

The Catholic Record Published Weekly at 486 Richmond Street, London, Ontario.

General Agents: Messrs. Donat Grows and Luke King, Ottawa Agents, P. J. Coffey, Gen'l Agent, 74 George St.

Approved by the Bishop of London, and recommended by the Archbishop of St. Boniface, the Bishops of Ottawa, Hamilton, Kingston, and Peterborough, and leading Catholic Clergymen throughout the Dominion.

Persons writing for a change of address should invariably send us the name of their former post office.

1. Any person who takes a paper regularly from the post office, or who is directed in his name or another's, is responsible for payment.

2. If a person orders his paper discontinued, he must pay all arrears, or the publisher may continue to send it until payment is made, and then collect the whole amount, whether the paper is taken from the office or not.

3. In suits for subscription, the suit may be instituted in the place where the paper is published, although the subscriber may reside hundreds of miles away.

4. The courts have decided that refusing to take newspapers or periodicals from the post-office or removing and leaving them uncollected for, while uncollected, is prima facie evidence of intentional fraud.

Catholic Record.

ONION, SATURDAY, JULY 11, 1886.

THE CANADIAN DOMINION.

Canada having on the first of July last entered on the nineteenth year of her national existence, it may not be amiss to discuss at some length the course, the trials and the successes, for we have had both of these, of this youthful country.

The general election of 1867 resulted in the statement of the government formed on the first day of July in that year by Sir John A. Macdonald.

Mr. Brown, who had in 1865 retired from the Coalition Cabinet, opposed the new administration, but failed to secure a seat in the first Dominion Parliament.

Mr. Sandfield Macdonald, Mr. Wm. Macdougall and Mr. E. P. Wood, together with several other well-known Liberals, threw in their strength with the government, which succeeded in obtaining a majority of twenty votes in Ontario alone.

In Quebec, Mr. Dorion, with following of ten or twelve pronounced Liberals, escaped the doom which seemed to have overtaken the Liberal party.

The first parliament of the Dominion met in Ottawa on the 6th of November, 1867, and elected Mr. James Cockburn Speaker.

The administration led by Sir John A. Macdonald and Sir George Cartier, which held office till November, 1873, was identified with the following measures of consolidation and extension:

- 1st. The Intercolonial Railway Act. 2nd. The admission of Rupert's Land and the North West Territories to the Dominion. 3rd. The Nova Scotia Subsidy Act. 4th. The Manitoba Act. 5th. The British Columbia and Pacific Railway resolutions. 6th. The Washington Treaty. 7th. The admission of Prince Edward Island.

The completion of the Intercolonial Railway, showing already the great advantages of a close connection in the social and commercial relations of the various Provinces of the Dominion, demonstrates the wisdom of the delegates at the Quebec conference in adopting a resolution to accomplish that purpose.

The Canadian government at the very first session of the Dominion Parliament introduced a Bill to carry out this resolution. This Bill placed the selection of the route of the proposed line in the hands of the government. The selection of the Bay of Chaleurs route by the government gave rise to much dissatisfaction which found utterance in Parliament. On the 13th of May, 1869, Mr. Mackenzie brought the matter under the notice of Parliament by moving that in the construction of the Intercolonial Railway, it is of the highest importance, for commercial and economical reasons, to have the shortest and cheapest line selected, which, in addition to the main object, will afford access to the best and nearest port on the Bay of Fundy.

That the Bay of Chaleurs route selected by the Government is not the one which will best promote the commercial interests of the Dominion, or best secure the settlement of the remote portions of the Province through which the road will pass; and that while it gives the smallest commercial advantages, it will entail the largest expenditures in construction, and afterwards in maintenance and working expenses.

That in view of the serious effect on the finances of the Dominion and the permanent and continuous loss to the commerce of the country consequent on the adoption of a long and expensive route to the sea, it is desirable not to proceed with any route on those portions of the line not common to the central or southern routes, with a view to the adoption of a route which will give access to the sea by the shortest and cheapest line, without interfering with the distance to Halifax as the ultimate terminus.

