



VOL. XXXVI.—NO. 32.

MONTREAL, WEDNESDAY, MARCH 17, 1886.

PRICE—FIVE CENTS

THE LANDRY MOTION.

HOUSE OF COMMONS.

OTTAWA, March 15.

Hon. Mr. Thompson laid on the table all the documents relating to the trial of Louis Riel. Sir Hector Langevin then moved, seconded by Sir A. P. Caron, that immediately after questions to be put by members of the House resume the adjourned debate on the Landry motion, and that said order continue to be the first order of the day until disposed of. This was objected to by Hon. Mr. Blake, and was accordingly withdrawn. Hon. Mr. Thompson, in reply to Mr. Amyot, said the reports of Drs. Valade and Lavell were received by the Government directly shortly before the passing of the order-in-council of the 12th November, recommending that the law be allowed to take its course. The medical reports which were brought down, that is to say, the documents which were submitted to the House, were themselves in the form of letters. The substance of these, that is to the same effect and almost in the same words, were, however, communicated by telegraph in advance of the letters. On the third question, relating to telegrams received from Dr. Valade or Dr. Lavell other than those brought down, I may say that it is not intended that they should be laid before the House; in fact, the telegrams, which were in cypher, were of the same nature as the reports laid upon the table, and were returned to these gentlemen when the formal and official papers laid on the table were presented. In answer to Mr. Edgar, Hon. Mr. Pope said that the total amount paid by the Government to the contractors for the Government section of the Canadian Pacific railway in British Columbia was \$104,220,357. In order to consider Mr. Farrow's resolution declaring the expediency of providing that members who are sick during the session and away from the capital shall not lose their indemnity, Sir Hector Langevin moved in amendment that the thirty-sixth order resuming the debate on Mr. Landry's motion of censure respecting the Riel execution be called instead. Mr. Blake took exception to the regularity of Mr. Farrow's resolution on the ground that it should have originated in committee and should be recommended by the Crown. Mr. Speaker took a different view and declared the resolution in order. Hon. Mr. Blake objected to the amendment, because the administration was pressing on the consideration of this motion while at the same time they were falling to fulfil their obvious imperative obligations to the House to provide it with the material which was in their hands for a proper consideration of the question. It was their bounden duty to bring down all those papers which were material to a decision on the question which they were pressing forward, and it was nothing less than indecent for them to propose to press on a decision while they at the same time withheld the materials necessary to a right judgment on the question. Hon. Mr. Thompson, in reply to Mr. Blake's statements, remarked that with regard to his department papers had been asked for which would require to be sent for as far as Regina, and that wheelbarrows full of papers, in all, would require to be produced. The copying of these would take some time yet, but he had laid upon the table all those documents immediately connected with the trial which it was possible to prepare upon so short notice. After remarks by Hon. David Mills, Mr. Casey and Hon. Mr. Mitchell, a vote was taken on the amendment, and it was carried on a division of 105 to 61. Mr. Curran resumed the debate on the Riel motion of censure, moved by Mr. Landry, and said he regretted that many of his old political friends differed from him on this subject, as his ambition was to represent the Montreal Centre, and the feelings of his fellow citizens, who had expressed a confidence in him, which would, he hoped, be displayed in a stronger manner when he offered himself for re-election for the next Parliament. Referring to the speech of the member for Huron (Mr. Cameron), he said he thought it proved that in the Conservative party brains went before bigotry, but in the Reform party the reverse. The member for Huron had admitted the Riel trial to be legal, but unfair. But in that respect the honorable gentleman was in absolute contradiction of his own leader when he spoke recently at London, where he admitted that the Government had acted in a very liberal spirit in giving every facility to the prisoner and his counsel to have his case fairly presented, and the member for Huron had specified what he thought was one great element of unfairness in the trial, which was that it had taken place before a jury composed of Protestants. Would the honorable gentleman say that Louis Riel should have been tried by a jury exclusively Catholic; if this had been the case what a howl would have gone abroad through the length and breadth of the land that Louis Riel, who was at that time an apostate to his church, and had executed many acts of cruelty and sacrilege, should have been put upon trial before men whose faith he had trampled upon, whose church he had desecrated, and whose many cherished convictions he had despised and spat upon. Archbishop Taché had cited the infamous language Riel had used to him, and this was done, he (Mr. Curran) thought, to influence the Protestant jury in his favor. With reference to the objection that the recommendation to mercy had been overlooked, he thought that in most cases such were designed merely to shift responsibility. Hon. gentlemen were urging for papers, and he thought this illegal in view of their previous very decided action. On the Champ de Mars they condemned the Government without asking for papers. On that occasion the member for Quebec East (Mr. Laurion) was there when a resolution was passed declaring that the members of the Cabinet were traitors to their country. Did the honorable gentleman want

