

FATHER ANDRE, RIEL AND DUMONT.

The Northwest rebellion is now happily an event of the past, but fresh incidents throwing more light on the characters and objects of the rebel leaders, Riel and Dumont, are being continually unearthed. While Louis Riel's crafty cunning and cowardly nature had caused him to be generally detested as a cruel schemer, who had led the simple Metis into serious trouble merely for the purpose of extorting money for himself, Dumont was looked upon as the real hero of the movement, a brave, determined, but misled man, and his final escape into the States, instead of being lamented, was generally considered a most fortunate circumstance. But it now appears upon the testimony of Father Andre, who relates several instances of Dumont's cowardice, that the fighting leader of the Metis was anything but a hero, and so the one romantic incident of the rebellion is really romance and not reality.

Bishop Grandin and Father Andre have but lately returned to Winnipeg from a trip to Rome, and Father Andre has been stating some things connected with the rebellion not before made public. It seems, that after his trial, and when Riel was lying under sentence in Regina prison, some members of the Mounted Police Force offered to assist him in making his escape. In the ceiling of the cell in which he was confined was a grating opening into a log loft, which ran the whole length of the building, and at the end was a scaffold. A bar in the grating was loose, and it was proposed to Riel that he should climb up to it by means of a rope which they would let down to him, remove the bar, and passing along the loft jump from the scaffold outside the inclosure and so escape. At the time the guard at night was not very strictly kept and consisted of only four men. Another plan suggested to Riel by the same person was that some of his friends should enter the jail and overpower the guard. Riel mentioned these schemes to Father Andre, who refused to have anything to do with them, and pointed out that probably the intention of those suggesting them was to induce him to try and escape and shoot him in the act. This idea struck Riel very forcibly, and he was horrified at the narrow escape he had had, and after that if his cell door had been left open and the guard removed he wouldn't have dared to leave the cell on any account. From what was learned afterwards there is very little reason to doubt that there actually existed a plot to induce Riel to try to escape and then dispose of him while making the attempt.

Looking back at the rebellion, Father Andre expressed the opinion that by the death of Louis Riel the Roman Catholic Church had escaped suffering a great deal of loss. Had Riel lived and made his escape to the United States the half-breeds of the Saskatchewan district would almost all have become apostates, and to law and order they would have become a standing menace, leading a brigandish kind of life. He told Riel, and so Father Andre believed now, that his death was necessary for the welfare of the Metis nation and the good of the country.

Testimony of this sort, from such an authentic source, should forever silence the absurd "Riel cry," which designing politicians used so effectively, in some sections, during the last election. Dishonest issues may succeed for the moment, but the people soon see through deception, and take swift vengeance upon shortsighted politicians who have led them into error.

THE ISLAND OF PRINCE EDWARD.

The greatest drawback to Prince Edward Island is its insular position, which makes it almost impossible, during the winter months, to keep up a regular mail and passenger service, and renders it impracticable to carry on the transit of freight between it and the mainland.

The Island, which, for fertility of soil, is unsurpassed in any part of America, is mainly dependent for the support of its people upon the export and sale of agricultural products, and, unless these can be shipped and disposed of to advantage in the autumn, they have to be held over the winter, and thus the producers are prevented from selling during the very months in which the products of the Island would find the best markets. Hence it is, that in travelling in Prince Edward Island, we find that there is a unanimous desire among the people to have closer winter communication with their fellow-citizens on the opposite side of the Straits of Northumberland, coupled with the belief that this could be accomplished by adopting Senator Howland's proposition, to unite the opposite shores by a subway or iron tube laid upon the bed of the strait, which, according to the estimates already prepared, would not cost over two million one hundred thousand dollars.

The narrowest part of the strait, which is between Cape Traverse and Cape Tormentine, is about eight and a half miles, and, as the water is shallow and the board ice freezes and remains all winter for several miles on the shore on either side, it is thought that long piers could be built, reducing the actual length of the tunnel to five and a half miles.

To bridge the strait is not impracticable, but as such a structure would seriously interfere with shipping, even the Islanders themselves are opposed to any such connection being considered. The Dominion Government would willingly carry out its contract to provide winter communication with Prince Edward Island, and the Parliament would gladly vote the required sum to construct the piers and subway, could it be proved to a certainty that such would be an unqualified success. Senator Howland and his friends affirm that there is no question as to the utility of such a subway, but competent engineers may reasonably be excused from giving their opinion upon what would be, after all, a monster experiment.