That thereupon at the request of the delegates representing the Province included in the Dominion, the Imperial Parliament passed the act 33 Victoria, Chapter 16, which provided that Her Majesty's Government might guarantee the payment of the interest at a rate not exceeding 4 per cent. on a sum not exceeding £3,000,000 sterling, to be raised on loan by Canada, for the construction of the said Railway, with a provision, among other things, that the guarantee should not be given, "unless and until the line of Railway should be approved by one of Her Majesty's principal secretaries of State."

That in pursuance of the British North America Act, 1867, the Parliament of Canada passed the act 31 Victoria, Chapter 13, providing for the construction of the said Railway and enacting that it should be made in such places as the Governor-in-Council should determine and appoint as best adapted to the general interests of the Dominion, and that a sum not exceeding £3,000,000 sterling should be raised for the purpose of the construction of the said Railway on the said Imperial guarantee.

The amendment then proceeded to recite that the Governor of Canada in Council, in pursuance of the powers given him by the last mentioned act, determined and appointed that the route of the Intercolonial railway should be by way of the Bay of Chaleurs, that Her Majesty's government by the despatch of His Grace the Duke of Buckingham and Chandos, dated the 22nd of July, 1863, sanctioned and approved of the route so selected by the Governor in Council, and declared that the route crossing the St. John river either at Woodstock or Fredericton, is one to which the assent of Her Majesty's government could not have been given—that Her Majesty's government in the same despatch expressed a strong preference for the Bay of Chaleurs route over a central route—that on the line being settled by the Canadian government and assented to by Her Majesty's government, a loan for £1,500,000 sterling on the imperial guarantee was put upon the market and the loan negotiated. That upon the acts hereinbefore mentioned and on the loan being effected, the Canadian government proceeded to carry out the construction of the railway under the British North America Act, 1867, and have now seven sections of the same under contract. The amendment concludes with the following resolution:

"That under these circumstances this House considers that any discussion as to the route of the railway would not answer any good purpose, but might greatly prejudice the credit of the Dominion, both at home and abroad."

This resolution was carried by a majority of 114 to 28, the minority consisting of members from Ontario and New Brunswick. The Intercolonial railway was built under the supervision of four commissioners appointed by the government.

These commissioners were Messrs. Brydges, Walsh, McLellan and Chandler. The road was for some years under the superintendence of Mr. Brydges and has already been productive of the best results. The mail steamers for Europe now connect with the Intercolonial at Halifax. The Maritime Provinces could not be justly considered a portion of Canada until the completion of this road, which binds together what were formerly disjointed dependencies of Britain, but now promise to make up one of the greatest confederacies ever organized by civilized and intelligent men.

The passage of the British America Act gave rise to the most intense dissatisfaction in the Province of Nova Scotia. The leaders of the Anti-Union party maintained, and the vast majority of the people coincided with them, that the scheme of confederation should have been, previous to its submission to the Imperial Legislature, ratified by public opinion by means of a general election. So widespread was this feeling, so intense in its

bitterness, that the union candidates were in every constituency, with one exception, rejected. Mr. Archibald, one of the Federal ministers, a gentleman held in the highest esteem by politicians of every shade of politics, lost his election in Colchester, while Mr. Howe, leader of the Anti-Union movement, was chosen by a large majority in Hants. The first session of the Dominion Parliament was marked by many angry discussions on the subject of Nova Scotian discontent. On the 29th of April, 1868, Mr. Holton moved the House into Committee to take into consideration the grievances of Nova Scotia. Messrs. Howe, Annand and Hugh Macdonald were at that moment in England, bearers of a petition from the people of Nova Scotia praying for a repeal of the Union. To counteract their efforts the Dominion government had despatched Dr. Tupper as a special delegate to the Home Government. This appointment served only to increase the excitement and embitter the discontent. Mr. Holton's motion was, after an animated discussion, rejected by a vote of 39 to 91. During the recess every effort was made by the Administration to stifle the demands of Nova Scotia.

