

COMIC ART, PAST AND PRESENT

Fun-Makers and Satirists of Pen and Brush, from Egyptian Times Down to the Days of Du Maurier and Charles Dana Gibson.

Which is the older of human emotions? Did man first weep or laugh? The pessimist would answer that he wept for sorrow at being created; the cynic would say that he laughed at the absurdity of it all.

However, so far as the nations have expressed themselves in art, laughter and tears seem to be about equally ancient. The Egyptians, Greeks and Romans may not have had a Punch, Life, Puck, Pile-gudge blatter, or Journal Four Rite, but their frescoes and statues show they had a keen sense of the ridiculous, at times healthy, at others degenerate.

It has been the same through all ages. With modern nations as with the ancients, comic art has, in certain epochs, become a riot. There is another curious similarity between the comic art of all ages in the subjects made jest of. The mother-in-law figures in the most ancient frescoes, and in the latest number of Puck which I have now before me, says Gustav Kobbé in the Chautauquan. Then, as now, it was also the province of the comic artist to ridicule public men, politics, the follies of women, Egyptian comic art, especially, directed its shaft at the last, (savant) the discoverer of Les Four-bourdes de Femmes! Evolution in comic art? Has there really been an evolution?



An Egyptian Caricature.

Yes, but in manner and workmanship rather than in matter. The ancient draughtsman was more direct, broader and coarser than the comic artist of today. But by today I do not mean the modern era or even this century as a whole, but a more limited period. For in its highest expression, comic art now is refined and beautiful—it being the scene, the situation, or the subject which amuses, not the grotesqueness of the figures or the coarseness of the suggestion. Antiquity may have had Hogartha, or even Nasir and Keplers; but it required the 19th century to produce a Du Maurier or a Gibson.

Animals as Men. The most ancient expressions of comic art represent animals performing offices usually assigned to human beings. Drawings of this kind have been found in ancient Egyptian remains and in Pompeii.

To a certain extent this fashion in comic art exists to this day. A certain American political party is still symbolized by its opponents by means of the picture of a donkey, and it is still a common caricature's trick to put heads of well-known politicians upon animal bodies. An early Egyptian drawing shows a lion seated on a throne receiving from a fox, which is impersonating a high priest, an offering of a goose and a fan. Egyptian scholars have suggested that this probably is a burlesque upon some well-known ceremonial picture of the day. An ass and a lion standing, while accompanying themselves upon a phorminx and a harp, is another Egyptian caricature. Can it be a bit at ancient representations of opera, or a possible shot at the encore nuisance?

During the excavations at Pompeii the buildings supposed to have been the barracks of the Roman garrison were found covered with caricatures. But very few Greek caricatures have come down to us.



Caricature of Louis XIV.—By Thackeray.

In the middle ages most of the comic art seems to have been put curiously enough, into church ornamentation; and it is remarkable to find in the most venerable place shockingly sacrilegious decorations. In one of the great cathedrals of Europe these so transgressed the bounds of decency, as now defined, that in spite of their value as art relics they have been destroyed by the church authorities.

Englishman's Idea of an Irishman. On some English parchment dating from six or seven centuries ago a number of caricatures, evidently drawn by the record clerks for their amusement, have been discovered. One of these is the Englishman's idea of an Irishman, and dates



The Drains of the Tammany King—By Nast, in Harper's Weekly, 1871.

from 1250. The caricatures of the period of the Reformation were mostly religious and are aimed at Luther, the Pope, and other leaders on both sides. The Puritan period, too, has its distinct caricatures, mostly of a religious order. There are, however, several of another kind, though they are applicable to the trouzousal happenings of the times.

The attempt of Charles II to enlist the aid of the Scots and to place himself, through them, upon the throne of England, is amusingly satirized in a caricature of the year 1651, in which the King

is represented with his nose to a grindstone which a Scot named Jockey is turning. "Jockey, turn the stone of all your piast, For 'turs turn faster than the turn-pike Scots." Hogarth has given his own name to his period, the Hogarthian. But that did not justify to the artist would require a book. John Law's South Sea Bubble was one of the first objects of his satire, and in the long series of pictures which he drew, almost every subject of political folly and vice of the day is ruthlessly held up to scorn.

During the French Revolution many caricatures were produced by French artists. The early examples of comic art in this country are rare. One does not usually associate Benjamin Franklin's name with art, yet he was the first American caricaturist or comic artist. In 1754 he devised the picture of a snake severed into eight pieces, representing as many colonies. Out of the serpent's mouth issued a scroll calling upon the colonies to unite, fight and conquer. The title of the drawing was "John or Die." In 1776 this device became a common heading for newspapers and handbills.