documents then? Riel had been paraded either as a hero, a martyr or a fool. With regard to the martyr cry it was represented that Riel was the leader of the Metis people. If so, why was there no report of a single meeting called by the Metis people to protest against his execution. An appeal had also been made to the Irish Catholics with a view of enlisting their sympathies with Riel's cause, and but that that body was warned in time there was no knowing what consequences might have followed. He had said to those who had tried to influence him in Montreal, who, in fact, had threatened him, that if it was his last vote in Parliament he would stand up for what he considered to be right. He voted with his French friends for twenty-five years, but he would not recede from any position he deemed right. Having read from Father Fourmont's letter as to the conduct of Riel he denied that there was any sign of insanity. It was reported that Archbishop Taché had refused to give evidence at the trial, but all who knew his Grace were aware that he would have gone to the farthest extremity of the earth to give evidence for his bitterest enemy, if that evidence could have been any use to him. Referring to the medical commission, he said that those gentlemen had been slandered by the leader of the Opposition, but would anyone who knew them believe such a thing, or that the ministers of the Crown were a lot of reproaches, and, to justify their act, having steeped their hands in the blood of an innocent man, should try to make three respectable physicians perjure themselves in producing such a document? Decidedly not. But he contended there was abundant evidence of Riel's insanity besides that of the medical commission. Father Piquet had testified to it. It had been stated that Dr. Henry Howard, a distinguished alienist of Montreal, was not procured for the defence because he wanted \$500 to go there, but in a letter to Sir A. Campbell on July 29th, the doctor had stated that he would not go alone in consequence of his health, and added, "I think it will be said further that in my opinion Riel is sane. You know my views on this question of responsibility, but when it came to the legal test, I have been obliged to say that Riel was as responsible for his acts as any other criminal man." The hon. member then proceeded to cite the story of Riel offering to accept \$35,000 as the price of his withdrawal, and strongly condemned the course pursued by the Reform party in connection with the subject, charging that they tried to prejudice province against province, section against section, creed against creed, and now they found an hon. gentleman opposite trying to revive in the hearts of the Irish people of this Dominion the old feud of Orange and Green. He asked if it was noble and patriotic in the hon. gentleman who had preceded him (Mr. Cameron) to have it spread broadcast throughout the length and breadth of every land where the English and French language is spoken, that he should, in the name of the Reform party, trample with impunity upon any other section of the country, that the Dominion of Canada was ground down to conform to the will of that association. If this question had become a provincial one, it was a question between Protestant and Catholic, if the various sections of the country had become embittered one against the other, there was one man in this country who could not avoid the responsibility so long as the records of the country last, and that man was the leader of the Opposition. He alleged he had done so in the case of Scott, when he offered \$5,000 reward for him. He denied that any other Grit Orangemen had acted on the present occasion and they did it for the purpose of embarrassing the Government. Not one public meeting was held in the Province of Quebec—(Mr. Langelier—Hear, hear.) The hon. member for Megantic might say "hear, hear," but it was the Orangemen of Megantic, the men who clanked for the blood of Riel, who voted for him and sent him to the house to vote (cheers), and the member for Kamtingdon (Mr. Suriver) also received the Orange support of his county. He contended that the charge of trucking to the Orangemen was inconsistent, as the opposition had done so in Montreal and elsewhere, and cited the rewards given to Mr. Dunbar Browne and P. G. Master Smith, and the influence brought to bear against the election of Mr. C. J. Doherty. In conclusion the hon. member said he refused to sacrifice his friends in the Government on such a cry as had been raised, and concluded that in acting as he did he acted as a man who loved his country and hoped to see it great and glorious in the future. Mr. Courcel said that he supported the Government on its general policy, but that after carefully considering all the facts connected with the Riel execution he had come to the conclusion that the Government had committed an act of cruelty and a great blunder in sending the prisoner to the scaffold. In consequence of his conviction he felt bound to place his duty before party and his conscience before his leader. In the Province of Quebec the papers controlled by members of the Cabinet had been loudest in their denunciation of this motion of the Executive. The Government had not come out boldly and frankly in regard to this matter, but had acted in a vacillating spirit. This agitation was not a war of race or revenge on the part of the Province of Quebec, and the statements to the contrary made by parties in other parts of the Dominion were made with the design of arraying class against class. A newspaper, known by the public as the principal organ of the Conservative party in the province of Ontario, had published articles which were libellous against the French-Canadian race, their institutions and their laws. Notwithstanding these aspersions, the French-Canadians were a brave race, and could carry the banner of Ontario as proudly as any in the province of Ontario; and it was high time an enquiry should be made whether or not that paper, which published these monstrous aspersions against the race, was countenanced by the members of the Cabinet from the