Mr. Howe was invited to take a seat in the Cabinet, and Mr. McLellan, member for Colchester, called to the Senate and appointed Intercolonial Railway commissioner. Upon the re-assembling of Parliament a Bill was introduced amending the terms of Union, largely to the advantage of the disaffected Province.

The Bill makes the following provisions: "Nova Scotia shall be liable to Canada for the amount, if any, by which its public debt at the Union exceeded nine millions, one hundred and eighty-six thousand seven hundred and fifty-six dollars, and shall be chargeable with interest on such excess only, and shall be entitled to interest on any amount by which its public debt fell short of that sum. Nova Scotia shall receive from Canada, for the period of ten years, from the first day of July, 1867, an allowance of eighty-two thousand six hundred and ninety-eight dollars per annum in addition to all other sums payable to the said Province under the British North America Act, 1867; and such allowance shall hereafter be paid by half-yearly payments in advance, from the first day of July, 1869, the arrears thereof up to the day last mentioned being capitalized either in whole or in part, as the Governor in Council may determine, and the interest on the part capitalized being payable until the end of the said ten years. When the principal shall be paid, Nova Scotia shall, from the date of the completion of the new Province building, be debited in account with Canada, with interest at the rate of five per cent. per annum on the cost of the building, until it shall have been placed at the disposal of the Dominion, or until the principal shall be paid. Nova Scotia shall, from the date of the completion of the new Province building, be debited in account with Canada, with interest at the rate of five per cent. per annum on the cost of the building, until it shall have been placed at the disposal of the Dominion, or until the principal shall be paid. Nova Scotia shall, from the date of the completion of the new Province building, be debited in account with Canada, with interest at the rate of five per cent. per annum on the cost of the building, until it shall have been placed at the disposal of the Dominion, or until the principal shall be paid."

This motion was rejected by a large majority. Mr. Blake moved in the course of the following session for an address to Her Majesty, praying that she might be pleased to cause a measure to be submitted to the Imperial Parliament, providing that the Parliament of Canada shall not have power to disturb the financial relations established by the British North America Act, 1867, between Canada and the several Provinces, as altered by the act respecting Nova Scotia.

By a majority of 27 the House refused its assent to this resolution. In 1869, the Legislature of Ontario had adopted, on the motion of Mr. Blake, an address of similar import to that rejected by the Dominion Parliament. The concession of better terms to a certain degree allayed Nova Scotian discontent, but there is no doubt that the agitation for repeal had long before the passage of the Subsidy Bill fully spent itself.

The province of Prince Edward Island did not enter the union till 1873. The terms of union being of an equitable character, were assented to unanimously by both branches of the Dominion Parliament.

These terms are as follows: Canada shall be liable for the debts and liabilities of Prince Edward Island at the time of the union. In consideration of the large expenditures authorized by the Parliament of the Dominion for the construction of railways and canals, and in view of the possibility of a readjustment of the financial arrangements between Canada and the several Provinces now embraced in the Dominion, as well as the isolated and exceptional condition of Prince Edward Island, that Colony shall, on entering the Union, be entitled to incur a debt equal to fifty dollars per head of its population, as shown by the Census Returns of 1871, that is to say \$4,701,050. Prince Edward Island not having incurred debts equal to the sum just mentioned, shall be entitled to receive by half yearly payments in advance, from the general government, interest at the rate of five per cent. per annum on the difference from time to time between the

actual amount of its indebtedness and the amount authorized, viz., \$4,701,050. Prince Edward Island shall be liable for the amount, if any, by which its public debt and liabilities at the date of the union may exceed \$4,701,050—and shall be chargeable, with interest, at the rate of 5 per cent. per annum on such excess.

The Government of Prince Edward Island holding no lands from the Crown, and consequently enjoying no revenue from that source, for the construction and maintenance of local works, the Dominion government shall pay, by half yearly instalments in advance, to the government of Prince Edward Island, fifty thousand dollars per annum, less interest at five per cent. per annum, upon any sum not exceeding eight hundred thousand dollars, which the Dominion government may advance to the Prince Edward Island government for the purchase of lands now held by large proprietors.

