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CANADIAN ILLUSTRATED NEWS.

Montreal, Saturday, Dec. 4th, 1875.

THE ONTARIO LEGISLATURE.

From the well-balanced condition of parties, the present session of the Ontario Legislature is bound to prove of exceptional interest. The subjects which it will be called upon to discuss are likewise of the highest moment. The speech from the throne foreshadows most of these topics. Bills with the object of further improving the election laws as to voters' lists will probably be submitted. The system of voting by ballot being now in force with respect to all Parliamentary and municipal elections, a bill will be offered for the extension of the system to by-laws requiring the assent of the rate-payers. It is satisfactory to know that the expenditure of the Province for the promotion of immigration continues to bear good fruits; a large number of immigrants belonging to the classes most needed have settled in the Province during the past year, notwithstanding the inducements and temptations held out by other countries. The improved system which was adopted last year by the Dominion and Provincial Governments has enabled the work to be carried on with increased efficiency as well as greater economy. There will be submitted a considerable portion of the work performed by the Commissioners to whom was assigned the task of classifying and consolidating the Statute Law affecting Ontario. The Commissioners have, during the last year, been continuing their important labours; and in the course of their work they have had their attention called to desirable amendments in various statutes. One or more bills embodying their recommendations will probably be brought forward. The Chief Superintendent, who has ably managed the Educational Department for more than thirty years, being desirous of retiring from office, the Legislature will be called upon to consider whether the time has not arrived when the efficiency of the system would be promoted by placing the work of the Department in the hands of a responsible minister of the Crown.

POST MASTER GENERAL'S REPORT.

The long looked for report of the Postmaster General for the fiscal year 1874, (but it is brought down to May 1st 1875) has at length made its appearance. It contains information respecting our postal system of very great importance. We glean from it the following facts: The number of Post Offices in January last was 4,706, showing an increase of 25½ per cent, since 1870. The number of post miles of route at the same date was 38,087, being an increase of 29½ per cent in the same period. The number of letters and post cards which annually pass through the Canadian Post Office now reaches the large figure of 39,358,500, being an increase of 60 per cent in the period mentioned. The postal revenue in 1874 was \$1,476,207, being an increase of 46 per cent since 1870. But the postal expenditure has

increased for \$1,155,281 in 1870 to \$1,695,480 in 1874. This deficiency, however, is light compared with that exhibited in the Report of the Postmaster General of the United States. The amount prepaid by postage stamps was \$1,084,287.95. The Provinces of Ontario and Quebec gave the chief revenue, the amount collected from them being \$1,238,900.55. New Brunswick gave \$86,276.39; Nova Scotia \$117,910.89; Manitoba \$3,996.90; British Columbia \$13,590.55; and Prince Edward Island \$15,532.48.

The amount collected in Canada for correspondence with the United States in 1874 amounted to \$236,892.79; and that collected in the United States in the same year was \$241,582.12, making the total postage on letters with the United States \$478,516.91.

The number of registered letters passing the Canadian Post Office was 1,562,000. The list of casualties to these letters was greater than usual, namely, upwards of one hundred. The number of dead letters in the same year was 508,160.

The amount of money orders issued was \$6,815,329.66.

IMPERIAL FEDERATION.