province of Quebec. That paper was prepared to destroy the treaty of 1763 and the act of Confederation, and to invade the province of Quebec at the head of a large force and drive the French Canadians into the sea, but he did not believe they were serious in making the charges they had made. Those who now despised the Metis should know that they were descended from the French Canadians who, one hundred years ago, became the first white pioneer settlers of the Northwest, and ever afterwards they kept up communication with the friends they had left in Lower Canada. Was it to be wondered that the French Canadians of Quebec should have feelings of friendship for their brethren in the Northwest? Or a mere question of law he did not say that Riel's trial was an illegal one, but it was un-British. He contended that General Middleton's letter to Riel was a promise that his life should be spared and that the trial by jury should be granted. His life had been postponed for, but it surely would have satisfied those who clamored for vengeance to have seen him confined in prison for the remainder of his life; and the Government should have had courage enough to extend that clemency to him which, under all circumstances, was right. He (Mr. Courcel) took the course he did from a feeling that as a British subject he had not received fair play. For his part, whatever might be the issue on this question, he hoped that peace and harmony would prevail among all classes, creeds and sections of the Dominion. Mr. Wood (Brookville) defended the Government and said that he thought if Jefferson Davis raised the standard of rebellion a second time he would undoubtedly have met the fate of Louis Riel, and had Riel been warned by his first act of rebellion he would no doubt have been alive to-day. He was pardoned for his first offence, but when he returned and organized an armed resistance to the law a second time, he placed himself beyond the intervention of an law or legislation to save his life. He thought the verdict of the country would be in favor of the Government. Mr. Langelier spoke in favor of the motion, and Mr. Rykert moved the adjournment of the debate, and the House adjourned at 12:40 a.m.

BISHOP JAMOT RETURNS

FROM ROME AND RECEIVES A GRAND WELCOME FROM PRIESTS AND PEOPLE.