In consideration of the transfer to the Parliament of Canada of the powers of taxation, the following sum shall be paid yearly by Canada to Prince Edward Island for the support of its government and legislature, that is to say, thirty thousand dollars and an annual grant equal to eighty cents per head of its population as shown by the census returns of 1871, viz., \$94,021, both by half yearly payments in advance, such grant of eighty cents per head to be augmented in proportion to the increase of population of the Island, as may be shown by each subsequent decennial census, until the population amounts to 400,000, at which rate such grants shall thereafter remain.

The Dominion government shall assume and defray all charges for the following services: "The salary of the Lieutenant-governor, the salaries of the judges of the superior court and of the district or county courts when established, the charges in respect of the Department of Customs, the Postal Department, the protection of the fisheries, the provision for the militia, the light-houses, shipwrecked crews, quarantine and marine hospitals, the geological survey, the penitentiary."

The Dominion government is also bound to maintain efficient steam service for the conveyance of mails and passengers, to be established and maintained between the Island and the mainland of the Dominion, winter and summer, thus placing the Island in continuous communication with the Intercolonial railway system of the Dominion—to maintain telegraphic communication between the Island and the Dominion, and such other charges as may be incident to and connected with the services which by the British North America Act, 1867, appertain to the general government, and as may be allowed to the other Provinces. The Dominion is also empowered to assume control of the railways under contract and in course of construction, for the government of the Island. The new buildings in which are held the Law Courts, Registry Office, etc., are also transferred to Canada on the payment of fifty-nine thousand dollars, and the Steam Dredge Boat then in course of construction, at a cost of twenty-two thousand dollars, but the Steam Ferry Boat owned by the government of the Island shall remain the property of the Island.

The representation of Prince Edward Island in the Dominion Parliament is fixed at four Senators and six members of the House of Commons, the latter number subject to the readjustment provided for in the British North America Act, 1867. The brief but memorable session of Oct., 1873, witnessed for the first time the presence of representatives from Prince Edward Island in the Dominion Parliament.

Newfoundland is now the sole British North American colony beyond the pale of Confederation. In 1869 an unsuccessful effort was made to secure its admission to the Union. But soon, it is to be hoped, the people of that colony will understand the folly of the politicians who, for the mere sake of emolument and power, sacrifice her most cherished interests. To secure the development of her vast resources Newfoundland needs the assistance of Canada, which, were it part and parcel of the Dominion, would be cheerfully given. The admission of Newfoundland is a matter of time, for, if that colony is to remain British, it must become Canadian.

In the winter of 1871 Commissioners were appointed by the Government of Great Britain and the United States to arrange a settlement of the difficulties arising from the Alabama claims. The Commissioners met at Washington and agreed upon the terms of a Treaty which has undergone a large amount of discussion.

One of the portions of the Treaty of Washington which most interested the people of Canada begins with article xviii. "It is agreed by the High Contracting parties that, in addition to the liberty secured to the United States fishermen by the convention between Great Britain and the United States, signed at London on the 20th day of October, 1818, of taking, curing and drying fish on certain coasts of the British North American colonies therein defined, the inhabitants of the United States shall have, in common with the subjects of Her Britannic Majesty, the liberty, for the term of years mentioned in article xxiii. of this treaty, to take fish

of every kind, except shell-fish, on the sea coasts and shores, and in the bays, harbours, and creeks of the Provinces of Quebec, Nova Scotia, and New Brunswick, and the Colony of Prince Edward Island, and of the several islands thereto adjacent, without being restricted to any distance from the shore, with permission to land upon the said coasts and shores and islands, and also upon the Magdalen Islands for the purpose of drying their nets and curing their fish; provided that, in so doing, they do not interfere with the rights of private property or with British fishermen, in the peaceable use of any part of the said coasts in their occupancy for the same purpose. It is understood that the above mentioned liberty applies solely to the sea-fishery. And that the salmon and shad-fisheries and all other fisheries in rivers and mouths of rivers are reserved exclusively for British fishermen."