We inclined to believe that lack of respect for public men is something modern, and most of us no doubt, believe that George Washington lived, hedged in by a coroll calling upon the colonies to unite, fight and conquer. The title of the drawing was "John or Die." In 1776 this device became a common heading for newspapers and handbills.

MAY MINE IN SIBERIA

BUT MANY RESTRICTIONS ARE IMPOSED BY GOVERNMENT.

How Beyond Behring Sea—Some of the Requirements.

WASHINGTON, June 13.—The gold discovery at Cape Nome and the subsequent developments of that vast field have led to many inquiries as to how concessions can be secured for mining on the opposite coast of Siberia. Commercial Agent R. T. Green, at Vladivostok, has sent to the State Department, under recent date, a report in which he gives some valuable information on this timely topic, saying, in part: "Either the announcement of the concessions to Messrs. Emery and Clarkman

are in subordinate positions, earning salaries about on a par with what they would earn in the United States. Siberia is no more a field for Americans than it is for Germans, Danes or Swedes; indeed, not so much. Most of the young foreigners have a speaking knowledge of one or more languages besides their own. The best chance for Americans here is in the line of mechanical work. A well-equipped machine shop, with competent American artisans and specialists in certain industries, would do well in Siberia; but no American without capital or special skill in his own trade has any business here.

Where Mining is Permitted. Throughout all Siberia, private individuals may engage in working surface gravels on all lands, irrespective of their ownership, whether belonging to the domain of the empire or even to the cabinet of His Imperial Majesty. The mining districts of the Altai and of Nertchinsk are exceptions to this rule. A list of places where private individuals may work placers even in these districts may be found in paragraph 41, internal code. Besides the places there mentioned,



"IN SOCIETY"—BY C. D. GIBSON.

Do we see so much of old age and youth because the middle-aged men have something better to do?

or the stories emanating from travelers in Siberia have caused many inquiries to be sent to this agency, as to the chances for mining in this locality. These inquiries come from Cape Nome, the Klondike and the Pacific Coast generally, and in most cases could be answered only at St. Petersburg. It is true the Imperial Government invites all foreign capital to enter its territory for mining or manufacturing purposes; but restrictions are severe. To land on the soil of the maritime province and proceed on one's own account might subject the prospector to murder or robbery on the part of wandering convicts or hostile natives. The Government also exercises strict espionage in matters of passports, permits, etc., and there is a high tax on melting and conveyance from the mine to the Government office. "The following paragraph has appeared in American newspapers:

"From Fort Arthur this summer (1899) several Americans have gone into Manchuria to prospect for gold, and as the Russian Government advances money to bona fide miners and buys the entire output of the gold mines, there is some degree of stability in the venture. "Nothing could be more misleading than such statements. The Russian Government does not yet profess to own

the business of the rivers Kadrin, Chouli, Argout and Kafoun were thrown open to private gold-mining industry in 1894. In this province, the seaboard or maritime, the regulations may be modified in cases where modifications may be deemed indispensable on account of special local conditions. This holds good also of the Amur Province. Two special permits have already been granted, one to Mr. Enoch Emery, doing business for years in the Amur, and one to Mr. David M. Clarkman, of the Maritime Province, both Americans.

These special privileges are unique, and not likely to be obtained easily. Their greatest value, indeed, is the removal of certain restrictions which have hitherto prevented a foreigner from enjoying equal privileges with Russians in these two provinces.

Private persons may prospect and work gold reefs in all places where placer workings are permitted, except in the districts of the Altai and of Nertchinsk, which are the private property of His Imperial Majesty. If veins are discovered in the "guchyn" (stripes) of placer already being worked, mining is permitted to mine them within the legal boundaries of their concessions.

Temporary permits are granted to private persons to conduct mining operations on the domain of the cabinet of the Czar until the workings are exhausted. "Holders of placer concessions may work reefs discovered on their claims without special permit or the payment of a special tax, provided notice be given to the proper authorities.

Persons of any condition or nationality (Russian or otherwise) are permitted in the enjoyment of full civil rights may work auriferous deposits.

Prospecting in Siberia. To acquire the right to prospect for either alluvial or quartz veins, all persons or companies must procure a special permit on stamped paper issued by the Department of Mines. Permits contain no limitations of time and are not transferable. A declaration in the local police office is made to the Police Department of the locality where operations are proposed. The locality must be designated, as well as names of men belonging to the prospecting party, the date the expedition is to set out, and the place of departure. The passport and papers of each person must be accurately set forth. The cost of advertising the prospecting party is \$100.00. In free territory, prospectors are entitled, so far as placer mining is concerned, to occupy an area of five versts (3.3 miles) in length, and in breadth the width of the valley in which operations are conducted; in quartz mining to an area within a radius of one verst (0.62 mile) from a point bearing the date when prospecting began, and the name of the individual company. After the plot is set out, the right to prospect continues as long as the party stays on the tract so marked out. Should the ground be found sufficiently rich to be worked, at least two shafts must be sunk, demonstrating the presence of gold, and "location posts" in place of the "prospecting posts" must be set up.

