

Clerical News

Rev. F. X. Robichaud, S.J., left on Saturday to hold Easter services at Hallock, Minn., where the Catholics have not had Sunday Mass in the last three years.

Rev. Father McDonald, S.J., preached the Good Friday sermon to the students of St. Boniface College.

Rev. Father Plante, S. J., assisted Rev. Father Cherrier for the Holy Week and Easter services.

Rev. Father Dugas, S.J., conducted the Holy Week devotions in the chapel of St. Boniface College.

Rev. Father Drummond, S.J., preached on Good Friday evening in St. Mary's Church.

Monsignor Dugas preached a retreat for men in the Cathedral of St. Boniface last week.

The Most Rev. Archbishop Langevin preached on the Passion of Our Lord, Good Friday evening, and on The Resurrection, Easter morning at High Mass in the Cathedral.

The Sons of Mary Immaculate (F.M.I.), or Peres de Chavagnes, have just completed at Cartier, Man., an Apostolic school intended to train boys for the priesthood. The building, which already houses twelve promising lads, cost ten thousand dollars. The post office address is St. Adolphe, Man.

Dr. Augustin Egger, Bishop of St. Gall, in Switzerland, passed away after a short illness. The deceased bishop was the recognized leader of the Swiss Catholics in the recent organization movement. He was born in Kirchberg, 1833.

RELICS OF THE PASSION

It might be interesting to many people to learn where the chief relics of the Passion of Our Lord are preserved. There is a comparatively large piece of the holy cross in the Santa Gerasaleme in Rome, and one in the Cathedral of Notre Dame, in Paris, while a number of churches in different countries preserve tiny bits as precious relics. The inscription of the cross is also in the Basilica Santa Croce, in Gerasaleme Saint Chapelle in Paris, while several other churches possess single thorns. Of the nails with which the God-Man was nailed to the cross, one as is well known, is at Monza in the iron crown of the ancient diadem of the Lombard kings, which contains the nail in the form of a thin fillet of iron within the jewelled circlet of gold. The second is in Notre Dame, at Paris, and the third in the Capilla des Palacio Real, in Madrid.

The sponge which was used to quench the Saviour's last thirst is in the Basilica of St. John Lateran, at Rome, and the point of the lance with which the Roman centurion pierced the side of Our Lord is in Paris, while the rest is in Rome. The seamless garment is in the Cathedral at Treves, or Trier, and the inner tunic is in the possession of a monastery at Argenteuil, which received it as a present from Charlemagne.

The linen cloth in which the body of Our Lord was wrapped and laid in the tomb is preserved by the Church at Turin. The cloth St. Veronica offered to Christ when he was bearing His Cross, on which he left the impression of His holy face, belongs to the so-called grand relics of the Passion that are shown to the faithful on Good Friday from the pillar of St. Veronica, at St. Peter's in Rome. The pillar to which Our Lord was tied when he was scourged, and the holy stairs which He mounted, when He was called before Pontius Pilate on the day of His Passion, are also in Rome in the church of St. Praxedis. The holy stairs, which may only be ascended on the knees, is the object of the devotion of thousands of pilgrims during Lent, and especially in Holy Week.

Be true to thy friend. Never speak of his faults to another, to show thine own discrimination; but open them all to him with candor and true gentleness. Forgive all his errors and his sins, be they ever so many; but do not excuse the slightest deviation from rectitude. Never forbear to dissent from a false opinion or a wrong practice from mistaken motives of kindness; nor seek thus to have thine own weaknesses sustained; for these things cannot be done without injury to the soul.

