The True Witness

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MONTREAL, WEDNESDAY, APRIL 21.

CALENDAE

APRIL

APRIL
THURSDAY, 22—SS. Soier and Caius, Popes and
Martyrs. Abp. Eccleston. Baltimore, died,
1851. Bp. Conwell. Philadelphia, died, 1842.
Cons. Bp. Leray, Natchitoches, 1877.
FRIDAY, 23—St. George. Martyr.
SATURDAY, 24—St. Fidelis, of Sigmaringen,
Martyr. Cons. Bp. Borgess, Detroit. 1870.
SUNDAY, 25—Fourth Sunday after Easter.
St.*Mark, Evangelist. Less. Ezech. 1, 10-15;
Gosp. Luke x. 1-9; Last Gosp. John xvi.
5-14.

Monday, 26—88. Cletus and Marcellinus, Popes and Martyrs. Cons. Abp. Wood, Philadelphia, 1857. TURDAY, 27—Ferla. Cons. Bp. Gross, Savannah, Philadelphia, Turaday, 27—Feria. Cons. Bp. Gross, Savanas, Ga., 1873.

Wednesday, 28—St. Paul of the Cross, Confessor. St. Vitalis, Martyr. Ep. Bazin, Vincennes, died 1888. Cons. Bp. Hendricken, Providence, 1872.

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F Ir is reported in authentic circles that the Archbishop of Tuam is at last to be created Cardinal. This will give pleasure to Irish Catholics all over the world.

Affairs in the row notorious village of Lucan have reached a pitch that demands the prompt attention of the Government, if life and property are to be considered of value. carry on a war to the knife, a war which has all those who are in a position to bring them to justice. Nothing but the most determined efforts of the law officers of the Crown, seconded by all good citizens, will prevent the Lucan murderers and incendiaries from defying the arm of the law.

Now that the Imperial elections are over was it that prompted Lord Beaconsfield to disfranchise the electors of the West of Ire-Verily the old proverb is right, "whom the gods wish to destroy they first make mad." They certainly gained nothing by this brilliant piece of legislation, and probably lost a large number of votes and the respect of the generous-hearted all over the world. We observe that the Duchess of Marlborough Relief Committee are disbanded. Their usefulness as a political machine is departed, for the elections are all over.

Mr. Blake and His Friends.

The Globe in a late article refers to the Hon, Edward Blake as the melancholy individual who seeks to guide the spirit of a new Canadian party. True, it did not mention his name, but every one who reads the papers, and knows of the hostility that actuates the Hon. George Brown towards that gentleman, must at once conclude that Mr. Blake is " the individual who happens to be meant." The Honorable George is not as much of a success in politics as in journalism. He has tried over and over again to find a constituency to accept him and his brilliant talents, he has made seven hours speeches in his time, and managed to keep his audience awake more by his fierce gesticulations than the force of his eloquence, though it is forcible, but nevertheless the constituencies have rejected him, giving no just reason for their outrageous conduct. He has admirers in almost every constituency in Canada, who, if they were rolled into one country, would be capable of giving him a splendid majority but they are scattered, and much as they love him they cannot elect him to Parliament. This is enough to sour the temper of a more amiable politician than the Hon. George Brown. Not having been successful in obtaining a seat himself, he adopted the Hon. Mr. Mackenzie as his lieutenant, and a faithful one he has been, and is to the present day. There is a feeling of clannishness among Scotchmen much to be commended, and both Mr. Brown and Mr. Mackenzie are Scots, leal and true, willing to assist each other with all their our own Northwest commences competing proposed railroad is not necessary, or that it | "inward cussedness," which cannot be too ability. Mr. Blake is of Irish extraction and sending its produce through Montreal its and believes the Irish should have Home natural depot. Mr. Alonzo Richmond, of tractable as Mr. Mackenzie, the promietor the trade. The difficulty with Montreal, he peopled from the Atlantic to the Pacific, and such a degree as to rouse the anger of the thousand bushels of grain. Hence it was accompany each bottle. It is surely worth of the Globs would, notwithstanding sational thinks, is the improbability of vessels going as far north at least as the fifty-flith parallel British lion, and cause his keeper, Lord that the Canadian Government, chiefly 35 cents to try the experiment.