For our own part, we should like to see the subway built, as its cost, as compared with its usefulness if successful, would be comparatively small. With rail communication with the mainland, the Island farmers will not

have to sell their oats and potatoes in a glutted market, or hold them over during a long and severe winter, nor would they be obliged to curtail their farming operations, as other and more remunerative crops could then be grown to advantage on the Island. Senator Howland has, for a time, ceased his agitation on the question of building a subway, but, if he anticipates seeing the project carried out, he should follow the example of the late Hon. Joseph Howe, and agitate! agitate!! agitate!!!

BLUE-NOSE GRUMBLING

In concluding our remarks on this subject, we shall be able to further demonstrate how gratuitous and artificial are the persistent efforts of Nova Scotian annexationists to belittle the Dominion, and asperse the conditions and energies of their own Province.

Last spring, one of our Staff Correspondents visited the County of Cumberland, and we now re-produce some of the remarks made by him in a communication which appeared in THE CRITIC of the 20th May:—"Cumberland," he writes, "is noted for its good land, and the farmers are reported to be very well off. Great interest is taken in stock-raising, and Cumberland beef is as good as the world can produce. Thorough-bred horses are numerous, and I saw a few Percheron and Clydesdale stallions, proving that the farmers are becoming interested in heavy draft and farm horses."

Speaking of business establishments in Amherst, he says:—"These all do a good business, but what gives Amherst its fame abroad are the flourishing manufactories which are now pushed with work, and which give steady employment to numbers of mechanics." Messrs. Rhodes, Curry & Co. keep an immense stock of lumber on hand, combined with the latest labor-saving machinery, the advance in the manufacture of which is instanced by the fact that "a few years ago, when their factory was burned, they found the Canadian-made machinery so poor that they had to purchase in the States, whereas, now, they can purchase equally good, if not better machinery from the manufacturers in Ontario." Here is a practical refutation of one of Mr. Browne's misrepresentations. "They have," it is continued, "a lot of new Canadian machinery, and are perfectly satisfied with it." Our correspondent saw Messrs. R. C. & Co.'s "goods being shipped to places as far apart in this Province as Sydney and Yarmouth."

The "Amherst Boot & Shoe Company's" business was good, and "steady work is given to a whole host of employees."

Many other business establishments are noted, but we will only refer to Messrs. A Robb & Son's Stove and Machine Works, whose "stoves are in use everywhere," and who manufacture boilers and engines under American patents, which, as in the case of a piano manufactory in Toronto, is the right thing to do, wherever the American patent is worth the candle.

A woollen mill was talked of, and the stock largely taken up when our correspondent was there.

Enough has been said to show that Cumberland, at all events, is not of the growlers. Energy and patriotism combined, will, everywhere throughout Canada, produce content with our own country, and confidence in its marvellous resources and rapid increase of population. Above all, there seems to be in that wholesome country none of the antagonism which it is the wicked and insidious endeavor of the annexationists to create between farmer and manufacturer. The larger the manufacturing population, the larger the home consumption of the farmer's commodities, and we have now arrived at that step in population when the increment tells in a sensible arithmetical progression in every direction of national advance.

Some time ago the Canadian advocates of the creation of a moral sentiment by act of Parliament, affronted their countrymen by introducing an orator from the States to enlarge on the depravity of the Dominion. The annexationists are repeating the insult by procuring another alien to dilate on the vamped up miseries of the Maritime Provinces. Meanwhile, some of the worst oppressors of an important industry are merchants of great wealth, who, while they are foremost in national pessimism, are equally conspicuous for their admirable methods of slinging the millstone of perpetual debt round the neck of the Nova Scotia fishermen.

These and their compeers are the legitimate allies of the Quebec *Justice*, which refers to English-speaking Canadians as "foreigners," and are doing their best to transfer the control of the Dominion Finances from the Parliament of Canada to the Congress of the United States. For this is the issue, and it is not financial only. Commercial unity is annexation. Fortunately, British feeling Canadians are not a minority; and, beyond the fact of a loyal majority, there is to be taken into account the Imperial Government, who, besides their naval exigencies, have had borne in upon their convictions a new value to the Canadian connection in the route to the East, opened up by the C. P. R. All old country relations, however, would disappear in the discrimination against England, which would follow commercial union with the States.

The swords made by the Japanese prove that, with all its boasted excellence of manufacture, the Western world has still something to learn from the East. Neither Sheffield nor Birmingham, with all their skill, is able to turn out a sword blade which can be compared with the wonderful swords of Japan. For fineness of temper and keenness of edge, they are unequalled in the modern world, and can scarcely be matched by the blades formerly forged in Damascus and Toledo. A common feat for a Japanese soldier is to cut a pig in two at a single blow; and bars of lead, and even of iron, have been divided by these weapons without a notch or imperfection being visible on the blade. While not possessing the marvellous dexterity of Sikh swordsmen, the Japanese would be most formidable adversaries in hand-to-hand fighting.