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City subscribers changing residences, are requested to notify us of their new address, so that they may experience no disappointment from non-delivery of their papers. Those removing to the Country for the summer months can have the *News* mailed to them for that period, by giving timely notice, either at 115 St. François Xavier Street, or 319 St. Antoine St.

Next week's issue of the

### "CANADIAN ILLUSTRATED NEWS"

will contain views of THE STATE FUNERAL of the late

LIEUTENANT GOVERNOR OF ONTARIO, from sketches by our special artist in Toronto; a view of

McGill College, Montreal,

with portraits of Chancellor Day, Principal Dawson, and of the founder, James McGill; together with other interesting illustrations.

NEWS DEALERS please send in orders early.

## CANADIAN ILLUSTRATED NEWS.

Montreal, Saturday, May 22nd, 1875.

#### OUR PREMIUM CHROMO.

The BURLAND-DESBARATS Company have the pleasure to announce to the readers of the CANADIAN ILLUSTRATED NEWS and to the public generally that, pursuant to the intention which they declared on assuming the management of the paper, they are employing every means to place it on the most satisfactory basis and to make it the best family journal in Canada. Their efforts have hitherto met with satisfactory encouragement from the public, but to stimulate this patronage still more, they have decided on issuing a premium Chromo, entitled the YOUNG FISHERMAN after a painting by the celebrated English artist W. M. Wyllie, which in design and execution will vie with any production of the kind ever published in America. The subject is one of popular interest, and will be finished in the highest style of art. This premium Chromo will be forwarded *only* to the following classes of subscribers:

1st. To all new subscribers paying for one year in advance.

2nd. To all subscribers now on the books whose current subscription is paid.

3rd. To all subscribers in arrears who will pay up arrears, and current subscription, prior to the 1st July next.

This Chromo, whose market value can be ascertained by reference to

the certificate of Messrs. PELL and SCOTT, given below, is therefore worth more than a year's subscription to the CANADIAN ILLUSTRATED NEWS, and hence, those who comply with the conditions, on receiving the Chromo, really receive the paper for one year *gratis*. This is an inducement almost unprecedented in the annals of Canadian journalism.

The company are using every means to get rid entirely of the system of *long credit* which has been allowed to creep into Canada, and to introduce the healthy and mutually satisfactory system of prepayment. *A year's subscription is a trifle to each individual, but it is of the utmost importance to the publisher to receive it promptly, as it enables him better to conduct the paper.* If subscriptions fall in arrears, he loses by the delay as well as by the additional expense of collecting. The cash system is the best, and in order to stimulate it, the PREMIUM CHROMO is offered. All the money coming in from arrears as well as from paid-down subscriptions will be immediately turned into the CANADIAN ILLUSTRATED NEWS in order to improve it still more, and elevate it to the highest standard of pictorial and literary excellence. Let our friends throughout the country lend us a helping hand, give our agents and canvassers their hearty assistance, and promote the circulation of the paper to the extent of at least one additional subscriber for each name already on our lists.

The following certificate from the two best known and largest dealers in works of art in Montreal, whose judgment in such matters is authoritative, speaks for itself:

We have examined the painting entitled "THE YOUNG FISHERMAN," intended to be "chromoed" as a premium plate by the Burland-Desbarats Lithographic Company, for the subscribers to the CANADIAN ILLUSTRATED NEWS, and find it, both in conception and execution, a work of genuine merit. We certify that when reproduced in chromo according to the express intention of the Company, its commercial value will be, from five to six dollars, no subject in Prang's published lists, of similar character and size, being sold at less than six dollars.

A. J. PELL,  
WM. SCOTT.

Montreal, May, 1875.

#### CANADIAN RAILWAYS.

A couple of weeks ago, we published a cartoon in the CANADIAN ILLUSTRATED NEWS, representing the annoyance of Sir HUGH ALLAN at the atrocious attacks of the London *Times* upon Canadian credit. We are pleased to know that the peculiarly droll and sarcastic form under which we pictured the idea has met with the approbation of the country. In our present issue, we offer a second cartoon, expressive of the castigation which the same hostile journal has just received at the hands of the gallant Knight, and we feel certain that it will meet with equal commendation from our friends. What suggested the conceit was the perusal of a pamphlet, received by the last mail from SIR HUGH, in which he has collected the main points of the whole controversy. Among the many services which Sir HUGH ALLAN

has rendered his country—and he ranks high among her benefactors—there is perhaps none so timely and which will prove more far reaching than his defence of Canadian credit in the matter of public works.

It is impossible within the limits of an article to go over all the points of this important controversy. We shall, therefore, confine ourselves to a mere summary of the leading branches. Two charges were made—one, that Canadian Railways have been built by foreigners, while other colonies have built their own, raising the necessary capital on bonds; the other, that in Canada not even cheap railways will pay. The conclusion drawn was that foreign capitalists should no longer embark in them.

SIR HUGH answers both propositions. He explains how Canadian lines are built. A certain amount of capital is raised in Canada, either by subscriptions, by municipal bonus, by government subsidies, or by all three. And the balance is raised upon bonds. Just, as the *Times* says, other colonies raise their capital. No Canadian Railway, except the Canada Southern, has ever been assisted to any extent by foreign capital. And Canada has made railways of its own, larger than the government of any other other colonial dependency, and is now engaged upon similar railways, as national undertakings.

