy of the census because of the manner in which it was taken, and we do not think that the result, as published, will tend to its restoration. It may, however, be pleaded that the previous census was manifestly incorrect in several important particulars. In some instances temporary absentees and transient visitors, intended to have been assigned to their usual place of domicile, were counted twice, just as in the recent census there were, doubtless, many of the same classes not counted at all. Presuming that the census of 1861 represented the population as somewhat larger than it really was, and that the census of 1871 makes it somewhat less, there is still a discrepancy in the rate of progress, during the two decades, that is truly remarkable. The following are the figures given as the result of the recent census, side by side with the figures for 1861:

	Population. 1861.	Population. 1871.
ONTARIO.....	1,396,091	1,620,842
Increase.....	224,751	
QUEBEC.....	1,110,064	1,190,505
Increase.....	79,541	
NEW BRUNSWICK.....	252,047	285,777
Increase.....	33,730	
NOVA SCOTIA.....	330,857	387,800
Increase.....	56,943	
Total, 1861.....	3,089,659	
" Increase.....	395,265	
Total, 1871.....		3,484,924

For five years we have spoken of ourselves as a nation of four millions of people, and now the official figures put us somewhat below three and a half millions, after adding Manitoba to the list. With the accession of British Columbia to the Union we can, however, still claim a few thousands over that number; but we are evidently doomed for the next ten years to confine ourselves to the long used (and heretofore abused) "four millions." This is a disappointment, for the phrase is

hackneyed already, and our public speakers and writers were itching to put on another million, for the greater glory of the Dominion, but their patriotic design dare not be carried out in the face of Mr. Dunkin's figures.

We may say, however, that we do not put full faith in the accuracy of these figures, nor are we surprised that they should not give more than a close approximation. The system was a new one, and, with few exceptions, the whole staff were inexperienced. In the census of '61 it is supposed that the errors rested chiefly with the compilers; in the recent census, with the inability of the enumerators to put a uniform interpretation on their somewhat complicated instructions. But apart from these general surmises, based upon isolated cases, which would be trifling in themselves but for the widespread belief in the not always applicable doctrine, *ex uno disce omnes*, the comparison of rates of increase during the two decades must warrant the assumption that even admitting the returns of '61 to have been in excess of the actual number those of '71 are below it. We infer, in fact, that the population of the Dominion is greater than it is represented by the census returns; we do so for these reasons:

In Nova Scotia the percentage of increase, for the decade ending in 1861, was 18.20 per cent; for that ending 1871 it was 17.21 per cent, or a falling off of almost one per cent. In Nova Scotia we believe there is more familiarity with statistics than in some of the other Provinces; the people are generally settled in their pursuits, and the Province receives but little increase from immigration. It would, therefore, be fair to assume that the census of Nova Scotia is very accurately taken. Though the Province is said to have lost a considerable number of its fishermen after the repeal of the Reciprocity Treaty, and though a few hundreds of its agriculturists went to the Western States, yet it should be remembered that the natural increase in a healthy community, where no disturbing causes intervene, is two and a half per cent per annum, or 7.79 in the decade more than that of Nova Scotia, as given by the census.

In New Brunswick there is a falling off from 26 per cent in '61 to 13.38 in '71, a decrease of nearly one half in the ratio of progress. It is to be presumed that this apparent decrease is due to the different modes adopted in taking the census rather than to any falling off in the progress of the Province.

In Quebec the decline in the rate of progression is still more noticeable. In the decade ending 1861, the increase was 25 per cent, in the decade ending this year 7.18 per cent, or a falling off in the rate of progress of 17.82 per cent.

Ontario has, however, been the greatest sufferer. Its rate of increase was 45.40 per cent for the previous ten years, and is now set down, for the past ten, at 16.09, showing a decline of no less than 27.31 per cent. Proportionately, it is however, better off than Quebec, for though the decline is larger the relative proportions are more in its favour than they were in 1861, and as a consequence it will receive six new members in the House of Commons. New Brunswick also gains upon Quebec to the extent of one member and Nova Scotia receives two.

The pivot Province of the Federal machine is therefore losing ground between its neighbours both East and West. But can we accept the census of Quebec, or that of Ontario, as being even approximately correct? Nothing has occurred during the past ten years to lead us to believe that the progress of either should be less than that of many counties and towns in Scotland in the same period; or so much below that made by both Provinces in the previous decade. Immigration did perhaps less than during the previous ten years to augment the population of the country; but the natural increase should have shewn a larger addition than the census gives, even if all the immigrants were to be placed to account against those who have left Ontario and Quebec within the period. Some means should be adopted to test, on an extensive scale, the correctness of the recent census, or the papers relating to that of 1861 should be carefully revised, in order that substantial progress may be made in official statistical compilations, and the public mind won over to more confidence than it at present possesses, in their correctness.

