

Home School

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Mr. Gladstone.

ONE of the most famous of living men is the Right Hon. William Ewart Gladstone, who for a long time was "Premier," or prime-minister, of England, and really governed the country. His whole life, from boyhood until now, has been remarkably interesting, and blessed to the good of his countrymen and the world.

Mr. Gladstone was born at Liverpool, in 1809. He was the son of Sir John Gladstone, Bart., an eminent merchant of that city. He was educated at Eton and Christ Church College, where he graduated in 1831. Mr. Gladstone entered parliament the following year, and quickly distinguished himself by his splendid oratorical powers.

In 1835, he was appointed by Sir Robert Peel under-secretary of state for the colonies; and in 1841, vice-president of the Board of Trade and privy councillor. In 1846, he ably supported his chief's great measure for the repeal of the Corn Laws. In 1847 Mr. Gladstone was returned to parliament by the University of Oxford, which he continued to represent until 1865. In 1852, under Lord Aberdeen's "coalition" ministry, he accepted office as chancellor of the exchequer, and held the same post subsequently in Lord Palmerston's cabinet. In this capacity he proved himself to be the ablest financial minister England had known, and warmly supported Mr. Cobden's commercial treaty with France.

After the death of Lord Palmerston, Mr. Gladstone became the leader of the House of Commons, retaining the chancellorship of the exchequer in Earl Russell's second administration. On the retirement of the Lord Derby cabinet, in 1869, Mr. Gladstone succeeded to the helm of state as first minister of the crown. In the same year he introduced a measure before parliament for the dissolution of the establishment of the Irish Church, which passed into a law after a prolonged and obstinate resistance on the side of the Conservative party.

In February, 1871, the Gladstone cabinet also introduced a measure before parliament for the modification and adjustment of the Irish land question; and Mr. Gladstone's sturdy champion-

ship of this cause, in the various forms which it has assumed under his inspiration, has given him pre-eminence not only at home, but in all the liberty-loving nations abroad.

Mr. Gladstone has acquired no mean celebrity as an author while forging his way to the van of

always welcome the great man thither, and speak with true affection of his gentle, unaristocratic intercourse with them, and of his active Christian labours in their parish church.

A number of ministers of the Church of England favour disestablishment. They also prefer that Mr. Gladstone should champion the cause, as they are confident that under his *regime* the interests of the church will not be passed over lightly. Politics alone will not adequately account for this influence. A great part of it is due to the deeply religious tone of Mr. Gladstone's mind.

Mr. Gladstone's devout habits of thought and life are familiar to all. But what is possibly less known is the fact that, in his Oxford days, under the full stress of the tractarian movement, Mr. Gladstone earnestly desired to be a clergyman, and only yielded to strong parental pressure in abandoning a clerical for a political career. Had the young tractarian persevered in his intention of taking holy orders, there would, probably, have been some day another "Life of an Archbishop of Canterbury," which would have exceeded in interest any of Dean Hook's celebrated volumes.—*Sunday-school Visitor.*



MR. GLADSTONE.

modern statesmen. His contributions to the literature of his time are characterized by all the ripeness of scholarship, originality of thought, and vigour of expression, which have given him so high a rank in oratory and diplomacy.

In his private capacity, also, Mr. Gladstone is highly esteemed; and, perhaps, the most lovable phase of his life is that exhibited in his occasional reticence at Hawarden. His neighbours and friends

vessels using the railway from 500 to 700 miles. All the details of the hydraulic ship-lifts at either end, the cradles to convey the vessels, etc., have been carefully worked out. But ten minutes, it is estimated, will be required when the cradle is in position to lift a vessel to the level of the railway.

Work has already been begun, and the contract requires that it shall be completed by July 1, 1892. The estimated cost is \$5,000,000. The prospective

The Chignecto Marine Railway.

THE Chignecto Marine Railway is the name of an enterprise which promises to become widely known both as making practical the Eads' principle of a ship-railway, and of affording to our coastwise and other vessels a short cut to Canada.

The plan is to connect the Gulf of St. Lawrence and the Bay of Fundy by a railway across the Isthmus of Chignecto capable of carrying vessels loaded with one thousand tons of freight. The length will be about seventeen miles, the grade almost level, and the saving in distance to