As to the second point, that even cheap railways will not pay in Canada, he states that the amount to be earned by the Grand Trunk Railway, would constitute a dividend on the entire debt proposed to be incurred by the Northern Colonization Railway; the extreme limit of whose borrowing powers on its first mortgage bonds is £770,000, or above £5,630, per mile. But in reality the net earnings per mile of the Grand Trunk Railway during the past year would pay interest at the rate of 8 1-7 per cent. upon the extreme amount of first mortgage debt which the Northern Colonization can create.

The entire argument of the opponents of Canadian enterprise seems to hinge on this assumed fundamental principle, that no project, however valuable, shall be allowed a hearing, till the Grand Trunk and Great Western Railways become profitable investments. It is precisely against the attempt to establish that principle that SIR HUGH so ably contends.

One paragraph of his reasoning is very terse and comprehensive:

"These two great English companies have spent enormous sums in the struggle for the traffic of the Erie Peninsula, and for the carriage of the produce of the Western United States. They are competing for this traffic with American railways, by which they are over-matched in distance, in cost, and in economy of management. And while they are pounding their railway and rolling stock to pieces in this contest, for inadequate remuneration, they are neglecting to cultivate the local traffic, which is always carried at a profit.

Again, there is a superabundance of carrying power in the extreme west of Canada, where the traffic is large; the Grand Trunk is alone in the extreme east, but has very little traffic there; and its carrying power has been created at a cost per mile, far exceeding that of any other railway in America. Because these railways, under this combination of adverse circumstances, do not pay; therefore another railway, dissimilarly and more advantageously placed, in all of these respects, will not pay either! The mere statement of such a line of argument sufficiently destroys its weight."

On one particular point we are furnished with a schedule of very useful information. The assertion was made that as the Great Western, running through the wealthiest part of Canada does not pay, no railway running through any part of Canada can pay. As SIR HUGH observes, this is another instance of an assertion literally true being made the sponsor for a conclusion entirely erroneous.

It is quite correct to say that the part of Canada through which the Great Western runs is the wealthiest part of Canada;

but to appreciate that fact, it is necessary also to consider by how many railways that part of Canada is served. The results of an examination of this question are striking, and may be thus stated:—

That part of Canada through which the Great Western lines run, known as the Erie Peninsula, contains by the census, a population of.....	1,030,409
It is traversed by railways of the aggregate length of.....	2,184 miles.
Average of population to the mile.	472
The entire remainder of Canada, exclusive of the North West and British Columbia, contains of population, say.....	2,650,000
It is traversed by railways of the aggregate length of, say.....	1,816 miles.
Average of population to the mile.....	1,459

Thus the Erie peninsula has one mile of railway for every 472 people. The rest of Canada one mile of railway for 1,459 people.

Let us press the comparison a little further:—

Great Britain and Ireland have an aggregate length of Railway of...	16,082 miles.
The population is.....	31,688,000
Or an average per mile of Railway of.....	1,908
The United States have an aggregate length of Railway of.....	66,491 miles.
Their population is.....	38,500,000
Or an average per mile of Railway of.....	594
The Erie Peninsula, containing the Great Western and neighbouring lines, has an average per mile of Railway of.....	472
The rest of Canada has an average per mile of Railway of.....	1,459

The Erie Peninsula has, therefore, a larger proportion of the mileage of railways to population by one-fifth, than the United States; it has more than three times the proportion of mileage to population of the remainder of Canada; it has more than four times the proportion of mileage to population of Great Britain and Ireland.

There are many other points in the pamphlet to which we should like to have space and time to refer, because no general subject appears to us of more vital interest than this which affects the very foundations of Canadian prosperity. To railway men, contractors, financiers and politicians we should advise the purchase and study of the pamphlet.

#### FRENCH DEMOCRACY.

We have just received the text of a long speech lately delivered by M. GAMBETTA to the democracy of Belleville, on the subject of the Constitutional laws and the advantages which the Democratic party may derive from the regular application of the institutions organized by the French Assembly. The speech has excited a great of attention in France and, indeed, throughout Europe, as well it might, both on account of the position of the speaker, and of the doctrines of moderation which he set forth.

The key note of the oration was that by the Constitution of February 25th, a regular Government was established, Republican in name as well as in form, and that it is the duty of even the Radical Democracy to support it, as the best under the circumstances. Having won the applause of his audience for this proposition, M. GAMBETTA descended to particulars and stated that the nomination of the President of the Republic by the two Chambers was one of the best conquests of the Republican spirit. Henceforth as the powers of the President no longer emanate from universal suffrage, none will think of treating the First Magistrate, the guardian and the servant of the law as superior or anterior to the representatives who make the law. The President will no longer be a sort of Lieutenant-General of an Empire or a Monarchy. Speaking of the Senate—a name which he would like to have replaced by Grand Council—M. GAMBETTA described it as a legal institution of the country and to be respected as the anchor of safety on which the vessel of the State is to rest.

The mere declaration of such moderate sentiments by M. GAMBETTA is of itself a noteworthy event, but their acceptance