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A WRITER OF FAMILIAR THINGS

Two new editions of Cowper's writings afford an opportunity for remembering his letters, poems and hymns. He wrote of familiar things in a familiar way; and when he was wholly himself, his work radiated a gentle humor which left nothing but a feeling of satisfaction behind it. His nature was so benevolent that he would willingly have harmed no living creature. His sufferings when his mind was affected by the despair of melancholy seem unnecessary as well as undesired; and even after the lapse of years those who read the story feel the same impulse of indignation with which a passerby hastens to the relief of anyone too young, too old, or too feeble to be safe from cruel molestation. In one of his essays Matthew Arnold pointed out dispassionately how seldom a hymn can be said to be tolerable poetry. The general impression since that time has been that no hymn can be poetry. But surely some of Cowper's hymns rise to the level of true poetry. He is always a gentle, sincere and confiding companion; and if he did not think too highly of himself it must not be supposed that ordinary people can regard themselves as being in any way his equal. No mind of other than high intellectual endowment could have written "The Loss of the Royal George." An English critic writing in a recent issue of the London Times calls him "the most pleasant of all our poets," and closes a sympathetic account of his work and character in the following words: "The fact that he died long ago, and that all the trifles which he loved and wrote about are also passed away, gives to his poetry the kind of quiet significance that we should find in an old house now emptied of its inmates of many years, yet still filled with vestiges and tokens of their occupancy."

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THE STATE OWNS THE RAILROADS

In describing the manner in which the railroads of Germany are run by the government, a writer in Everybody's Magazine makes a great plea for government ownership of railroads by contrasting the efficiency of railroads in Germany and the United States.

After emphasizing the ever-present class distinction, Mr. Charles Edward Russell—for he is the writer—declares that for the essentials of the service, getting about with ease and dispatch, railroads are better in Germany than here, and also afford comfort, cheapness and convenience.

He says that while the railroad officials almost invariably treat third and fourth class passengers like cattle, this governmental railroad system carries them wherever they wish and whenever for wonderfully little money. In some parts of Germany, where fourth class cars are used, the peasants travel for less than a cent a mile. The time tables are arranged to meet the wishes of the people and trains are frequent in all directions. It pays, because there are no dividends to be skinned out of the people for watered stock.

The equipment of the roads is uniformly good, the roadbeds and tracks are in excellent condition, and the sta-

tions great roomy places, often of elaborate and handsome design. The government takes a reasonable pride in its architecture; the frightful and ramshackle sheds to which in small American towns we must resort for stations are unknown in Germany; the smallest village has at least a tolerable "Bahnhof." The through German trains make fairly good speed.

The government woke up in 1871 to recognize two facts—first, that whoever owns a country's transportation service owns the country; and second, that it needed the national highways for national use. The war with France first jolted the private ownership idea, for the government had found the railroad companies, exorbitant, unreasonable and given to grafting when it came to transporting troops and supplies. So the government determined as a matter of safety to run the railroads on its own account. Since the thing had to be done through the various states, Prussia took the lead.

The man who led was Minister von Maybach, a man of strong, indomitable will. He went quietly into the stock market and bought the control of one or two railroads. On these he instantly slashed all rates and reached out for all the business. The stockholders took fright at the vanishing of their dividends, and in the end the private competitor was glad to make the best terms he could with the Minister.

The private ownership of railroads all over Germany gradually passed away. In 1904 there were in the empire 32,090 miles of railroad track, of which 29,375 miles were owned by the government and 2,715 miles were owned by private companies. Most of the privately owned railroads were small branch lines, or lumbering or factory roads.

In its total railroad operations from first to last the state (that is, all the governments of Germany collectively) has invested so far \$3,129,943,965, or about \$75,000 a mile of track. But this, of course, includes everything. The annual earnings are about two billion marks, or \$500,000,000; the annual expenditures are about \$332,000,000, and the gross profits about \$167,000,000. For the whole of Germany the net annual profits on all state railroad lines, after charging off most liberally for depreciation, renewals, improvements and interest, have for ten years been between 5.14 and 6.06 per cent. The tendency is steadily upward. Every year shows a slight gain in the net earnings, which are now a great item in the national budget. It is really the railroad earnings that save the government.