affinity, adopt him as leader of the reformers; any mortal living on Canadian soil. The result of all this is that there is a split in the party exactly at the time when the party, on account of the smallness of its numbers, cannot afford it. Mr. Blake does not want the Pacific Railroad built until there is a nonulation to support it, and from present indications he thinks this a remote contingency. Neither does Alex. Mackenzie neither does George Brown, but yet the Globe shapes its dissent in such a subtle manner that it permits all whom it may concern to understand the policy of Mr. Blake is not the policy of Mr. Brown or his trusty henchman, the nominal leader of the Opposition. The Globe at one and the same time moves in parallel lines with the Hon. Mr. Blake, but manages to make ugly faces at him as they go, and certainly calls him a melancholy individual." Mr. Blake stands about in the same relation to Messre. Brown and Mackenzie as Mr. Gladstone to Lords Granville and Hartington, and if at the next election the melancholy individual does not, like Achilles, sulk in his tent, he may achieve the same kind of victory, for he is undoubtedly more popular than his rival as a statesman, though not, perhaps, personally. In the meantime he is making a fierce onslaught on the Pacific Railroad policy of the Government, which, who knows, may one fine day have its effects.

Mentreal and the Grain Trade. Every year promises to increase the volume of the grain trade between the great West and Europe. The population of Europe is constantly increasing, but the lands available for agricultural produce are limited, while on this continent they are almost illimitable, and will be so for a hundred years to come. The fertile plains of Manitoba, and the Valley of the Saskachewan, are constantly attracting farmers who will pile up the golden grain in their granaries for transhipment to Europe. But, though the West garner the produce, it will have to go through the East. and hence it is that several great cities are looking for the immense profits to be derived from the carrying trade of the western markets to its objective point, which is Europe. As surely as water finds its level, so surely will the millions of tons of grain find the shortest route to Europe, and every factor must be taken into account—the cheapness of labor, the cost of coal and the shortness of way. It is true that New York may, through unrivalled facilities in tran-It is evident the Vigilance Committee and shipment and all the modern appliances that their friends are determined to pursue their wealth can furnish, for a while be in a posiwork of vengeance to the bitter end, and to tion to divert the trade into its own wharves, but, except its rivals be insanely stupid, or now become necessary to their safety, against | sluggish or dead to their own interests, this cannot last. Strangers will come ultimately in and do what those whose duty it is neglect. At the present time Buffalo is the great entrepot of the western grain trade, but, as Buffalo is merely a suburb of New York, so to speak, that great city it is which expects more than any other to receive the bulk of the profits of the immense grain trade and the Tories very badly beaten, it is read of the future. There is only one possible sonable to enquire what insolent stupidity | rival that disturbs her and that rival is Montreal, the city on this continent most advantageously situated for being the half-way land whose necessities compelled them to house between the Great West and the ports avail themselves of Government relief? of Europe. The New York Herald, in relation to this rivalry says :- "A more threat-" ening danger looms up beyond our Northern frontier. Canada has geographical advantages superior in some respects to our own. The great mountain range, which sinks to the tide level for the passage of the Hudson terminates before it reaches the banks of the St. Lawrence, This broad and mighty river drains those vast inland seas which feed the Erie Canal. The Welland Canal. twenty-seven miles in length, will, when enlarged, open a continuous voyage for large vessels between the ports of the upper lakes and the ports of Europe. Can we stand this competition and the diversion of business at which it aims? This is the great question which excites so much uneasiness." As a matter of course our Governments are alive to the necessity of engaging in this competition, and the merchants of Montreal realize its full value to the city. The late Honorable John Young, for instance, bestowed deep thought on the matter, and in so far as he could give it practical expression. If the enlargement of the Welland and other canals turn out the success prominent Canadian merchanis and statesmen hope and auticipate Montreal will witness a brilliant future. If, through those canals the traffic of the west be diverted into its proper channel, which is the mighty river St. Lawrence, Montreal cannot fail to be enriched thereby, and all Canada, but more especially Quebec, though indirectly. " The "theory is" (says the New York Herald). that cargoes can be taken in the grain ports of the upper lakes and sent direct to Liverpool, saving the expenses of transfer and

