

CALENDAR FOR THE WEEK ENDING SATURDAY,
MAY 18, 1872.

SUNDAY,	May 12.— <i>Sunday after Ascension.</i>
MONDAY,	" 13.—Port Dover burnt by the Americans, 1814. Military Industrial Exhibition at Montreal, 1866. Auber died, 1871.
TUESDAY,	" 14.—Vaccination discovered, 1796. Advance Guard of the Red River Expedition left Toronto, 1870.
WEDNESDAY,	" 15.—Montreal fortified, 1716. Edmund Kean died, 1833. Daniel O'Connell died, 1847.
THURSDAY,	" 16.—Siege of Quebec raised, 1760. Banks suspend specie payments, 1837. Vendome Column destroyed, 1871.
FRIDAY,	" 17.—Merchant's Exchanges authorized at Montreal and Quebec, 1717.
SATURDAY,	" 18.—Montreal founded, 1642. Disruption of the Scotch Church.

TEMPERATURE in the shade, and Barometer indications for the week ending Tuesday, 7th May, 1872, observed by HARRISON & CO., 242 & 244 Notre Dame Street.

		MAX.	MIN.	MEAN.	S.A.M.	1 P.M.	6 P.M.
W.	May 1.	62°	47°	54°	30.02	29.96	29.86
Th.	" 2.	64°	52°	58°	29.78	29.80	29.78
Fri.	" 3.	66°	49°	57°	29.91	29.93	29.90
Sat.	" 4.	62°	45°	53°	29.97	30.02	30.00
Su.	" 5.	57°	38°	48°	30.10	30.15	30.07
Mo.	" 6.	60°	44°	52°	30.02	30.06	30.06
Tu.	" 7.	73°	49°	61°	30.06	30.04	29.96

Our readers are reminded that the subscription to the News is \$4.00 per annum, PAYABLE IN ADVANCE.

All unpaid subscribers will be struck off the list on the 1st July next, and their accounts [at the rate of \$5.00 per annum] placed in our attorneys' hands for collection.

THE CANADIAN ILLUSTRATED NEWS.

MONTREAL, SATURDAY, MAY 11, 1872.

NOTICE TO SUBSCRIBERS.

Mr. A. Filiatreault, of St. John's, Newfoundland, is no longer authorized to act as Agent for the Canadian Illustrated News.

GEORGE E. DESBARATS,

Proprietor.

May 11, 1872.

MUCH may be said either for or against the public ownership of railways. To our view, however, the British practice has been a mistake. The monopoly of the postal service by the government is not defensible by any argument that could not be quoted with equal force in relation to other branches of traffic whether as regards the transport of persons or of goods. "The King's highway" is public property even when owned by a private company, to the extent that all may use it, and none can be debarred from its use, who pay the usual exactions in the way of toll. In several portions of Canada, where the people are the most intelligent and enterprising, the roads are built and kept in repair by the municipalities and left absolutely free to public travel.

Our railways are an exception to this general rule. One company owns the road-bed and over it none other may travel without special permission. Some of the Lower Province roads and the Intercolonial are exceptions to the rule; but it is now proposed to build a line nearly as long as all the existing Canadian railways and to place it in the hands of a private Company. Is this policy a wise one? What is there that should impose upon the Government the ownership of the Intercolonial railway, while the Pacific line is to be handed over to a private Company? And why should the private Company receive, in land and money, more than an equivalent for the original construction of the railway? Assuming that the land to be given will bring \$1 per acre—and we know that lands along a railway will bring more than that, even in the Northwest—then we have, with the money grant, the sum of nearly thirty thousand dollars per mile for the whole road, which ought to be sufficient to build and equip it. Thus a company may go to work without risking a dollar of its own, the mere legal payment of one million of dollars out of a subscribed capital of ten being one of those little affairs that "projectors" know very well how to manage.

In plain language, a company is invited to subscribe ten millions of dollars and pay one, when the Government will hand over thirty millions of cash, and fifty millions of acres of land, as soon as the work is completed. Taking the land at the modest valuation at which it is now held by the Government in the Province of Manitoba, we have here eighty millions from the public against ten from the company. But let us imagine that ninety millions will not build the road; that it will cost at least thirty millions more, or one hundred and twenty millions in all; who then will supply the deficit? A company

with ten millions of capital subscribed and but one million paid up is not likely to undertake the raising of the additional amount, especially if, as it is reported, the road will not pay running expenses for many years to come.