The nineteenth article gives similar liberty to British fishermen on the eastern coast of the United States north of the thirty-ninth parallel of north latitude. The recent negotiations in regard of the fisheries clauses of the treaty of Washington invest the subject with much interest and recall the famous debate in the Canadian Commons, when the question was, in 1872, submitted for discussion to that body. It was then, it will be remembered, felt by a large number of the Canadian people, that Canada in the negotiations had not been fairly treated by Britain. The Canadian government itself protested to the Imperial, and on the 10th of May, 1872, Mr. (now Sir Richard) Cartwright having moved a series of resolutions condemnatory of the withdrawal of Canada's claim for compensation on account of the Fenian raids, Mr. Harrison, afterwards Chief Justice Harrison, moved an amendment reciting the inexpediency of any expression of the House's opinion on the subject of the withdrawal of the Fenian claims by the imperial government from the consideration of the Joint High Commission. To this proposition:

"The Honorable Mr. Blake moved, in amendment, seconded by the Honorable Mr. Holton, that the words 'does not consider that the interests of the Dominion will be promoted, or the relations now existing between the Mother Country and Canada strengthened by an expression of opinion on the subject of the withdrawal of the Fenian Claims, by the Imperial Government, from the consideration of the Joint High Commission,' be left out, and the words concur with the view expressed by the Canadian Government, with reference to the subject of the Fenian Raids in their Minute of Council dated 1st July, 1870, in the following words:—'The Committee of the Privy Council feel it their duty to express very strongly to Your Excellency, for the information of Her Majesty's Government, the deep sense entertained by the Government of the Dominion of all shades of party that they have not received from Her Majesty's Government that support and protection, which, as loyal subjects of Her Majesty, they have a right to claim.'"

"And in their Minute of Council, dated 29 July, 1871, in the following words:—'The sense of the Dominion of all shades of party and the United States has not been removed by the Treaty, but remains a subject for anxiety.'"

"And in the following words:—'The fact that this Fenian organization is still in full vigor and that there seems no reason to hope that the United States Government will perform its duty to a friendly neighbor any better in the future than in the past, leads them to entertain a just apprehension that the outstanding subject of difference with the United States is the one of all others which is of special importance to the Dominion.'"

"The failure of the High Commissioners to deal with it has been one cause of the prevailing dissatisfaction with the Treaty of Washington;" inserted instead thereof."

Mr. Blake's amendment was rejected by a vote of 57 to 100, but the minority included, besides those of most of the Liberals present, the name of Sir A. T. Galt, Messrs. Mackenzie Bowell, White, East Hastings, and Thomas Workman, of Montreal. The House afterwards gave its formal assent to the Treaty by a very large majority. We here need make no reference to the North-West troubles of 1869-70 which have been repeatedly discussed in these columns, especially within the last few months, by reason of the second uprising that has afflicted that country. The acquisition of British Columbia had in 1871 completed the edifice of Canadian confederation so far as the almost entire mainland possessions of Britain in America are concerned.

The terms of union between Canada and British Columbia, agreed upon in 1871, are to be found in the address to Her Majesty from the Legislative Council of British Columbia:—

- 1. Canada becomes liable for the debts and liabilities of British Columbia at the time of the union. 2. British Columbia not having incurred debts equal to those of the other Provinces constituting the Dominion, shall be entitled to receive, by half yearly payments in advance, from the general Government, interest at the rate of 5 per cent. per annum on the difference between the actual amount of its indebtedness at the date of the union and the indebtedness per head of the population of New Brunswick and Nova Scotia (\$77 dollars), the population of British Columbia being taken at 60,000.

3. Canada pledges itself to the payment of the following sums for the support of the government and legislature of British Columbia, viz., an annual subsidy of \$35,000 and an annual grant equal to 80 cents per head of the population computed at 60,000, both half yearly in advance, the grant of 80 cents per head to be augmented in proportion to the in-

crease of population as may be shown by each subsequent decennial census, until the population amounts to 400,000.