On the 14th of November His Lordship Dr. John Francis Jamot, Bishop of Peterborough, departed from his diocese to proceed to the Eternal City, to present his duty and an account of his stewardship to His Holiness Leo XIII., and though the expressions of the love and reverence felt for him by his people, evoked by that occasion, were earnest and flattering, yet they were in no way comparable to the reverential enthusiasm his safe return from his decennial pilgrimage to Rome called forth. On Sunday, Feb. 20th, his congregation being apprised of his speedy home-coming, actively entered upon arrangements to give their beloved Bishop a reception which would worthily express their veneration for him and their rejoicing at his safe return; and the culmination is seen in the enthusiastic reception which His Lordship received. Bishop Jamot had a pleasant outward trip and landed first in Ireland. From the Green Isles he went to France, and spent some days in his native land on his way to Rome, where, on his arrival, he met with a warm and gracious welcome from the Supreme Pontiff. On his return he again visited France, and had the felicity of conducting Confirmation ceremonies in his native parish. He sailed from France on February 24th, and reached New York after a very stormy passage. He arrived in Toronto on Wednesday, 28th inst., and remained the guest of Archbishop Lynch, at St. Michael's Palace, till Friday morning, when he set out for Peterborough, where he arrived at noon of the same day. Long before the train was due, the platform of the station was covered with people awaiting the arrival of the train. Besides the following reception committee was in attendance: Messrs. Thos. Cahill, chairman; Thos. Kelly, secretary; H. LeBrun, N. T. Lepante, John Delaney, John Hackett, E. Phelan, Robt. White, B. Morrow, F. J. Daly, John Lynch, Daniel Sullivan, Martin McFadden, W. J. Devlin, Jas. Dufus, Jas. Crowley, Jas. Hayes, Thos. Egan, Dr. O'Sullivan, John Doherty, Thos. Dolan, Dr. Crevier, John Sullivan, Jas. Maloney, M. Fee, Jas. Sheehy, Chas. Grant, Roger Devlin, Jas. Corkery, T. B. Hayes, John O'Meara, George Giroux, M. Quinlan, John McIlmoyne, W. Hickey, R. W. Muncester, Jas. H. O'Shea, Jas. Bogue and H. Carveth. The Fire Brigade Band was present, and as the train drew into the station, struck up the welcome of "Home, Sweet Home." The clergy were also present and also with those that arrived on the same train as His Lordship; and he accompanied by those and the committee of reception, entered the cathedral, which to the number of about a dozen, preceded by the band, proceeded to the episcopal palace, from the gate of which extended a double column of sanctuary boys reaching to the doors. Meanwhile the people poured into the cathedral till the spacious building was packed in every part. The church had been specially beautified and decorated for the occasion. A handsome evergreen arch, with cross surmounting, spanned the gateway to the church grounds and bore the greeting, "Welcome, Our Bishop." Over the vestibule door, at the main entrance to the church, was the motto in French, "Hommages a notre eveque," (Homage to Our Bishop). Over the same door on the inner side was a scroll bearing the words, "Salve Pastor Bonus" (Hall, Good Pastor). Inside the decorations were beautiful. The glittering mass of the high altar was flanked on either side with evergreen trees, and on the wall was emblazoned on the left side, "Viva, Viva Pastor Bonus" (Long Live Our Good Shepherd), and on the right side, "Laudate Dominum, omnes gentes." (Praise the Lord all ye People). The pillars of the gallery were clad in evergreens, the rails swathed in bunting in tricolor, while overhead were stretched festoons of red, white and blue bunting. On the front of the nave gallery were the following mottoes: "With Joy We Greet Our Beloved Bishop," "Joy Reigns Supreme," "O Rest With Us, Dear Bishop, Now," "May God Your Labors Bless," "God Bless Our Pastor and Father." During the interval the bishop and clerical party entered the palace, and, having assumed the episcopal robes, respectively, issued forth and formed procession of the following clergy: Vicar-General Laurent, Lindsay; Vicar-General Laurent, Toronto; Rev. Father O'Connell, Douro; Rev. Father Kelly, Ennismore; Rev. Father Casey, Campbellford; Rev. Father Brown, Fort Hope; Rev. Father Murray, Cobourg; Rev. Father Clark, Hastings; Rev. Father McEvoy, Fenelon Falls; Rev. Father Connolly, Downeyville; Rev. Father Bretherton, who accompanied His Lordship on his visit to Rome, and Rev. Father McClosky, Victoria Road; preceded by thurifer, cross-bearer, and sanctuary boys. As the procession entered the church His Lordship knelt and performed his devotions. Next rising he received the homage of his clergy. The procession then advanced to the altar, the tones of the Magnificat, by full choir, filling the sacred edifice "with sound, in praise." His Lordship then took his place on the episcopal throne, and after the celebration of the ceremony of the Pontifical address from the clergy of the diocese was read and presented by Vicar-General Laurent, of Lindsay.—Canadian Freeman.