When the deposit is ascertained to be capable of being worked, a declaration of the fact must be made at the office of the chief of police in the district where the discovery has been made. One copy of the declaration must be sent by the applicant for the location, within three months, without fail, to the chief office of mines, for publication in the local press; another copy must be sent to the District Engineer, to be recorded in the register of applications for concessions. The copy sent to the chief office must be accompanied by a sum sufficient to pay expense of publication in the local press.

How to Procure a Concession. The District Engineer takes note of the copies of the declaration sent to him. He passes upon these meeting the requirements of the law and grants locations according to the requests of the claimants. These allotments of land (otvodki) take place in the Spring, Summer and Autumn, and must be made by a special commissioner, and the grant locations according to the requests of the claimants. These allotments of land (otvodki) take place in the Spring, Summer and Autumn, and must be made by a special commissioner, and the grant locations according to the requests of the claimants.

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THE CHINESE RAILWAYS

TROUBLES NOW ON ARE A SERIOUS SET-BACK TO THEM.

The Mileage in Operation and the Nationality of the Controlling Influence—Extensions.

It is to be feared that railway enterprises as well as commercial undertakings from our own and other countries have received a serious set-back in China by the war against foreigners that now seems to have begun, says the Railway Age. To the Chinese mind, the idea of a railway is abhorrent, for it suggests innovation, revolution, disturbance of old ideas and customs, and the entrance of outside barbarians—that is, foreigners. The rest of the world has enjoyed railways for two generations and more before Chinese conservatism would allow a spade of sacred soil to be turned for an experimental road; but the locomotive at last gained entrance, and an era of railway building seemed to have begun. Within the past few years foreign capital has been permitted to build several hundred miles of steam road in North China, including a line connecting the National capital with the seacoast, and sanction

has been given to enterprises contemplating the construction of miles of railway parts of the kingdom. But now the railway seems to be the center of attack, and the first outbreak of mob violence is seen in the destruction of part of the railway leading to Pekin.

The railway system of China at present is represented by the following named lines in operation:

Table with 2 columns: Name of railway line and Mileage. Includes Imperial Chinese Railway, Tien Tsin north to Pekin, etc.

Imperial Chinese Railway—Miles. From the Port of Tien Tsin north to Pekin..... 89

Tien Tsin easterly to Chenchow..... 27

Branch Kin Chou to coast..... 19

Branch Nuerthly to coal mines..... 20

Total..... 155

Li Han Railway—Miles. From Fengtai, on the Tien Tsin line, five miles from Pekin, to Pao Ting Fu..... 13

Branch to Choukoutien..... 79

Grand total..... 244

The line from Tien Tsin east is being extended to Hsinmintun, 106 miles beyond Chenchow, or 173 miles from Pekin, with a branch under construction from Kaopantz to Yingkow, 55 miles. The main line, it is thought probable, will eventually be extended 50 miles to Moukden, where it will connect with the Manchurian Railway, which Russia has built to bring its great Siberian Railway to Chinese waters, but the present outbreak will probably defer such connection unless it may be forced upon China and used by a hostile power.

The line between Tien Tsin and Pekin has already suffered mob violence, a considerable portion of its track having been torn up. In order to protect their citizens in the capital by sending troops, the nations—England, France, Germany, Russia, Japan and the United States—have undertaken to restore the railway, and it is probably again in operation for military purposes. Under present conditions, however, the plan of a road is not likely to be a profitable property. It was built at a cost of about \$30,000 a mile, including the

equipment, and the traffic thus far had been productive. American enterprise has undertaken the construction of a great railway intended eventually to extend from Pekin south to Hankau, "the Great of China," a distance of nearly 800 miles, and thence to Canton, making a line nearly 1000 miles long, through the heart of China. Grading has been nearly completed from Hankau for 60 miles and construction engines have been received, but the prospects of the enterprise at present are not encouraging. American financiers have been entering the "open door" of China with great energy, and with promising results. The progress or suppression of the anti-foreign movement in North China is, of course, a question of vast importance to all trade interests, and the progress of events will be watched with special concern by Americans.

Why Don't You Take It?—By Frank Beard. A little girl of 5 or 6 years, with big blue eyes that were full of tears, came to Bellevue Hospital, New York, the other day. She carried a cat in her arms. The cat had been wounded by a street-car, and one leg was badly mangled. At the gate the girl told Tom, the big policeman, that the cat was hurt. Tom took her to the receiving ward, where there was a doctor who had nothing else to do. "I ain't a doctor," said the policeman. "I ain't a doctor," said the policeman. "I ain't a doctor," said the policeman.

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