

St. Paul.

(Special Report.)

Look what a company of constables...
Buy on the sky so many lights...
Hark the great earth so many generations...
Are there so many purified through pain?
Witness the hour when many souls assembled...
Waited the Spirit, and the Spirit came...
Aye, with hearts trembling, and with...
Aye, with cloths trembled, and...
Eager and faint, compassionate and...
These in His hour shall prophesy again...
Tale is His will, Who hath endured, and only...
Sendeth the promise where He sends the pain...
Aye, unto these distributeth the Giver...
Sorrow and sanctity, and loves them well...
Grants them a power and passion to deliver...
Hearts from the prison-houses, and souls from hell...
This hath He done, and shall not we adore Him!
This shall He do, and can we still despair?
Come let us quickly fling ourselves before Him,
Oat at His feet the burden of our care...
Flash from our eyes the glow of our thanksgiving,
Glad and regretful, confident and calm;
Then, through life and what is after living,
Thrill to the tender music of a psalm.
Yes, through life, death, through sorrow and through sinning,
He shall suffice me for He hath sufficed.
Christ is the end, for Christ is the beginning,
Christ the beginning, for the end is Christ.
—Myers.

Our Ottawa Letter.

CONSERVATIVES ORGANIZE.

Everything now points to a general election in the near future. Sir Wilfrid Laurier has decided to appeal to the people, before they have time to fully realize the infamy of the Grand Trunk Pacific scheme. The Liberal party hopes the deal will bring them a large campaign fund, with which it will endeavor to purchase the right to dispose of \$75,000,000 of the people's money. Canada is face to face with one of the gravest crises in her history. It is the duty of every voter to assist in defeating a government whose record abounds in broken pledges, and who seeks to impose on Canada a very heavy burden. The Liberal machine, which will commit 'any crime to win power, must be beaten if the true welfare of Canada is to be safeguarded. It remains for the Conservative party to avert the threatened disaster. This can only be done by perfecting its organization, and no time should be lost in commencing hard work. The machine will endeavor to surprise its opponents, who must be ready for any emergency. The present is the time for action. If the government policy carries, it means a tax of \$75 on every family in Canada, and this can be prevented by united, prompt and unceasing effort.

THE WEEK IN PARLIAMENT.

The week in Parliament was one of the most exciting in its history. The announcement of the government's policy in respect to the Grand Trunk Pacific scheme was promulgated many times before it was eventually made by Sir Wilfrid Laurier, on Thursday. The day, however, was rendered necessary by the failure of the minister to agree as to the terms of the deal. Sir Wilfrid was compelled to make known his policy, owing to the resignation of his minister of railways, Hon. A. G. Blair, who could not endorse the proposed deal. According to the Premier's statement little consideration has been given to the bill. He declared that it was a time for action and not consideration. That a measure involving the expenditure of from \$75,000,000 to \$80,000,000 is not worthy of deep and mature thought, will doubtless prove a remarkable proposition to the majority of Canadians.

Under the terms of the agreement the government will build a line from St. John's to Winnipeg, and build it near to the Grand Trunk Pacific. The wholehearted support of the government has been given to the Pacific line, assuming responsibility to the extent of \$15,000,000 per mile from Winnipeg to the western boundary of British Columbia, and \$20,000,000 per mile from that point to the Pacific. Mr. R. L. Borden, the leader of

the opposition, pointed out the iniquitous character of the measure, which in addition to costing a vast sum, will destroy the Intercolonial Railway, in which \$28,000,000 of Canadian money is invested. It was established by official figures that out of 40,000,000 bushels of western grain, only six per cent. was forwarded to the Atlantic by all-rail, showing that the Grand Trunk Pacific cannot furnish relief to the west. It has only one object, the enriching of the fortunate promoter. Other business was completely overshadowed by the big measure.

CAN THIS POLICY FIND SUPPORT.

It must have been humiliating to Sir Wilfrid Laurier after promising day after day to bring down the government's Grand Trunk Pacific policy, to find himself prevented from carrying out his pledges by daily fights in the cabinet over the terms to be extended to the railway company. The Prime Minister was never sure of his premises, and while he often came fresh from the council board convinced that the scheme had been healed after a fashion, he met his ministers twenty-four hours later, only to find that new complications had arisen and new troubles had to be disposed of. Since the government first undertook to present the Grand Trunk Pacific promoters with \$75,000,000, peace has been absent from the cabinet gatherings. The pugilistic encounter between Messrs. Sifton and Fisher added fuel to the flames, and the rank and file of the party became restless. Quarrels have occurred in the open and the party whips have had a hard time keeping the Liberal votes in line. Many are opposed to Sir Wilfrid Laurier's policy, but his appeal to them that they should live the lie, and give tacit support to the scheme has been more successful than with Hon. A. G. Blair, who resigned his position and left Laurier rather than accept the indecent proposal. How can the people be expected to support a measure over which ministers have exchanged blows, and Liberal members of Parliament are forced to support?

RAILWAY POLICY WAS NOT CONSIDERED.

Speaking on the Grand Trunk Pacific bill, Sir Wilfrid Laurier calmly announced to the people of this country, that without giving the question a thought, he has decided to pledge the credit of Canada for a sum anywhere between \$75,000,000 and \$100,000,000. The exact figures cannot be fixed, as no member of the government is able to say within \$10,000,000 what the road will cost. There has been no investigation of the route through which the new trans-continental line will pass, or of the interests it will serve when finished. "It is a time for action, not deliberation," exclaimed Sir Wilfrid, and in consequence we have a measure which is wholly lacking in good sense, ordinary judgment, and common business principles.