It would be absurd to find fault with any Government for not running counter to the will of Parliament. But past experience ought to show the members of the Legislature that the decision in favour of the construction of the road by a private company was not a wise one. Under any circumstances, the country will have to pay for the road, and the company will merely come in for the profits. Would it not therefore have been better that the Pacific, like the Intercolonial, should have been reserved as a national property? Both are being built, not for commercial, but for State, reasons, and both should be under the same ownership. But for the mistake made in the terms of Union, by which the wild lands were given to the Provinces, both roads could have been built on a land fund, and need not have cost the tax-payers a dollar. As the railway policy is being managed, we have twenty millions absorbed by the Intercolonial with the prospect of running it at a loss for years to come; and thirty millions on the Pacific with no reasonable guarantee that it will be run at all. What we contend for is that the wild lands of Quebec, New Brunswick and Nova Scotia should have paid for the Intercolonial railway just as those of Ontario, the North-West and British Columbia should be made to pay for the Pacific. In the matter of the Intercolonial the time is too late to change the conditions, and the Provinces too wise to surrender their lands when they know that they can keep them and compel the tax-payers of the whole Dominion to pay for the railway that gives them value. But as to the Pacific road, were it necessary to mortgage the whole North-West for its first cost, it were better that that were done, and the road made public property, than that lands capable of sustaining from five to ten millions of people, with thirty millions of dollars to boot, should be given away to a company that is merely asked for a subscription of ten millions in proof of the twofold conditions necessary to the construction and running of the road—the will and the means. We see nothing in the terms of the Act before the Legislature that will guarantee the public in the daily service of the road, and while admitting that the Government may have done the best that was possible under the circumstances, we think it would have been worth a struggle to have combatted the foolish decision of parliament and to have made our highway to the Pacific, what it ought to be, a public highway, not a private speculation. Why should the Intercolonial be public property? It is just as unlikely to pay working expenses for the next twenty years as the Pacific; and just as certain, in its very much more limited sphere of influence, to confer substantial benefits upon the country that will more than pay the interest on its first cost and the deficit which may occur during the next generation in its management.

No railway in the Dominion has so many claims to being treated as public property as the projected Pacific line, from the head of Lake Superior to the Pacific Ocean. Yet that road is to be handed over to speculators while the Intercolonial must be farmed by the country. There is not a single consideration of a national, political, or military character affecting the Intercolonial that does not apply with double force to the Pacific; and we cannot but regret that Canadian patriotism and Canadian faith in the honesty of the national government should be both so weak as to relegate to private enterprise a work that ought to be public property—a work which if it pays will enrich private individuals and which if it does not will become a waste or a steady drain on the public exchequer. The Pacific Railway policy forced upon the Government by the short-sighted action of the Legislature seems to involve the largest amount of public sacrifice with the least share of public benefit. Even on these bad terms it is better that we should have the railway than be without it.

SUBSTITUTE FOR WOOD ENGRAVING.

(From the Montreal Daily News, April 30.)

Much has been done during the past quarter of a century to bring scientific knowledge to bear upon the productions of human industry, in order to lessen, if not entirely supersede, the efforts of manual labour; and so far as the operations have been directed to the machinery of construction and to manufacturing processes the results have proved marvellous.

It seems as if no limit could be assigned to the ingenuity of man, in devising and creating what would best minister to his absolute necessities in all instances, and to his gratifications in not a few. Similar successes have not, however, followed his endeavours when he has ventured into the region of Art: here matter will not yield obedience to mind, so to speak, though photography and chromo-lithography, and other methods of artistic production, have done something in the way of superseding the handiwork of the painter, and machinery is employed to do that which a few years ago was

accomplished only by the wood carver and sculptor. Art, as a creator and skilled workman, defies all scientific aid; it is, and must be, self-dependent.

Perhaps there has been no other department of Art in which so many efforts have been made to find a substitute for actual labour as wood engraving; hitherto, however, all have failed, but now the engravers will not any longer be left in the possession of the field. The new process which has been so long successfully used by Mr. George E. Desbarats, publisher of the Canadian Illustrated News, will to a very great extent dislodge wood engravers from the position they have long and so honourably filled in the domain of Art.

The advantages of the Leggotype process are only too self-evident. By its means a *fac-simile* of the artist's work can be obtained, not only with a wonderful cheapness, but with a marvellous saving of time.

For example, a line engraving which may cost the engraver years of labour, and the publisher thousands of pounds, an impression or print from the same not being available to the public under the price of ten dollars, can be reproduced in a few hours, at the price of 10 cents.