> grain trade of the American continent." And this, in fact, is not impossible, though

"handling at Bucklo and further expenses of

the same kird in New York Harbor. If

this dress should be realized, not only New

"York, out all our seaboard cities, will be

"deprired of any share in the vast foreign

through finding return freights, but that diffi- of latitude, and that consequently the railroad but no, Mr. Blake is on the contrary roughly culty may also be got over in the course of will be constructed if some other more rapid independent and would not be lieutenant to time. Canada has not yet begun in carnest and more convenient method of transporting to develop her resources.

THE London Times, once considered a poli-

tical barometer, is so no more; it is now

more of a political weathercock, and has been

so since the death of its great manager,

Mr. Delane. Its speciality was that it could,

pig-like, see how the political wind was veer-

ing, and trim its sails accordingly. It also

possessed another attribute in times past,

which was that, no matter what its opinions

were, it iurnished true reports; but of late

The Political Situation.

it has also lost that quality, and can now lie and prevaricate almost as well as the New York Herald, which is saving a great deal. About a fortnight ago it prophesied that Mr. Parnell would succeed in having a following of twelve in the new House; its latest declaration is thirty-six, while the truth is the new leader of the Home Bule party will have at least sixty to serve under him, not counting eight or ten of what is called the moderate section. The Tory papers, of which the Times was one a month since, if it is not now, were sanguine of success, but seeing their party so badly beaten, they hug themselves with the consolation that the Home Rulers will at least not hold the balance of power. True, this is only a poor consolation, but it is nevertheless better than none. It remains to be seen, however, if such shall be the case. It is well known that before Mr. Gladstone took office in 1868 he promised if his party obtained power to govern Ireland according to Irish ideas, and, as that great liberal statesman is honest and sincere, great things were expected. But he reckoned without his host. A large section of the Liberal party is made up of aristocratic Whigs, sons of the great Whig lords, and the nominees of Whig Dukes and Earls in the fertile plains of Illinois, and the still more Lords. Up to a late period there did not exist much difference between the Whigs and Tories. When one set of landlords moved out of office the other set moved in, and between them they kept the ing. Government of the country in their own hands. After the passing of the Reform bill in 1832, however, a small number of Radicals crept into Parliament, and as they were for the most part men of ability, they made of a more liberal nature. The further extenlarger number of Radicals into the Commons, and the late general elections has ment of a like number of Whigs, that the advanced element has become a positive power. It may be easily guessed, therefore, that the old Whig party views this new stone programme. It follows from all this that if opinions are not modified there will be a collision between the two sections with the Tories. If Mr. Gladstone, with his keen intellect, sees a chance of this continthe event of another general election the Raa majority, and thus be in a position to defy the united Whig and Tory landlords, and pass real liberal measures, among which will be the carrying out of his old plans of governing Ireland according practice all the signs of the times seem to indicate. But no matter how affairs go in the British Parliament, Mr. Parnell will command a formidable parliamentary phalanx, representing the almost unanimous wishes and aspiration of the Kingdom of Ireland. This party cannot possibly be ignored, it will be a standing menace, a protest against the misgovernment of its country, and it will always stand ready to take advantage of the dissensions of the common enemy and strike a blow for good government. The Times, therefore, and those who still draw political nourishment from its venerable bosom would 40 well to wait a little while before decrying the new Parliamentary party.

The Pscific Bailroad.