This is a subject which has been frequently discussed in these columns. A flood of new light has been thrown upon it by the Hon. W. E. FORSTER, in a late address delivered by him at Edinburgh. According to him, it cannot be denied that if it be possible to replace dependence by association, each member of the federation would find in the common nationality at least as much scope for its aspirations, as much demand for the patriotism, and the energy, and the self reliance of its citizens, as it would if trying to obtain a distinct nationality for itself. But is this federation possible? There are many even of those who desire it who think that it is not. This opinion chiefly depends upon the difficulties of distance. If, however, these difficulties have not prevented the government of a colony from England, why must they prevent association of self-governing communities with England? *A priori*, it might seem probable that the association would be easier than the direct government. But distance is in itself a very different matter from what it was when this opinion was first entertained. The telegraph has made communication of thought instantaneous with Australia, and doubtless we shall soon send direct messages to New Zealand and the Cape. And as regards the length of time required to travel to the end of the earth, steam and the great circle sailing have diminished it more than half. Thirty years ago the average voyage to Australia was four months; now we can get a reply to a message in a day, and we can fetch a man back in six weeks. But the geographical argument cannot be quite so easily disposed of. It would not be stating it fairly to make it depend solely upon the length of intervening miles between the several regions. It is said that the difference in local circumstances will produce such a disagreement in institutions and social arrangements as would make any political connection undesirable. To this remark it may be replied that, as yet, the disagreement is not apparent; that the enormous majority of colonists themselves disclaim it; and there is no ground for believing in any irresistible tendency to its development. An Englishman or a Scotchman or an Irishman and their children remain English, Scotch, or Irish wherever they be; or, if there be a change, it is that the distinct characteristics of the inhabitants of the three kingdoms tend to be lost in their common similarity.

The fact is, English-speaking men and women look at life and its problems of government, with much the same eyes everywhere. Slavery distorted the vision of many for a time, but now there is more difference between the German and the British Monarchies, and between the French and the American Republics than

there is between the British Monarchy and the American Republic. Doubtless society in the new communities is, and probably for some time will be, more Democratic than in England. Men start more equally than in the old country, and it will take time before it will be found out that one man runs faster than another. But are not the tendencies at home also Democratic? England cannot send over to Australia a ready-made Aristocracy. But England, too, has a Democracy, and already it has been found convenient that Australia tries Democratic experiments which help it to solve the problems with which it must deal. If any one thinks that it is either probable or desirable that any Anglo-Saxon community should develop political ideas opposed to those of our forefathers—for instance, the Latin idea of an emperor or elected despot—it would be quite consistent for such a person to desire that our Colonial Empire should be dissolved, in the hope that emperors should be chosen by the new nations. But believing that on the whole representative government is the best form of government—that by which orderly progress is best secured—we must rejoice in the conviction that a common preference for this form of government is one of the strongest ties which bind together all who speak our language.

A HINT FOR STATESMEN.

MR. W. E. FORSTER M.P., England, has addressed the Philosophical Institution at Edinburgh on the future of the Colonies. We might presume it to have been a sort of preliminary examination for prime minister, as the address was published to the whole country in the columns of the leading journal. We have no doubt there was much ability displayed in the prelection. A passing remark might take the form of a suggestion to Mr. FORSTER that the Dominion of Canada has arrived, by grace of the Queen, at the point of managing her own finances and questions growing out of them, but if our able friend would consent to turn his attention to the great questions of passenger steamers, on which so much of the future prosperity of the Empire and her Colonies must inevitably depend, we cannot but think the diversion of energy likely to be highly advantageous to the vast human interests involved—and when taken along with the question of safety in other departments of travel and labour, in which there is an almost general community of interest in civilized countries—that it should be sufficient, if accompanied by a faithful persistence, ultimately to install the member so honorably charged in the delights and toils of office, in a country so energetic as Great Britain. Steamer construction is the impressive, and, we may well add, urgent question, but the subject, by way of example, of a Telegraph station on the Bird Rock in the Gulf of St. Lawrence, for aid to vessels in distress, ably moved by Mr. Speaker FORTIN in the columns of the Quebec *Chronicle* and seconded by J. H. GRANT of Quebec—is one as important to Englishmen as to Canadians. If primarily an Ottawa affair, sympathetically, it is a London one also. We are writing with seriousness, for we find ourselves in the midst of a terrible cluster of shipwrecks in the Gulf of St. Lawrence, as is too often the case at this season of the year. Captains, we are well assured, should not defer their departures so late as they do, unless their owners will undertake to make the ships proof against collisions of every kind—but statesmen, either British or Colonial, can hardly be responsible for providing our seamen with common sense. The Government at Ottawa and Quebec have hastened to the assistance of the suffering crews and the Islanders deprived of their winter stores.