Again the works of some eminent engravers, works that have astonished the world—works of such extreme delicacy of handling and so excellent in style, that no modern engraver's productions can compare with them—works at a period when each artist employed himself, for the most part, according to the natural bent of his own genius, uncurbed, or but little curbed, by mercantile restraints and ignorant dictations, and not compelled to labour against time, who is always sure to prove victorious—works which it is perfectly hopeless for an engraver on wood to attempt to reproduce or copy, however great is his real love for his art, and however well he is educated in it, and however ambitious he may be to excel in it, yet *fac-similes* of these works can be reproduced by the Union Art Publishing Co., by the Leggotype process, at a very cheap rate.

We contend that the publication of such prints as have been shown to us must not only be an encouragement to the Fine Arts but must create and extend among the people a taste for the productions of those men who never could debase and mislead the public taste—men who in their profession as artists were guided by some better spirit than that which now walks the earth—men who considered the Fine Arts the most ennobling of all studies, the most unsordid of all pursuits, and that they must be followed by a pure heart and disinterested mind.

Nothing can possibly exceed the truth and perfection of the engravings and etchings of such men as Albert Durer, Van Leyd, John Bell, and Rembrandt, among the German school; Marc Antonio, Volpato, Raphael Morgan, and Bartolozzi, among the Italian school; Callot, Wille, Edelinck, and Dupont, among the French school; Hogarth, William Sharp, Robert Strange, and William Woollett, among the English school. The prints of these masters are, and are likely to continue for an indefinite period of time, secure from rivalry, in those high qualities of Art, in which their excellence mainly consists—the prices which they command place them out of the reach of any but the rich, and, again, some of the prints are so scarce that they are scarcely procurable by the rich.

If one first-class picture would purchase every purchasable print that it is desirable to possess, so one first-class print would purchase every good Leggotype print that it is desirable to possess.

All persons, as a rule, are pleased with prints, they are not altogether averse to the multitude; less imitation is necessary for the appreciation of their excellence. To duly admire and enjoy a fine picture, especially of any of the Italian schools, a regular professional education is almost essential. To enjoy a gallery of paintings or statuary, we must walk about it, and we must have daylight; but a portfolio of prints may be laid on the table, and give variety to the amusement of a winter's night, when variety of occupation is most in requisition, and all the circle, as they sit, may participate in the enjoyment.

The universal popularity of prints is, indeed, readily accounted for; they possess qualities to allure all tastes. To the lover of Art they present faithful translations of the works of the great painters of all ages and countries, works dispersed over the whole civilized world, and never to be seen, but by a comparatively few individuals, except through the medium of the sister Art of engraving; they present portraits of the illustrious and remarkable persons of all times and all nations, of all professions and pursuits; they embody and realize the great and interesting events of history, and give substance and form to the imaginations of poetry and romance; they present the scenery of far distant countries, the cities of the world, the habits, ceremonies, and features of all the inhabitants of the earth, nay, they are the only medium, indeed, of presenting to the eye the representation of every object of art or nature which words are inadequate to describe.

Prints representing events in the lives of the prophets and apostles are teachers. St. Augustine called pictures *libri idiotarum*, or the books of the simple. At one time pictures were solely employed to set visibly forth the great rudimentary facts of Christian doctrine, and though now the craft of the printer is the enfranchisement of the engraver, the print has still the power of refreshing the perceptions of those truths which were already known.

Who can gaze without emotion upon the beautifully-executed etchings of Adam and Eve, in their outcast state walking along through a stony landscape, the wind blowing the leafless trees, and carrying Eve's luxuriant hair and Adam's dishevelled beard horizontally into the blast; Adam bent with toil, grey with care, his thoughtful face telling the unspeakable sense of the past and the future, a fitting and legitimate comparison to that other great Type of Sorrow; or upon the child of promise, the well-beloved son of his father, yielding himself unresistingly to death, in accordance with the Divine will; or upon Abraham's dismissal of Hagar and her son; or of Joseph being sold to the Ishmaelites, and his embracing his father Jacob and his recognition of his brethren; or the finding of Moses; or David's victory over Goliath; or the repentant King before Nathan; or Elijah being fed by ravens at the brook Cherith; or Satan standing in exultation with both feet on the prostrate Job, emptying upon him a vial of plagues; or of Daniel in the Lion's den; or of the beheading of John the Baptist; scenes—striking, pathetic, and terrible—or the meeting of the young Christ and the young Precursor in the wilderness; or the burial of the Baptist; and his being received into Paradise.