Those enthasiastic Conservatives who imagined they discovered in a late article of the Globe s tendency to give a generous and a general support to the Pacific Railroad policy of the Government, must have been somewhat disappointed on perusing its modised article of the 12th inst., which says, in effect, that the road is necessary, but its conhowever, well known that the Globe has never changed its opinions on the railroad question, but in order to keep the Hon. Edward Blake in the traces, and remind him upon the Government. Now, as no intelligent

passengers and grain and other produce be not discovered which will render it unnecessary. But the question now is, can this Dominion procure money enough without borrowing to complete the enterprise within the next ten or even twenty years? It is not at all likely. The next question is, if after the country is overwhelmed in debt, and the road built before the beginning of the next century, who or what will support it, and will it not be necessary to spend some millions annually to keep it in regain? We refer more especially now to that vast stretch of territory from Lake Superior to the Pacific coast, taking in as it does nearly two thousand miles. It is one thing to have the glowing accounts given by travellers as to the immense expanse of territory referred to we are strongly of opinion it is not very different from the land bounding the American road between the same degrees of longitude from between Omaha and Cheyenne to the State line of California, worth about thirtyseven and a half cents for agricultural purposes, except in a few intermediate spots not worthy of mention. But as we have observed in a former article. the extremely wealthy and populous States of California, Nevada, Oregon and the rich territories of the Pacific coast could afford, in conjunction with the Western States, socalled, to pay for the support of the barren and unprofitable centre. The answer of the enthusiasts to this objection will be, of course, that there will be no fear, that the emigrants will come in millions, and besides the trade with China and Japan (and they might add with the inhabitants of the moon) will swell our revenue. It is good to be hopeful so long as one does not act as if the hope would surely be realized, but when it is remembered that in 1870 the charter promised the work would be completed before 1880, the sceptical and the pessimist may be excused for doubt-

Canada is even now heavily involved in debt. She owes about one hundred and fifty million dollars, which, together with a like sum necessary to complete the mad enterprise, would give a population of four or five their influence felt in the passage of measures | millions a very respectable national debt for a country which has had no wars, and has to sion of the franchise in 1867 allowed a still do her foreign trade for the most part through England. We have in Canada a certain element which cares not what may hapso increased their numbers, to the displace- pen in future, provided large coutracts be obtained, and this class unfortunately has more influence with the Government, be it Liberal or Conservative, than legitimately belongs to prepared to go even half ways with it in the payers have to pay the costs. There is anwhich imagines we cannot be free, bold Britons unless we have a magnificent national debt. It is un-English not to have a national of the Liberal party, and as Mr. Gladstone is debt, you know. See how prosperous old too much in earnest to give way there is a England is under the sweet burthen. The pay their millions every year to support the holders of the three and three and a half gency the policy he will adopt in the first in- per cent. But outside these two classes stance will be to extend the franchise, that in and a few eccentric individuals who have great destiny combined with a great raildicals, or new Liberals, will be able to secure road on the brain, the people of Canada do not desire such frightful expenditure for such little profit in the near future. If the Government will persist in spending treasure, let them still further improve the canals, which are destined to do really great things to Irish ideas. This is, of course, mere for Canada. Let them encourage Canadian theorizing, but that the theory may be put in enterprise and industry where Canadians are living, and let the British Columbians rest satisfied with a small local railroad, which is as much as they are worth, and if that does not satisfy those Trans-rocky mountain gentry, why, then in the name of all that bears a relation to common sense, let them go, let them depart in peace, but expend a hundred million dollars for them-never. Some millions of dollars have already been

A Great Moral Victory.

been lost; it will be useful to our posterity.