Sir Wilfrid considers that it would be waste of time to hold surveys of the route over which the government proposes to lay its line from Moncton to Quebec. He noted the fact that some of the earliest settlers in Canada and many trappers and hunters have visited the wilds which are to be opened up. With the experience of such men, the Premier asks, what need is there for engineers? Ordinary railway companies would satisfy themselves as to the merits of a project they had undertaken, but what does Sir Wilfrid care with the millions of the Canadian people behind him? "We have money to burn" is the motto.

"It is a time for action, not deliberation." The sentiment explains Sir Wilfrid's reason for neglecting to furnish a single figure to prove the need of a Grand Trunk Pacific. He speaks of lions and Indians, but he care not a cent for the adoption of his present policy. Mr. Blair put it in a way that the scheme was as unending and indefeasible.

PRACTICAL LESSON FOR FARMERS.

The Liberal party, while it maintains the duties imposed on farm producers by the National Policy, contends that it is impossible to protect the agriculturist. It is only necessary to point to the great distances that have occurred in the importations of farm produce since the duties were introduced, to show how utterly absurd are the claims of the government. In addition to the direct protection afforded the farmer, there is an indirect arrangement accorded him by the establishment of manufacturing centres. Every workman and those dependent on him is worth to the farmer as a customer on the average \$50 per year. Taking the population of

Table with 2 columns: City, Value. Lists Montreal, Toronto, Quebec, Ottawa, Hamilton, Winnipeg, Halifax, St. John, London, Vancouver, Victoria, E. C., Kingston, Charlottetown, Guelph, St. Thomas, Sydney.

The Liberal Conservative party, by a proper encouragement for manufacturers, desire to extend these markets, but the Laurier Government is opposed to the scheme. The policy of "adequate protection" also calls for direct safeguards of the markets for farmers. By reference to the above statistics, the desirability of factories will at once commend itself to the farmer.

AFRAID OF OPPOSITION CRITICISM.

Probably no leader of a Canadian opposition has ever been treated as unskilfully as Mr. R. L. Borden was in the matter of the government's announcement of the Grand Trunk Pacific scheme. Sir Wilfrid Laurier attempted to get his scheme before the country without comment, and to do this he denied Mr. Borden the ordinary courtesy of a copy of the bill and contract before the conclusion of his speech. The leader of the opposition, however, was equal to the occasion and in a speech lasting over an hour he drove a coach and four through the arguments of Sir Wilfrid. That was an easy matter considering that the oration had been written by Edward Farrer and E. W. Thompson, the former furnishing the political matter and the latter the fireworks. Sir Wilfrid played the part of the parrot and recited his little piece about a subject of which he knew nothing. But this is a part from the exhibition of cowardice and discourtesy given by the Prime Minister. If the scheme is a proper one, why fear criticism? The country will not fall in love with 'his line of steamship.' It is little and it cannot but lower Sir Wilfrid in the opinion of those who admire manliness and fair play.

THE TALENT OF SIFTONISM.

The correspondence covering the deal by which 250,000 acres of Dominion crown lands situate in the Northwest Territories were transferred to the Saskatchewan Valley Land Company for one dollar per acre, reveals one of the largest steals ever negotiated in Canada. The majority of the lucky purchasers are Americans, who will divide up \$1,750,000 in profits after they will have disposed of their holdings. Without complying with the terms of an agreement, under which they undertook to place twenty settlers in each township, the company was granted patents for 37,000 acres. They are disposing of the land at \$8 an acre, and the values are steadily and rapidly increasing. Canada is out this immense sum of money because the department of the interior neglected to safeguard the interests of the country. Hon. Clifford Sifton's administration has been replete in scandals which have placed his friends in possession of portions of the crown domain, the exploitation of which has resulted in fortunes being made in short order. Everything Mr. Sifton touches is tainted with suspicion, and the land deal is only outshined by the Treadgold concessions.

MISCELLANEOUS.

"I told papa your poems were the children of your brain." "What did he say?" "Said they were bad enough to put in the reform school." Sometimes after getting overheated, there follows a chill, then a severe cold. The quickest and best remedy for the worst kinds of coughs and colds is Dr. Wood's Norway Pine Syrup. Try it. Price 25c. The Doctor—You have a bad cold, Mr. Jiggs. I'll give you some pills for it. Jiggs—Oh, never mind, Doctor, you can have it for nothing. Hagar's Yellow Oil Can be used externally or taken internally. It cures cuts, burns, bruises, contracted cords, stiff joints, painful swellings, quinsy, sore throat, etc. It is a regular family medicine chest. Price 25c. "Why ain't you at school, little boy?" "I stayed away on account of sickness." "Who is sick?" "The trust officer."



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French Fishermen in England.

A novel and edifying sight was seen in St. Mary's Church, Falmouth, England, one day last April. Falmouth is the rendezvous of the French fishing fleet which every year sails for Irish waters. At the invitation of the priest of Falmouth the crews of these vessels attended church in great numbers, arrangements being made for them to sing their hymns during Mass; and the Benediction was being sung by them throughout unaccompanied by the organ or any musical instrument. A body of over 160 were present at Mass on the eve of their departure. The devotion with which they sang and heard Mass was very edifying to the natives, both Catholics and Protestants, who were admitted to the church, while the echoing of 160 powerful voices was heard far beyond the church, and greatly impressed all. When this fleet departed another arrived, and these fishermen also celebrated the eve of their sailing with a special Mass, and with Rosary, hymns and benediction in the evening, all the parts being again sung by these exemplary Catholic sailors, whose conduct is always without reproach in the town. When not in the language of the Church, all the devotions were conducted by Father Burns in French, in which he also briefly addressed the men, saying that he and all the Catholics of Falmouth were pleased with their visit, and looked forward to their return.

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