4. The Dominion binds itself to provide an efficient mail service, fortnightly, by steam communication between Victoria and San Francisco, and twice a week between Victoria and Olympia, the vessel to be adapted for the conveyance of freight and passengers.

5. Canada assumes the following charges: A. Salary of Lieutenant-Governor. B. Salaries and allowances of the judges of the superior courts and the county or district judges. C. The charges in respect to the Department of Customs. D. The postal and telegraphic service. E. Protection and encouragement of fisheries. F. Provision for the militia. G. Light-houses, buoys, and beacons, shipwrecked crews, quarantine and marine hospitals, including a marine hospital at Victoria. H. The geological survey. I. The penitentiary—together with such charges as may be the provisions of the British America Act appertain to the Dominion government.

6. Pensions of a suitable character—such as shall be approved of by Her Majesty's government—to be provided for by the government of the Dominion for those of Her Majesty's servants in the Colony, whose position and emoluments may be affected by the union.

7. Special provision is made with regard to the customs tariff and excise duties in force in British Columbia, such provision to have no effect as soon as assimilation is made between the tariff and excise duties of British Columbia and those of Canada.

8. British Columbia shall be entitled to six members in the House of Commons and three in the Senate.

9. The influence of the Dominion government to be used to secure the continued maintenance of the naval station at Esquimaux.

10. The provisions of the British America Act to be applicable to British Columbia mutatis mutandis, as if British Columbia had been one of the Provinces united by the Act.

11. The government of the Dominion to secure the commencement simultaneously within two years from the date of union of the construction of a railway from the Pacific towards the Rocky Mountains, and from such point as may be selected east of the Rocky Mountains towards the Pacific, to connect the seaboard of British Columbia with the railway system of Canada, and further, to secure the completion of such railway within ten years from the date of the union.

The government of British Columbia binds itself to convey to the Dominion Government in trust, to be appropriated in such manner as the Dominion Government may deem advisable in furtherance of the construction of the said railway, a similar extent of public lands along the line of railway throughout its entire length in British Columbia (not to exceed, however, twenty miles on each side of the line), as may be appropriated for the same purpose by the Dominion Government from the public lands of the North-West Territories and the Province of Manitoba; the Dominion to pay in consideration for such land the sum of \$100,000 annually from the time of union to the date of the completion of the railway.

12. The Dominion Government binds itself to guarantee the interest for ten years from the date of the completion of the works at the rate of five per cent. per annum on such sum, not exceeding £100,000 sterling, as may be required for the construction of a first-class graving dock at Esquimaux.

13. The charge of the Indians, and the trusteeship and management of the lands reserved for their use to be assumed by the Dominion government.

14. The constitution of the executive authority and of the legislature of British Columbia shall continue as at the time of union until altered by the authority of the British America Act.

The terms of union were vigorously debated in both Houses of the Canadian Parliament. Mr. Jones of Halifax, moved an amendment, declaring the Pacific Railway a burden too heavy for the people of Canada to assume. The debate on this resolution was prolonged and exhaustive, the regular majority of the government being largely reduced on the division.

Mr. Ross, of Dundas, moved the postponement of the question till the next session of Parliament. This motion was negatived on a vote of 75 to 85.

The minority included 40 members from Ontario, 21 from Quebec, and 14 from the Maritime Provinces, while the majority was composed of 34 members from Ontario, 39 from Quebec and the remainder from the Maritime Provinces. Mr. Dorion also moved an amendment, that in view of the necessity of Railway and Canal improvement within the Dominion and the large expenditure to be incurred therefor, it were unjust to assume the responsibility of constructing a transcontinental railway.

The division on this amendment showed 91 votes for the government and 70 for the amendment. The final vote was taken on an amendment of Mr. Mackenzie, which resulted in the defeat of the amendment by a majority of eighteen votes only. In the Senate Messrs. Sanborn and Letellier de St. Just moved amendments antagonistic to the main features of the scheme, but the government majority steadily overbore all opposition. On the 10th of May following, an order in Council issued, adding the Pacific Provinces to the Dominion, and in the session of 1872 the three senators and six commoners from that distant Province took their seats in the Canadian Parliament.