but, if not, let our legislators think of the

old proverb, and not send good money after

One of the pleasantest features of the age we live in is that after a contest, whether physical or only mental, each side gains a victory, but it is generally the losing side there would not be much necessity for the which gains a moral victory. If a man is deepening of Lake St. Peter. The Welland kicked by another, the man who is kicked | Canal will be open for navigation on the 1st can, if he pleases, gain a moral victory by of May, and this opening has more signifibearing his little chastisement in a Christian spirit, or even a philosophical spirit will do if hard pushed. There rests city, for it means that Montreal is making an struction must proceed gradually and ac- no doubt on our minds, for incording as the country grows. The only hope stance, that Lord Beaconsfield prides himself, grain trade of the great West. the Globe holds out in its last article is on the fact that, although Gladstone that it will permit the railroad to go a little squelched him and his Imperial policy, he way shead of the settlements. It is (Beaconsfield) has gained a moral victory in Canal system and allow vessels frum Chicago, not having been annihilated, a fate which he only escaped by the skin of his teeth. But a still pleasanter feature in those matters is that the man or party, or nation, which loses that there must be only one dictator in the the moral, victory is not a bit jealous of the both of which are rivals for the grain trade, Liberal party at a time, it went a little out of winner:, This lack of appreciation arises, no its way to frown down his anticipated attack doubt, from an utterly deprayed conscience, or to speak in the more forcible language of it may not come to pass yet awhile, or until man in Canada goes so far as to say that the the New England, religious philosophers, an will not be constructed at a period more or severely condemned. The latest illustration less remote, it seems to us that the advice of of the morally yanguished is. Charles Stewart Rule, if his speech is reported correctly), and Buffalo, a thorough master of all the details the Globe is quite superfluens and only a Parnell. This wretched young man, with six though he is decidedly an abler man that of the grain trade, does not share in the fear rehash of what has been said and written ten others equally bad, prevented the machinery have him for leader. It may, however be ticular, entertained by others, but thinks the period does not come again it is in the along with its usual celerity during the last

beaten at the polls, all the world knows he scored a great moral victory. From time to was in a ridiculous fix, that the electors were laughing at him, and that the respectable classes were quite disgusted. The London Spectator and the Saturday Review, the two weekly papers of cultured politics, though differing in everything else, agreed in laughing at Parnell and proclaiming to their respective parties that he was a dead failure, whose fol- land navigation in the world. lowing would probably amount to a baker's dozen. When a hired mob insulted him at Enniscorthy the London press was convulsed with laughter, and comic papers had cartoons an interoceanic railroad and another thing shewing the priests on either side with altogether to make it pay. Notwishstanding shillelaghs fighting away for the bare life. This killed Parnell out and out. It was irresistibly comical. But when Mr. Parnell was returned for Cork, he and his coileague heating a Whig and a Tory, one a brewer, mark you, a brewer, the fun was not so palpable. Nevertheless it was a moral victory. No one could deny that when again Parnell was returned for Mayo, beating another Whig. There was one thing, however, they could still keep laughing over, notwithstanding the excitement of the British elections and the disgusting continuity of successes of Parnell's nominees. He could not get over the fiasco at Wexford. Gallant Wexford, which would not tolerate a dictator. But behold, the 13th of April arrived and the greatest of all the moral victories of the campaign was achieved. The gallant Chevaller received 457 votes. while the nominees of the man against whom the electors were 80 terribly enraged were returned by the whole county, indeed we may say, without a straining of the truth, by acclamation, for no one will contend the absurd number of votes the heroic Zouave received could entitle the election to be called a contest. The ousting of the Whiggish O'Connor Don from Roscommon, of the Jingo Cavanagh from Carlow, of Lord James Brown from Sligo, of Colonel Tottenham from Wexford, and the almost clean sweep of Leinster, Munster and Connaught, with successful forays into Ulster, were moral victories, and as such let them be recorded. The most astounding part of the whole business, as tending to show the great unpopularity of Parnell, is the fact that his candidates, most of them unknown men, allowed their opponents, wealthy, territorial magistrates, to score moral victories at their expense, by receiving a minority of votes and staying at home to rack-rent their tenants until the time comes for a change. The it. The parties composing it go in for great result of the election in Cork County power with jealous eyes, and that the Marquis enterprises, for they can lose little and gain gives the Whigs and Tories and newspapers carrying trade by the lakes from the Western of Hartington and Earl Granville are not much, but whether they lose or gain the tax- generally chance for a mild hurra, for it States, and the persistency, energy, and seems Colthurst, the moderate Home Ruler, measures foreshodowed by the Bright-Glad- other class, more erratic if less interested. was elected. It seems Colthurst received 3,530 votes against Kettle's 3,430. This majority was not large enough to entitle the Paruellite te claim a moral victory, the more especially as the election is to be protested. In order to shew what a trifle will afford conprobability of the Whigs forming an alliance taxpayers consider it almost a pleasure to solation to the enemies of the Irish National party we copy the telegram which says:-The deteat of Parnell's nominee, after the tremendous efforts made to secure his return, is a heavy blow to Parnell's dictatorship, and the successful stand made by the Catholic clergy and respectable laity, including doubtless many Conservatives, will be regarded as