The Quebec Government has introduced a Bill to abolish the portfolio of Minister of Public Instruction in the Cabinet and to place the educational affairs of the Province under the control of a Superintendent, who will have to assist him a Roman

Catholic Board of Education over which he will preside, and in which he will have a vote, and a Protestant Board over which he will also preside but in which he cannot vote.

A rumor is current in Boston that the Grand Trunk Railway hopes to get a control of the Eastern Railroad, and gain an outlet at Boston. It is claimed that English capitalists controlling the former road already have possession of above half of the first mortgage bonds of the Eastern, and hope to throw the road into bankruptcy, and eventually into possession of the Grand Trunk.

LORD DUFFERIN's enlightened suggestions for utilizing the old fortifications of Quebec in such a way as to make the ancient capital an attractive and delightful resort for Tourists, while offering most agreeable facilities for the health and recreation of its inhabitants, have been cordially accepted by the corporation of the City.

OUR ILLUSTRATIONS.

INTERIOR VIEW OF THE ACADEMY OF MUSIC.

Our sketch of the interior view of this handsome temple of art will give a better idea of it than any lengthened description by the pen. The stage is large, roomy, and commodious, affording ample space for the movements of a great number of actors, and opportunity for the use of the most elaborate scenic effects. The scenery is varied and wrought with high artistic effect. The distribution of seats will be easily seen from the sketch. The theatre can seat considerably over two thousand persons, and one advantage is that the stage is in full view of every seat. The lighting and heating apparatus are admirable. The central chandelier, lit by electricity, is a superb and costly ornament. Montreal may now pride itself on the possession of a fine theatre where the fashion can display itself to its heart's content. The Company has proved in its first two weeks' performances that it deserves the encouragement of all classes of the community. Not only are its members very creditable artists, but the management is excellent, and the plays are such as not even the most fastidious can object to. We bespeak for the Academy of Music a career of brilliant success.

BONELL'S TANNERY AND COOK'S SAW MILL.

This is a sketch of Bonell's Tannery and Cook's Saw Mill at Drummondville, on the South Eastern Railway. Four hundred tons of leather are manufactured at the former, and two million feet of lumber sawn in the latter per annum. The railroad, which is of great importance to this part of the Province, now connects Drummondville with Sorel, and will, in about two weeks, be completed to Acton on the Grand Trunk.

ROLLER SKATES AT BOULOGNE.

While on the point of strapping on again our silver sandals for gyrations on the icy floor, we call attention, through a picture, to a species of sport which we have frequently advocated in these columns. It is the use of roller-skates for summer amusement. We trust that our Rink will be devoted to this diversion, next summer, when the board-floor is laid down.

ALL-SOUL'S DAY IN ROME.

The day after All Hallows is consecrated in Catholic countries to services for the dead, and that day the graves are honored with flowers as on Decoration Day in the United States. One feature of this ceremonial is peculiar to Rome, and that is the lighting of lamps and lanterns over the tombs. The effect of this is wonderfully impressive. To the stranger walking the streets of the ancient city, the sight of this illumination under the ilexes and yews of the churchyards has an effect of melting pathos.

MR. ALFRED W. BURROWS.

Alfred W. Burrows, of Winnipeg, is the fifth son of the late John Burrows, Esq., C. E. of Ottawa. The late Mr. Burrows came to Canada on the staff of Col. By, R. E., with whom he served in the construction of the Rideau Canal, of which he was afterwards Superintendent until the transfer of the Imperial Ordnance to the Government of Canada, when he retired on a pension. The subject of our illustration is perhaps the most prominently known citizen of our North West. He first visited Manitoba in the spring of 1871, when the Prairie Province was just emerging from the discords of the Rebellion. Attracted by the natural advantages of the site of Winnipeg and the fertility of its neighboring lands, he concluded to explore the country west upon which it would depend for commerce, and spent a year in the Bow River and Saskatchewan countries. Returning to Winnipeg convinced of its invulnerable position as the emporium of the North West, he made it his home. During his stay in the far west and upon his return, he wrote voluminously of its future, for the papers, and imparted very important information to Lieut.-Governor Archibald, and