

CALENDAR FOR THE WEEK ENDING SATURDAY,  
MAY 11, 1872.

SUNDAY,	May 5.—	Rogation Sunday. Battle of Fort Meigs, 1813.
MONDAY,	" 6.—	Champlain laid the foundations of the Castle of St. Louis, 1624. Siege of Quebec raised, 1776.
TUESDAY,	" 7.—	Lower Canada divided into 21 counties, 1792. Reciprocal Intercolonial Trade established, 1850. Lord Brougham died, 1868.
WEDNESDAY,	" 8.—	Washington Treaty signed, 1871.
THURSDAY,	" 9.—	Ascension Day.
FRIDAY,	" 10.—	Jacques Cartier arrived at Newfoundland, 1534. First steamship arrived at Montreal, 1853. Treaty of Peace between Germany and France signed at Frankfurt, 1871.
SATURDAY,	" 11.—	Tichborne Trial commenced, 1871.

TEMPERATURE in the shade, and Barometer indications for the week ending Tuesday, 30th April, 1872, observed by HEARN, HARRISON & Co., 242 & 244 Notre Dame Street.

		MAX.	MIN.	MEAN.	8 A.M.	1 P.M.	6 P.M.
W.,	April 24.	50°	34°	42°	29.96	29.96	29.96
Th.,	" 25.	52°	38°	45°	30.06	30.00	29.93
Fri.,	" 26.	71°	39°	55°	29.70	29.57	29.68
Sat.,	" 27.	61°	41°	51°	29.97	30.00	30.07
Su.,	" 28.	59°	38°	48°	30.10	30.17	30.24
Mo.,	" 29.	58°	35°	46°	30.30	30.30	30.30
Tu.,	" 30.	61°	42°	51°	30.33	30.25	30.18

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

Still 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 4, 1872.

THE *magnum opus* of the first Canadian Government—the Canadian Pacific Railway—is now fairly afloat before the public, and its hearty endorsement is one of the conditions essential to the maintenance of the present political relations of the Dominion. The Washington Treaty is still in the balance. In fact, we do not know if it is a treaty. Should the question of "consequential damages"—a very bad phrase by the way—upset the Washington agreement; we shall then find ourselves precisely as we were before. The fisheries will still be in dispute; the free navigation of waters that ought to be common will be fair cause for quarrel; and the commercial concessions to the trading vessels of each country will be withheld, as they have been heretofore, to the mutual injury of the shipping interests of both. This is the worst view of the case, and even in this Canada has, or ought to have, the best of it. If the American marine is greater than ours; if the American Lake trade is more important than the Canadian; then it is reasonable to suppose that the maritime interests of our neighbours will suffer much more than our own so long as the differential regulations now in force on one side are made equally effective on the other. Upon the latter point the Ottawa Government has been heretofore somewhat loose. But now there can be no reason why we Canadians should not apply to the Americans the rule they apply unto us. If reciprocity be worth anything, then as a mere matter of hard logic retaliation must be good. It is *quid pro quo* in either case, though after a different fashion, and a nation has just the same right to deliberate whether it shall retaliate as whether it shall reciprocate.

But we fain would believe that Canada is working out a policy for itself which no foreign legislation can cripple. The ports of Europe are open to us. We have the wide expanse of the continent from the Pacific to the Atlantic. The wide expanse of land and water is ours without question, and the crowning work of the first Dominion Government will be to knit the two shores together by an iron band.

The Canadian Pacific Railway means Canadian national life; it means authority expressed from Ottawa, instead of being dictated at Washington. It means, in fine, that we are to be a separate people, and, we trust, "an acceptable nation," wherein the rights of all classes will be respected, wherein genius and enterprise will have free scope, and the best unwritten maxims of the glorious old constitution will live in the memory of the people and build up what we are hardly yet too bold to see, a veritable "Britain in America." This dream is not Utopian. While many think that we are on the eve of important political changes, affecting the very foundation of our allegiance, the great heart of the country throbs to a different impulse. Canadians see in their progress, in their rapid march to wealth and national influence, but a new power under the ægis of the British Crown, and they picture to themselves the possibility of the day coming when to their willing hearts and strong arms may be due the permanence of the glory of the Empire to

which they owe so much, and to which they must undoubtedly acknowledge themselves indebted for one of the best and freest governments under the sun.