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Subscribers Who Will Not Pay

The late Archbishop Lynch, of Toronto, Ontario, wrote thus about delinquent subscribers: "I have been often pained and astonished at the frequent appeals of editors and proprietors of newspapers to their subscribers, urging them to pay their just debts. Catholics at least cannot be unaware of their obligations in this matter, and that absolution to a penitent heartily sorry for his sins does not free him from the obligation of paying his just debts. The atonement for oblivion of justice in this world will certainly be exacted in the next. The editors and proprietors of newspapers on their part, give their time, the product of a high education and experience together with their money for stationery, printing and wages to employees, and they expect and should have in common justice, a return, often by no means adequate, for their outlay. A man who will not pay for a paper he subscribes for, is a retainer of another man's goods, and is on a level with a thief."

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LINEN INDUSTRY OF IRELAND

The leading industries of Great Britain and Ireland are iron, cotton, and linen products. The seat of the latter is in Ireland and has been from time out of mind, says a writer in The Los Angeles Times.

There is scarcely a prettier sight in the world than a field of Irish flax in August. The stalk grows from twenty to as much as forty inches high. The seed is put in the ground in April. In May the blade is well above ground, and in August the bloom appears, as level as if artificially produced, from end to end of a field, a bright, deep-blue bell on the top of a vividly green stalk mingling in the most beautiful interchange of color. The sight is one never to be forgotten.

About this time a band of sturdy Irish women invade the field and each grasping double handfuls of the flax, they pull the stalks out from the roots, clean and whole. These handfuls are laid out in swaths to dry. Then the flax is steeped for days in ponds of fresh water until the fibre becomes as tough as spun cord. It is dried once more, then hacked to get the outer casing off the fibre, which lies within as in a pipe.

The north of Ireland is where flax is spun, and linen woven, and Belfast is the centre of this great industry. There are linen dealing establishments here that cover an entire block, bounded by four streets. The buildings run six stories high. The factories owned by these firms are in the country, and here in the city the linen fabrics coming from the factories are converted into all sorts of forms ready for use.

A great deal of the linen is hand-spun and hand-woven. The big companies have 1,500 to 2,000 hand looms let out to the cottagers in the country where table cloths, napkins and other fabrics are woven.

The linen exported year by year comes to 161,000,000 yards. This would make a girdle for the earth at the equator three yards wide. There are 900,000 spindles at work, and 32,500 power looms. There are 70,000 persons in Belfast employed in the various branches of the industry. The value of the products amounts to \$40,000,000.

—The Catholic Citizen, Milwaukee.

Women who waste their time developing fads and fancies in club rooms should pay more attention to home. Airy notions or theories will not provide happiness for tired husbands.—Michigan Catholic.

The papers tell us now and then of the death of a man who was worth a million or one hundred millions. He was worth that before he died. How much was he worth after he died? It depends on how much treasure he laid up in heaven, where rust and moth do not consume.—Catholic Universe.

The pilgrimage known as Patrick's Purgatory, held at Lough Derg, County Donegal, Ireland, is the only pilgrimage existing in the world which preserves the primitive rigor of the pilgrimages of the early Christian Church. The pilgrims do the pilgrimage bare-footed, fast on bread and water for three days sit up all night to watch in church, and go through other extraordinary hardships. This pilgrimage has never died out in Ireland, and in former times pilgrims came from the Continent to this hallowed shrine, which is believed to have been founded by Ireland's Patron Saint, and to have been given to Dante inspiration for his "Purgatorio." An effort is now being made to revive, with other Gaelic customs, pilgrimages to Holy Wells in Ireland, but there is no need to revive Lough Derg, for it never died out. The pilgrims are already planning when they will make their pilgrimages next summer, and making up parties of friends to go there.—San Francisco Leader.

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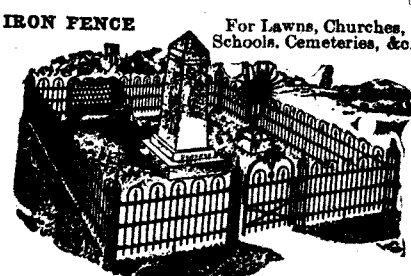
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