WRECKED NEAR SANDY HOOK.

THE CUNARD S.S. OREGON RUN INTO BY A SCOOENER.

NEW YORK, March 14.—The magnificent steamer Oregon, of the Cunard line, lies at the bottom of the Atlantic, within a few miles of Sandy Hook, having been sunk about 4 o'clock this morning, while making for this city, by an unknown deep laden, three masted schooner. The first intimation of the disaster was when the lookout at Fire Island, about 6 o'clock this morning, sighted the German steamer Fulda, which was also bearing for New York. The Fulda suddenly changed her course, and, as subsequent events proved, had done so in order to pick up the passengers and crew of the sinking Cunarder. It is not clear how the collision occurred. Captain Cottier, of the Oregon, had gone ashore, leaving the first officer in charge of the bridge. Suddenly a shadow loomed up in the darkness, and before those on board the steamer were able to distinguish what the object was the crash came. The unknown schooner struck the Oregon fairly in the side, and stove a hole in her side. The shock of the collision aroused the sleeping passengers and a scene of wild confusion followed. A hasty examination was made and it was found that the steamer was rapidly filling with water. Capt. Cottier and those of the crew who had retired were hastily summoned to the deck and when the serious nature of the collision became known the officers explained the situation to the terror-stricken passengers and the work of lowering the steamer's boats was soon under way. An examination of the Oregon showed that she had two holes in her port side below the water line as if the schooner had rebounded from the first blow and struck the steamer a second time. All efforts to stop the leak were unavailing, and the great steamer began to settle in the water. It was evident that the Oregon would keep afloat for some hours, but that it would be impossible to bring her into port. Pilot boat No. 11 and the schooner Fannie A. Gorham, bound from Jacksonville for Boston, were in the immediate vicinity, and drew near the sinking steamer to render what assistance they could. When it became known on board that no immediate danger was to be feared, the alarm of the passengers was allayed, and they quietly awaited the lowering of the steamer's boats. This having been accomplished with some difficulty, the ladies were first got in the boats and transferred to pilot boat No. 11 and the schooner Gorham, the captain leaving the ship last. Owing to the excellent discipline of the crew and the coolness of the officers of the Oregon, the work of transferring the 185 first cabin, 60-second cabin, and 389 steerage passengers was accomplished without a single casualty. The 205 souls belonging to the crew were then transferred to the vessels above mentioned. About noon the steamship Fulda was sighted bearing towards Sandy Hook. Signals were displayed, and the attention of those on board the Fulda having been directed, she changed her course and bore down upon the sinking steamer. The work of retransferring the passengers and crew of the Oregon to the Fulda was proceeded with, and this having been safely accomplished, the Fulda steamed for New York, arriving at the bar at 6:25 p.m., too late to reach her pier on account of the low tide. When the news of the accident reached the city great excitement prevailed among those who were waiting at the Cunard dock for the arrival of the steamer. The nature of the calamity was not at first known to the officers of the Cunard line and those awaiting the arrival of friends had their fears allayed by the statement that the Oregon had become disabled in the lower bay and that the passengers were being brought to the city by the Fulda. It was eight hours from the time of the collision to the time when the captain of the Oregon reached the deck of the pilot boat. The Oregon had settled low in the water and soon after the captain had gained the pilot boat he saw his magnificent craft go down before his eyes. New York, March 15.—None of the passengers were able to save their luggage and only a portion of the mail was rescued. Some of the emigrants bemoaned their fate in losing their luggage, for to some of them the goods that went down was all they owned. Among the passengers on board well known in New York society were: Mr. and Mrs. E. J. Morgan, Thomas Hitchcock and Stanley Mortimer, who had been spending the winter in Southern France, and the Bishop of Nassau and his wife. A passenger by the Oregon told a Herald reporter:—"It was 5 o'clock in the morning and the ship was ploughing along while all her nine hundred passengers slept. Suddenly there was a tremendous crash that made the big ship quiver from stem to stern, and frightened the passengers, who rushed on deck in their night clothes. They saw the hulk of the vessel drifting slowly by on the port side of the Oregon, grazing her sides as she passed astern. What became of her the man did not know. He had been told that she had sunk as soon as she cleared the steamer, but he could not say positively. So far as he knew, there were none of her crew on board the Fulda, and he presumed they had all been drowned. Meanwhile the sea was pouring into a great ugly gap on the port bow of the Oregon, and men, women and children were running about the decks in their scanty attire, screaming and praying. This did not last long, however. The officers of the Oregon quickly discovered that they were in no immediate danger of sinking and they went about among the half-distracted passengers assuring them they were safe. It was but a little while before order was restored and the afflicted people, somewhat calmed, were sought their clothing. Then there was an anxious two hours as not a sail or a steamer responded to the rockets that were sent up of the guns that were fired until nearly 7 o'clock, when, daylight having arrived, pilot boat No. 11 hove in sight and headed toward the steamer in response to her signal of distress. Boats were gotten ready and the passengers clambered into them, but in an orderly fashion. Before a hundred of them had been safely transferred to the pilot boat, the schooner Fannie Gorham, laden with lumber, from Jacksonville to Boston, hove in sight. When she got near the disabled steamer her crew manned a long boat and helped in the transfer of the people. The pilots were taking their boat loads to her as their own craft was pretty well

