

# The Catholic Register.

"Truth Catholic; proclaim it ever, and God will effect the rest."—BALMEZ.

VOL. VIII.—No. 37.

TORONTO, THURSDAY, SEPTEMBER 13, 1900.

PRICE FIVE CENTS.

### CALENDAR FOR THE WEEK.

Thursday—St. Asselin, Bishop, Confessor, Doctor.  
 Friday—Exaltation of the Holy Cross.  
 Saturday—Octave of Nativity of Blessed Virgin.  
 Sunday—XV. after Pentecost and Sorrows of the Blessed Virgin.  
 Monday—Compassion of the Saints of St. Francis.  
 Tuesday—St. Joseph of Cupertino.  
 Wednesday—St. Januarius and Companions, Martyrs. (Ember day).

### SACRED HEART CALENDAR.

Thursday—Hate of Superstition—80,703 for Families.  
 Friday—Glorification in the Faith—48,614 for Reconciliation.  
 Saturday—Thought of Purgatory—163,074 for Work, Means.  
 Sunday—Imitation of Christ—230,231 for the Clergy.  
 Monday—Imitation of Christ—181,281 for Religious.  
 Tuesday—Simplicity—53,192 for Soldiers, Novices.  
 Wednesday—Sociality—10,292 for Volunteers.

### PRAYER FOR SEPTEMBER.

O my God, I offer Thee my prayers, works and sufferings this day, in union with the Sacred Host of Jesus, for the intentions for which He pleads and offers Himself in the Mass, for the petitions of our associates; especially this month for zeal.

### Current Topics.

The decision of the German Anglo-German Commission respecting the indemnities to be paid to the owners of German vessels seized by British warships in South African waters is as follows:—For the detention of the Bundesath and the General and Herzog the African Lino receives £20,000, and £26,000 will be paid to the owner of the goods. The owner of the barque Hans Wagner will receive £4,437 and the owners of the barque Marie £120. Both governments agree to accept the decision.

Col. Willcocks, commanding the punitive force in Ashanti, has sent the following despatch to Mr. Chamberlain, from Bekwai:—"Two flying columns, under the command of Lieut. Col. Wilkinson and Hestonick after ten days' very successful work, returned to Bekwai after the clearing of the whole of this country in an easterly direction as far as Lake Buzumakwe. Flying column, under command of Lieut. Col. Drake, Central Africa Regiment, left in order to capture large town, Dewotchi, six miles from Kokota in a northerly direction. Enemy's forces, commanded by rebel chief Oponk, completely defeated by bayonet charge. Following casualties reported:—Native soldier slightly wounded. Central Africa Regiment and Sierra Leone Police have bivouacd. Enemy's forces moved northward."

From advices received in Montreal it would appear that the British Admiralty intended within the very near future to so improve its naval situation at Esquimaut that ships of the North Pacific squadron will no longer need to return to England on going temporarily out of commission in order to be refitted and modernized in the matter of equipment. It is evidently the intention of the Admiralty to maintain the Pacific squadron as it now is, and to withdraw or substitute as few ships as possible. Hitherto it has been the custom to remove the ships from one station to another at the expiration of every three years, that being the time limit of each commission. Instead of proceeding to England at the expiration of their commissions in order to be overhauled and fitted out, they will be docked at Esquimaut, where such work will be done. The crews will be sent to England over the C.P.R., and the detachments of marines and sailors which are to take their places will be transported to Esquimaut over the same road. The exchanging of the crews will be done at Esquimaut.

Rev. Father O'Loary, the respected Roman Catholic Chaplain of the Royal Canadian Regiment in South Africa, has arrived in London, and is now in Charing Cross hospital. Father O'Loary had a severe attack of dysentery in South Africa, following enteric fever, and although well on the road towards recovery, and anxious to remain at the front, the army authorities insisted upon his making the trip to England on three months' leave. Father O'Loary is in good hands in Lon-

dou. Both Lord Lansdowne and Lord Strathcona have called upon him in the hospital, and as the fame of the plucky priest who got into the fighting line at Paardeburg and elsewhere has preceded him, Father O'Loary bids fair to be lionized in London. One of the first acts which he did on arriving at the metropolis was to place a wreath of South African silver leaves on Wolfe's monument in Trafalgar square.

The West India steam which reached the Gulf coast wrought a awful havoc in Texas. Reports are conflicting, but it is known that an appalling disaster has befallen the city of Galveston, where it is reported a thousand or more lives have been blotted out, and a tremendous property damage has been incurred. Mergre reports from Sabine Pass and Port Arthur also indicate a heavy loss of life, but these reports cannot be confirmed at this hour. The estimates made by citizens of Galveston was that 4,000 houses, most of them residences, have been destroyed, and that at least 1,000 people have been drowned, killed, or missing. Some business houses were also destroyed, but most of them stood though badly damaged. The city is a complete wreck, so far as could be seen from the water front. Water was blown over the island by the hurricane, the wind blowing at the rate of 80 miles an hour straight from the Gulf, and forcing the sea water before it in big waves. The gale was a steady one, the heart of it striking the city about five o'clock yesterday evening, and continuing without intermission until midnight, when it abated somewhat, although it continued to blow all night. The following telegram has been received from Houston: "Relief train just returned. They could not get closer than six miles of Victoria Point, where the traffic was covered with lumber, debris, pianos, trunks and dead bodies. Two hundred corpses were counted from the train. A large steamer is stranded two miles this side Victoria Point, as though thrown up by a tidal wave. Nothing can be seen of Galveston. Two men were picked up who floated across to the mainland, who say they estimate the loss of life up to the time they left at 2,000."