> This is the first time that the Catholic clergy have been spoken respectfully of by the British press, a fact which reminds us of the words of Moore-

& GREAT MORAL VICTORY.

Unprized are her sons till they learn to betray, Undistinguished they live if they sham not their

But it does not apply to the present case, because if, as in most Irish elections, there were Catholic priests on one side, they were also on the other, for we find that the great majority of them went with Parnell, who has been mainly instrumental in placing 55 Catholics in the new House against 37 in the last. The time has at length arrived when expended on surveys, but that will not have Irishmen do not ask what religion the candidate professes, for which God be thanked.

The Welland Canal.

The fact that steps, and let us trust successful steps, are being taken to make Montreal a free port, very naturally causes the eyes of the commercial men of Canada to turn to the Welland Canal, without which cance than that of any event which has yet taken place in the commercial history of this effort to compete with New York for the vast-

The Welland Canal was commonced in 1846 in order to complete the St. Lawrence Duluth and other lake ports on the west of the lakes to pass through. Both the St. Lawrence and Erie Canal, one leading to Montreal and the other to New York, but start from the foot of Lake Erie, which is 900 miles from Chicago, through a continuous range of slack water. It was found after awhile that the Welland had not capacity enough, to answer the increasing trade with the West, and in 1874 there were 122 propel- failing success in thousands of cases. It softens lers upon the upper lakes, none of which could descend into Lake Ontario, by reason of the deficiency in size of the locks Mackenzie, a section of the party will not of Canada in general, and Montreal in part thousand times before. If the glacial of the British constitutions from moving of the Welland Canal. The Welland Canal vessels (those which could pass through) that if Mr. Blake were as docile and as St. Lawrence will certainly capture some of nature of things that this continent will be two sessions of the Imperial Parliament to could only carry from twelve to eighteen

Besconsfield, to go to the country with an through the exertions of the late Hon Linha integrity of the Empire cry, and although Young, to whom Montreal owes a marble monument, concluded in 1874 to effect a further enlargement, an enlargement which time as the elections progressed, the Atlantic has cost upwards of \$8,000,000. That the cable kept informing us that Parnell, who is money has not been expended in vain the the bete noir of the landlords and the Empire, following review, mostly condensed from a report of the Hon. Wm. Thurston of Buffalo. President of the Board of Trade of that progressive in Lake port, will be of interest at this present time : -

> When her enlarged canals are completed. Canada will for nearly eight months of the year possess the most perfect system of in-

> The work on the Welland Canal progresses steadily and the caual will soon be ready for navigation. It will be the finest work of internal improvement on the American continent.