The Canada Pacific Railway is an important item in the *factum* which makes up the case of British America, one and indivisible from ocean to ocean. When Confederation was mooted in 1864, see to what small beginnings our statesmen were willing to confine themselves. Then it was a question between the "smaller" and the "larger" Confederation; between a Federal Union of Upper and Lower Canada, and a Federal Union of the four Provinces. It is no negation of history to say that Mr. (now Sir A. T.) Galt was the sturdy champion of the larger Confederation, and that less than ten in a thousand believed in the immediate success of his theory when the basis of the Quebec scheme was first promulgated. But Ministers were enthusiastic, and the people, worn out by long political broils, in a state of apathy; hence the political destiny that seemed to be away in the far future was sprung upon the country with a rapidity which took away men's breath. The Intercolonial Railway was made a condition of the larger union; and it is being rapidly pushed forward towards completion, with the best prospects of aiding in the internal development of the country, and of giving an independent transit to the traffic and travel of the Dominion at all seasons of the year.

But the great work was the completion of the Union to the Pacific, and that has come about with a celerity which is almost surprising, and would certainly be so were it not for the great national considerations that have impelled our young country to fulfil the measure of its destiny. The union of British Columbia with Canada, though one of heart and sentiment, can hardly be regarded as one of fact until the great highway is built that will bind all the Provinces together. Ten years have been assigned for that great work; but before the ten years are over we confidently hope that the enterprise and energy of the people will have made of the Pacific Railway a reality; and that, from the Atlantic to the Pacific, there will be one unbroken chain of railway travel, rendering this country independent of the favours of its neighbours, and placing it, as its geographical position designed it to be placed, in the fore-rank among the nations of the earth, in distributing the commerce of the world. No measure of more practical importance to the future of British North America than that of the Pacific Railway could be broached by a Canadian Government, and we trust that the wisdom which inspired its inception, will guide its promoters to a successful issue. The immensity of waste lands, through which it has to traverse, ought to be made to pay the greater part of the expense of construction; and the road, when completed, should be the country's property, seeking no other remuneration than a fair return for repairs and working expenses.

## THE UNION ART PUBLISHING CO.

In another column we print the prospectus of the above named company, organized for the purpose of carrying on in New York the printing and publishing business by the processes now in use at the office of this journal. It will be seen that this enterprise of Messrs. Desbarats and Leggo has the endorsement of some of the best names in the Dominion. The following, from the *Montreal Herald*, is but a fair (even though it seem flattering) criticism of the undertaking:

"UNION ART PUBLISHING COMPANY.—It would not be easy to cite an instance in which an entirely new and very difficult process passed so rapidly from the stage of rude inception to very nearly perfection, as the Leggotype process for the reproduction of engravings and the like has done. We have before us a few of the earliest and some of the latest specimens of this process, and the contrast between them is simply marvellous. It would scarcely be possible to speak in too high terms of praise either of the ingenuity of the inventor, or the sagacity of those who have assisted in the development of his idea, which, to say the least, was not at first very promising. From the specimens now on our table, we have no hesitation in characterising the process as a complete success, and in predicting for Mr. Leggo, its inventor, immediate and lasting fame. Mr. Desbarats' liberality in giving effect to Mr. Leggo's ideas cannot be too highly praised; to quote the now proverbial phrase of Sir Roundell Palmer, he has brought "something of light and sweetness" within the reach of the poor. We are glad to see there is now a prospect of ample recompense for his liberal outlay. As will be seen by reference to our advertising columns, a company has just been organized to apply the new process in a variety of ways, some of them of the greatest utility, among them the reproduction of steel and wood engravings, music, maps, architect's plans, current literature, illustrated books and other works of the kind, as well as original illustrations. In comparison with the methods hitherto in use the Leggo process may be described as almost instantaneous, at least within a few hours the finest engravings on wood or steel can be reproduced with such exactness that the copy is scarcely distinguishable from the original, while the cost to the purchaser is so trivial that any workman may easily, in a week or two, adorn his halls with exact copies of the choicest works of art. For fuller particulars as to what the new company proposes to do we refer our readers to the advertisement elsewhere, and to the prospectus, which may be obtained on application to Messrs. MacDougall and Davidson. We must say, however, that we have the fullest

confidence in the soundness of the undertaking and in its success. The company have done wisely in selecting New York as their field of operations, as the demand for work such as they propose to do is almost unlimited in the commercial metropolis of the Republic. It is very satisfactory to find that gentlemen of the highest standing have taken an interest in the undertaking, and have consented to lend personal and pecuniary service to the carrying of it out."