full. Not an accident occurred in the transfer. The passengers were very cool and everything proceeded in an orderly fashion. Only one mishap occurred, shortly after the collision, when a preacher, whose name was not ascertained, leaped overboard in his excitement. It was 12 o'clock when the Fulda reached the Oregon, and then another transhipment took place, all of the 900 passengers being put aboard of her, where they were given every attention. The last passenger had been taken from the sinking steamer by this time, and while the work of transfer from the pilot boat and schooner to the Fulda was still going on, the Oregon plunged downward, bow first, leaving nothing behind her, but some floating wreckage that was washed about in the great waves that her going down created. The location is about twenty miles off Fire Island. There were 538 bags of mail matter on board and only 63 were saved. These were delivered at the New York post office at half-past one this morning. Two-thirds of the mail recovered was so thoroughly soaked with water that it is worthless. The schooner which ran into the Oregon was laden with coal. There seems to be no doubt that she sank immediately after the collision, and that her crew perished. "Joe" Nelson, an old and reliable Sandy Hook pilot, said as to his theory of the cause of the accident, "I can't say for sure how the boat came to be sunk, for I wasn't there, but in my opinion no schooner ever made two holes in the Oregon large enough to sink her, and I have no doubt that the steamer struck the masts of the Hylton Castle, which is sunk in that neighborhood, and which has moved from the position in which she was located on the charts."

A DARING EXPRESS ROBBERY.