> The distance from Chicago to Montreal via the Welland and St. Lawrence canals, is 1,261 miles; the distance from Chicago to New York, via Buffalo and the Erie Canal. is 1,419 miles, or 150 miles in favour of the former route. The route first named has 70 miles of artificial navigation with 56 locks and a total lockage of 564% feet; the second 350 miles, 72 locks, and 654 feet lockage. Thus there are 16 more locks and 894 more feet of lockage on the New York than the Montreal route, with the advantage of a stronger current also in favour of Mont-

> Time is an important point to be considered in comparing the routes. A cargo of grain is brought to Buffalo from Chicago by propeller in about five days; allow one day for elevating and transferring to canal boats at Buffalo; then 11 days' trip (by mule power) on Erie Canal to tidewater, and two days for towing from thence on the Hudson River to New York-altogether, 19 days. From Chicago to Port Colborne the usual length of a trip by a propeller is five days; thence by Welland Canal to Fort Dalhousie. Lake Ontario, one day; thence to Kingston. one and a quarter days; one day may be consumed there in transferring cargo; thence from Kingston to Montreal, by barges, the time is three days-altogether, 11; daysthus showing a gain of 74 days in favor of the Montreal route. The time on the Erie Canal is shortened about three days when steam is used.

> The storage capacity of Montreal is 2,000,000 bushels of grain and 200,000 barrels of flour. About 90 per cent. of the grain shipped is purchased on English orders for cash at western ports, and 10 per cent. on owners account consigned to Great Britain and Ireland.

Thus keen competition is certain when the Canadian canals are completed. Canada and Enth will ive en strglanford the internal financial ability of England are so well known as to leave scarcely a doubt of the ultimate success of the movement.

In the New York Produce Exchange report for 1874-75 it is stated that "practical experience has demonstrated that large vessels or ships can carry property more cheaply than small ones, the rates of cheapness being in about the proportion of the increased tonnage measurement. An increase of 150 per cent. in the capacity of vessels navigating the lakes and the Canadian canals cannot but largely augment the ability of the St. Lawrence route to carry property at very largely diminished rates of transportation. The transportation rates on the Erie Canal can only be further reduced to the extent of about 70 cents per ton by the abrogation of tolls, except by enlargement. With the non-enlarged Erie canal and the enlarged Canadian canals the power of competition will be unequal."

Another authority says :- If the ex ort grain trade shall once be turned down the St. Lawrence it will be next to impossible to regain it. If steamers and sailing vessels of 800 to 1,000 tons measurement can now transport grain from Chicago to Buffalo, for three cents per bushel, it requires no prophetic vision to see that with the enlarged Canadian canals, and vessels of 1,500 tons burthen the voyage can be extended 400 miles further to Montreal for three cents additional per bushel.

It is thus seen that if Montreal be true to herself all the chances are in her favor; nature has done her part and we believe the public spirit of her citizens will do the balance towards making Montreal what she was intended for, one of, if not the greatest, commercial centres of the continent.

DR. HARVEYS ANTI-BILIOUS AND Purgative Pills, have been gotten up on SCIENTIFIC PRINCIPLE and any one using them. at especially this season of the year, will find in them the best spring medicine obtainable. COUGHS AND COLDS are often overlook-

ed. A continuance for any length of time causes irritation of the Lungs or some chronic Throat Disease. "Brown's Bronchial Troches," are an effectual Cough REMEDY.

AN OLD KING, THEY CALL HIM HEROD, was said to be eaten up by worms. There are many here and now, who are almost in the same plight, as the King. Herod had no Worm Lozenges, but we have BROWN'S VERMIFUGE COMFITS or Worm Lozenges, which do the work of destruction to the satisfaction of everyone but the worms, IN THOUSANDS OF CASES MRS. WIN-

SLOW'S SOOTHING SYRUP for all diseases

with which ichildren are afflioted, such as teething, griping in the bowels, wind colic, &c., has been used with perfect and neverthe gums, reduces inflammation, and allays all pain. Mothers, do not fall to procure it. SORE THROAT CUBED as by Magic, by BROWN'S HOUSEHOLD PANACEA and Family Liniment. DIt should be taken internally and applied externally. The inflammation is reduced, danger is avoided, pain dis-