A NEW MAP OF THE DOMINION OF CANADA.—A reliable map of the Dominion has been in request for many years. Several maps have been published lately, but the majority of these have proved utterly untrustworthy; and especially since the admission of Manitoba and British Columbia into the Confederation, the want of a good map of British North America has been greatly felt. In a prospectus of the proposed map to be issued by Mr. Johnston, it is stated that the size of the map will be about 7 feet x 5 feet, extending from Newfoundland (east) to Manitoba (west) and from lat. of New York (south) to Hudson's Bay (north) on a scale of 20 miles to the inch: from Manitoba to Vancouver Island—50 miles to the inch. This arrangement admits of the old Provinces of Upper and Lower Canada, New Brunswick and Nova Scotia—which are to a great extent surveyed—being drawn on a scale large enough to shew all important details. The great "North-West Territory" and British Columbia—where comparatively little has been done in the way of actual survey—a smaller scale answers every purpose; and the map is thus kept within the dimensions best adapted for general office use. The compiler, Mr. Johnston, has been engaged on the manuscript during the last three years; neither labour nor expense has been economised in the endeavour to make this map in every respect thoroughly accurate and reliable. We are convinced that this map will meet with a ready sale.

The Senators and Members of the House of Commons representing British Columbia, who have been very successful in creating a favourable impression regarding the youngest Province of the Dominion, gave a ball to their friends on Wednesday evening last at the Music Hall, Ottawa. The affair was a great success, the far east and the farther west fraternising in a manner that proved truly that Canadians were but one people, despite the long distances which divide them.

CORRECTION.—In our issue of the 13th ult. we stated that Signor Hazzer had taken rooms in the New Cathedral Block. We understand that the rooms were built expressly for Mr. Hazzer.

## LITERARY NOTICE.

THE OVERLAND MONTHLY.—The opening article of the May number presents valuable facts about "Wine-making in California." It is the closing paper of that interesting series furnished by Arpad Haraszthy, in which we learn that the large sum of \$31,000,000 is invested in this pursuit in California, and that the future annual increase will not be less than \$2,000,000. A vivid picture of the "Second Bull Run" of the American civil war follows, then a fine bit of Horatian verse, and after that an article entitled "A Nautical Career." We find a very exhaustive paper on "Chinese Interiors," said to be from the pen of Viscountess Avonmore. The second part of Mr. Powers' "Northern California Indians" is replete with interesting facts and traditions. The fiction portion of this issue is well represented by "What they told me at Wilson's Bar," "A Would-be Benedict," and the closing part of "Abigail Ray's Vision." "Etc." and "Current Literature" departments are unusually full and varied.

## A RECENT TOUR THROUGH THE WEST.

(By an Occasional Correspondent.)

MARCH 4, 1872.

## MY DEAR ILLUSTRATED:

Since I bade good-bye to our worthy chieftain, I have been as far west as "Petrolia" and as far south as the Niagara Falls. I thought it would not come amiss to our patrons to give them a brief report of what I was impressed with from what I saw and heard during my very pleasant visit. My first experience forsooth, as you will anticipate, was with the redoubtable Grand Trunk. I started at 10 p.m. from the old melancholy Bonaventure station, arriving at the Prescott junction at 7 a.m., the delay having been caused by a freight train getting off the track. Embarked again I was carried safe and in good time to the "Capital," where I found things as usual working in harmony and peace, with the customary good-will and gallant behaviour to greet you on every hand, prosperity demonstrating itself on all sides; what with buildings just finished and buildings already contracted for, some of the former being a credit to any metropolis; I would mention Messrs. Hunton & Son, dry goods, several private residences and the Merchants' Bank agency, which could easily be discerned, as giving spring and assurance to her citizens. On the other hand, we found the indefatigable Gowan spreading his wings in music in order to exhilarate and soothe the hours of toil and give fresh energy and *éclat* for