Since 1872, four general elections have been held, the Pacific railway all but completed, and the growth of the country been marked in wealth, if not specially in

population. We have passed through serious and troublous periods of depression and the credit of Canada stands in the world. Our national outlook hopeful, but we must not be too sanguine. The rebellion of 1869 and that of present year in the Northwest, when shown what official despotism, when pelted by prejudices, can accomplish. Bitterness and narrowness of a fanatical majority in New Brunswick on the question should likewise warn Canadian statesmen against the recurrence of similar dangers, and how easily after all, the structure of confederated Canada may fall irretrievably to pieces. We have the elements of a great nation, but we have likewise sources of discord that mischiefous or unwary hand might into fountains of ruin. True patriotism should prevail in our national councils, the exclusion, if not the extinction, of blatant demagoguism that has led so many other nations to destruction.

DR. WILD AND THE RECORD.

They have in Toronto one Dr. W. secretary preacher of the screaming. He has evidently all the fierce fanaticism without the real bravery, of the German reformers who deluged country in blood, because their levellers were not, without question, immediately accepted. In a sermon, preached in a Toronto suburb on the 14th June, he dealt with Riel and anti-C. He began, however, with Adam. He our first parent the honor of pronouncing him unique in his origin and endowment—a singularity that has clearly not out with the father of men. He assures us—and for the assurance we all feel grateful—that the present push on to greater light—to more light that darkness must yield, slavery cease and tyranny and rebellion no more. Then follow statements: Britain is a tower of strength, political and religious; that neither the U. States nor Italy were federated with disturbance, and that, therefore, Canada cannot expect to reach greatness without strife and war and insurrection. Wild then conveyed to his congregation the startling intelligence that he had Riel's bill of rights, and could find no cause for rebellion. Next in order comes a vulgar tirade upon Mr. Thompson, a writer in the World 25th ult., after which we are furnished with the following little piece of fiction:—

"I will give you another quotation from the CATHOLIC RECORD, one most infamous sheets published in the Dominion—they have not common sense, and it is the only paper I have read about— for the editor, who I denounce, defames our Queen and our country every week, and yet does not recognize the fact that the very libel defamatory which he uses is granted by a Protestant Government, and the Catholic Government would not touch such favours. It is strange that he lives in London, Ontario, and insists that every week. It is a most diabolical thing; and yet he tells us at the head that it is approved by Archbishop Tache, Archbishop Lynch and many bishops. God bless them, for they live in London. But what I want to say is: 'If Riel shall be hanged there will be a greater rebellion in Canada than ever was before in the history of the British America Act.'"

Who is committing a crime? I have said a word that would prejudice in his behalf, one way or the other may threaten, but I am under no impression to tell him prophetic words the days of Jesuitism are numbered. My opinion is—and that is the first time I have expressed— that the bottom, the middle and the top of the rebellion is Jesuitism, and that it is now to settle it up and make it increase their power."

The editor of the RECORD has not or of privilege of being a Jesuit, he defame either Queen or God, even any of his neighbors; nor do we under a Protestant Government for favors from any Government tant or Catholic. He is a loyal Canadian, and whether in London, or out of it, will never fear to express in his opinions on all affecting the rights of his co-republicans and seek in his own humble way to do what he can for the benefit of the Church of God in the Dominion, and to promote the best interests of these classes of his fellow-countrymen. Wild's gross abuse of the RECORD injure this journal's influence, fame, staunch and patriotic name, people of Canada. We have no follow him through his loose, windy lucubrations, in one part he tells us that he had at one misfortune to lose a house in Belleville; that King George had many faults, but still some points in his character; that Mowat just as weak, and that anti-Christ was from first to last of disloyalty to Christ. We put with the learned doctor, have been anti-Christ that good town and the sharp inanity of the locality have, no doubt, settled that matter to their own