THEATRE ROYAL.—On Friday evening of last week Miss Kate Quinton took her benefit, when, as was expected, the friends of this talented young actress filled the house to overflowing—testifying in a very gratifying manner the large share of popularity she has obtained since her arrival in Montreal. The pieces selected were "Sketches in India," "Ivanhoe," and "Family Jars." The performance gave the greatest satisfaction, particularly that of "Ivanhoe," which was received with rapturous applause. During the evening Miss Quinton sang several of her favourite airs with her usual grace and sweetness of voice. On Monday last a new piece entitled "The Revolt of the Commune; or, Paris in 1871," a

drama written expressly for Miss Ranoe and her company—was produced at the Theatre with extraordinary success. The piece is full of dramatic situations and exciting denouements, and illustrates, as aptly as the stage can reproduce the real incidents of history, the fearful events of the present year in unhappy Paris. Miss Ranoe and Mr. Phelps were particularly well suited with their respective rôles, though many of the company deserve their share of praise. The excitement of the House, when Philomel, surrounded by Communists, sings the Marseillaise at the barricade, was intense. The piece was played on Thursday for the last time, as the season will close on Monday with Miss Ranoe's benefit.

FROM FRANCE TO ITALY IN 1870, BY THE MONT
CENIS RAILWAY.

(The following paper is a description of a trip made over the Mont Cenis Railway, which was formally opened on the 17th Sept. last.)

As we approached St. Michel, the French terminus of the Summit Railway, the fearful devastation caused by the spring rains were apparent. A little mountain stream had overflowed its bank, and carrying with it huge boulders, and rushing with impetuous fury over the country, had covered the rich meadows with stones and debris; but this was not all, it had torn away an embankment and an iron bridge over which we should have to pass. A number of men had been for some days employed to repair the breach, and to put up a new bridge. They had just been completed, and the ground shook under us as the heavy train passed. Soon after we arrived at the station. "St. Michel! Tout le monde descend!" was the cry of the porters; the doors of the carriages were flung open, and the passengers tumbled out, each with his respective bundle of shawls and rugs, for everyone was prepared for a colder afternoon on the mountain. The refreshment bell sounded pleasantly in my ears, and soon I was seated among a number of passengers, who all sat with a will. I was not behindhand, and, having paid the reckoning, went out into the yard of the station to look about. Here was a busy crowd. A huge diligence, fitted with coupé and banquettes, full of passengers, and the top covered with luggage, was standing, with horses put in, ready to start. In a few minutes it rattled off with the accompaniment of cracking whips, and the shouts of the driver mingling with the hurrahs of those left behind. The diligence, in spite of the railway, still runs, and being much cheaper, get a good deal of custom.

This attraction gone, I had nothing to do but wait patiently for the hour of starting. For in France they do not allow the passengers to walk about on the platform, but they are caged up in a waiting-room till the train starts, and are then bundled out a minute or two before it leaves.

After waiting about an hour, we were sent out to the carriages, which I wished so much to examine. They were five in number, a luggage van with one third, a second, and two first class. They were very small indeed, made lightly, and not after the general manner of European railway carriages, but very much like our street cars, and of almost the same size. After securing my seat, I went out again to take a look at our engine. It, too, was different, the driving wheel being made very small, so as to go round the sharp curve in safety. About half-past three we had started, and shortly after entered a gorge in the mountain. At a small distance we could see the mouth of the famous tunnel surrounded by the debris which had been taken out. The work has been going on continually for some years past, but still it will give employment to a number of men for many months to come. The appearance of the tunnel was by no means striking, and the recollection of it was soon lost in admiration of the road I was then on. We soon began to ascend by easy grades along the sides of the torrent whose destructive ravages I have before alluded to, and to get advantage of ledges in the rock, crossed and recrossed the stream, which we could see below as its blue waters were tossed and beaten into a foam through its headlong course. Then we passed the diligence plodding along through the heavy roads, and soon, in the shade, traces of snow and ice were seen, and still higher up huge icicles hung down from the grim rocks.

In the meanwhile the sun was setting, and as we got to the Castle of Lesailion, the golden orb sank behind the shining peaks, lighting up their snowy summits with a beautiful rosy tinge, leaving the ravines buried in darkness. Below us on a jutting rock, faced with crags washed by the torrent, was the gloomy fortress, covering a large surface of rock with its towers and battlements. It is placed in a most commanding position to defend the pass, and is complete with every work that can make it strong and terrible.

The ascent is still continued by a system of long easy grades, passing at times over bridges under which the torrents foam and send up their clouds of spray, then skirting some dark forest whose limits seem interminable, till we emerge at last in an open valley in which lies the quaint town of Laus-le-Bourg. It is a town eminently Swiss in its characteristics, and is so marked by the huge projecting eaves of the houses and the wooden galleries around the upper stories. The valley is long and well cultivated, but the snows of winter then covered its fertile meadows. From this point to the top, the road winds in zigzags along the right side of a wild valley, the sides of which were formed of steep cliffs and dotted here and there with clumps of fir-trees. This is the most difficult part of the ascent, the grades averaging one in thirteen feet—an ascent which would be insurmountable but for a peculiar contrivance. Three rails are used instead of two, the extra rail being in the middle and raised above the others. This is tightly clasped by wheels working horizontally under the engine and each of the cars. The object of this arrangement is not so apparent, but the explanation is this: A steam engine works not only by the number of revolutions of the wheels, but also by their adhesion to the rails, for had they no purchase they would necessarily slip and the train would not move. The adhesion on ordinary roads depends on the weight