JOHNSTON, Ill., March 13.—A daring and bloody express robbery occurred on the Chicago and Rock Island westbound express last night, between this place and Morris. Shortly after the train, which leaves here at 12:45 a.m., had left this city, the baggage-man heard a rap at the baggage car door. He opened it and was met by masked robbers, who covered him with revolvers and demanded the key to the express car. The key was given up; one robber held a revolver on the baggage-man through a transom in the roof of the car while the confederates turned their attention to the express car. It is thought they tapped on the express car door and informed messenger H. S. Nichols that the baggage-man wanted to get in. At any rate the express car door was opened and the messenger being confronted by the murderers' villains fought for his life and the property in his trust. The interior of the car shows he fought the robbers from one end of the car to the other, but at last the murderous blows they rained on his head with an iron poker forced him to succumb, and he was left dead in the car. The robbers rifled his pockets of the keys to the safe, which they robbed of all its contents, variously estimated at from \$25,000 to \$100,000. Checks and valuable packages not containing money they left scattered about the floor. Nothing was known of the occurrence until the train reached Morris, where the local express messenger rapped on the door, but as the summons was not answered he thought the train messenger was asleep. Upon the door of the car being opened, the horrible evidence of a desperate struggle and the dead body of the messenger, Nichols, was discovered. In one hand that was clutched he held a lock of dark colored hair, that must have torn from the head of one of his assailants. A large force of officers and men from this place and Morris are now scouring the country, and it is thought the guilty men will be captured, in which event they will probably be lynched. The dead messenger was married and lived at Chicago. He has been in the service of the U. S. Express Company for about ten years, and was one of their most trusted employes.

A FIEND IN FEMALE FORM.

LONDON, March 9.—Louisa Hart, a rich procuress of the West End, was to-day committed for trial on a charge of providing young girls for a number of aristocratic patrons. The woman's business had grown so bold and offensive that the police felt constrained to suppress it, but despite their best efforts they were unable until recently to secure evidence to convict. The arrest of Mrs. Hart has caused a sensation in certain circles, and gossip bandies about many names of titled debutantes as likely to be identified with the business by which the woman has grown rich.

A BISHOP'S MANDAMUS.

LONDON, March 15.—Bishop Bagshawe, of the Catholic diocese of Nottingham, has forbidden Catholics in his diocese to join the Primrose League, on the ground that it is dangerous to expose themselves to the influences of heretics affecting religion and morality. The Bishop has forbidden the clergy in his diocese to absolve any who persist in retaining connection with the league.

IRISH PARLIAMENTARY FUND.

Table with 2 columns: Name and Amount. Includes entries for J. M. Moorey, P. B. Coyne, Denis Shea, Wm. McVeigh, Thos. Moran, P. O'Meara, James Toner, E. B. D. Ladner, Wm. Cahill, J. S. Saave, and John Mooney.

The Rev. Father Royer, O.M.I., of this city, is at present in Quebec, and will preach a retreat at Jeanne Lorette, Ste. Foye and Sillery. Archbishop Taché, who is in Ottawa, will return to St. Boniface in a few days. The principal object of his visit to the East was to obtain a number of Oblate fathers to carry on mission work in the Northwest. His Grace is the guest of Bishop Duhamel.

IRISH PARLIAMENTARY FUND.

The following is a copy of a letter received by Mr. J. A. MacCabe, Treasurer Ottawa Branch of the Irish Parliamentary Fund:

HOUSE OF COMMONS LIBRARY, LONDON, Eng., 27th Feb., 1886.

DEAR SIR,—I have received your letter of the 13th ult., enclosing draft for one hundred pounds stg., being a contribution from Ottawa and vicinity to the Irish Parliamentary Fund. This amount I have conveyed to the treasurers of the Fund, with instructions to attend to your wishes regarding publication. I thank the subscribers and yourself in behalf of my colleagues, and also on my own part, for their great help. I need not refer to the gratitude of our people at home for this assistance which our kindred in Ottawa convey to us. I am, yours very truly, CHAS. S. FARNELL. MR. JOHN A. MACCABE, Ottawa.