Germany has definitely refused to accede to the proposal of Russia looking to the evacuation of Peking by the armies of the allied powers. It is the belief in official circles that Germany, Great Britain and Japan will keep their forces in the Chinese capital, and that the Russians, Americans, and French will withdraw to Tien-Tsin. The mail has brought a number of delayed messages from the north. One from Peking states that the Grand Censor, an Imperial Secretary, and an unnamed member of the Tsungli-Yamen conferred with Sir Claude Macdonald, the British Minister, on September 1, preparatory to opening negotiations. Prince Ching was expected to arrive in Peking on September 2. A despatch to the Daily Telegraph from Hong-Kong, dated September 8, says that Gen. Gaselee, the British Commander, was telegraphed to the Government to send no more troops to China.

The special correspondent of the New York Tribune in London, reviewing the war situation, said: The news telegraphed from Lisbon that a military expedition one thousand strong was about to leave the Tagus for Lorraine Marques has caused much speculation as to the Portuguese intentions in South Africa. For some time past it has been blazed that important developments in the Portuguese policy might shortly be expected and many people believe that there is a secret agreement between Great Britain and Portugal which will enable the former power to exercise the long-established right of pre-emption over Delagoa Bay. Others connect the Portuguese reinforcement with the intention to refuse the Boer fugitives an asylum in Mozambique, and the determination of the Lisbon Government to no longer permit the Dutch forces to draw supplies from Delagoa Bay. As long as the Transvaal was an independent State, Portugal had no right to prevent goods, other than contraband of war, reaching the frontier, nor could she prevent unarmed burghers entering her territory. But Portugal recognizes the British annexation of the Transvaal as valid, she will be entitled to treat the Boers as rebels against a friendly State, and could refuse to grant President Kruger or the other leaders or escaped Boer combatants permission to seek refuge

within the dominions of King Carol. There are many signs that the military authorities regard the end of the war as close at hand. Lord Roberts is making preparations to return to England and has already sent four of his chargers down to Cape Town. The general believes that Lord Roberts is coming home to take up the post of Commander-in-Chief of the British Army, which Lord Wolseley will vacate in October. Another indication of the same kind is that the personnel of the army transport in Orange River Colony has been paid off and disbanded and the Imperial Yeomanry and scouts employed in that country have arrived at Cape Town, also with the object of receiving their final pay prior to embarkation. It is hoped that the war may be declared officially before the general election, which is almost certain to be held in October. The greater portion of Lord Roberts' Army will have to remain in South Africa, probably under the supreme command of Sir Redvers Buller, for several months longer, but they will be considered as engaged in police operations on an extensive scale, rather than occupied in a regular campaign. Gen. Dundonald and Brocklehurst occupied Lydenburg. The forces of Gen. Buller and Hamilton were then within fifty miles of the place. General Hart has been besieging the enemy at Krugersdorp for the last few days, with a view to driving them from the railway. Several Buller reports from Lydenburg state that the Boer force has been divided, some of the troops having started for the north, and the others toward Spilkop. Most of their guns, stores, and ammunition have been sent to Krugersdorp. Indignation is felt in all the colonies at the inducements held out to Australian troops to settle in South Africa, and there is continual press comment on the matter. The action of the British authorities in despatching to Boer prisoners by Gen. Hutton, has promised to release six Canadians who were captured at the attacks on Pan and Wondersfontein.

Two new cases of bubonic plague are reported from the hospitals. Nine persons have been added to the number under observation. The hospital cases now reach a total of sixteen, of which two show suspicious symptoms merely. The number under observation, which changes constantly because of releases, is now 109. Dr. Cantile, of the British Medical Association, who is there investigating the plague, says that personal cleanliness is a feature in the cases of those who have symptoms of the disease. He does not believe that the plague will spread or appear elsewhere. The danger of its spread through shipping he regards as infinitesimal. He declares that the restrictions placed upon Glasgow vessels are unwarranted, and due to ignorance of local conditions.

It is said that the Roman police have secured information from America that the Anarchists have condemned the Pope to death. The Vatican authorities are taking great precautions for the Pope's protection during the receptions of foreign pilgrims.

Settlement of troubles in the anthracite coal region of Pennsylvania without a strike seems possible. The National Board of the United Mine Workers adjourned without issuing a strike order. The officers admitted they were negotiating with the coal operators with a view to averting trouble. President Mitchell issued a statement asking the miners to continue at work until a final effort is made for a peaceful arrangement. Miners had all preparations made to strike Monday, but the order to remain at work was received with general rejoicing at Hazleton and other Pennsylvania centres.

The grievances between the Canadian Pacific Railway Men and the Canadian Pacific Railway Company.

Report of the INLAND REVENUE DEPARTMENT.—LAKERS ON SALT AND POWDERS FOUND.—SALE OF THE ALUM POWDERS FOREIGNERS.

the yardmen's remuneration. The organizations asked for a flat scale of two cents a mile for conductors, the abolition of the junior scale, and wherever 40 cars are handled on a train, the employment of three brakemen instead of two.

A meeting of the British Bay bondholders of the Delgoa Bay Railroad approved the compromise arranged by Mr. Trebean (former United States Consul at Bern, Switzerland), Consul for the American claimants in the United States, and the Earl of Harwicke, Lord Hillingdon, and Sir Cuthbert Quilter, representing the bondholders. According to the compromise, the American claimants got an aggregate of about \$100,000, out of which they have to pay the costs of the United States Government. The first mortgage bondholders, who are entitled to 7 per cent interest, agree to 4 per cent. This permits the payment of 50 per cent to the second mortgage debentures, which otherwise would get nothing.

The Winnipeg Free Press states that Lieut. Col. D. Governor. H. McMillan, member of the Legislature for Centre-Winnipeg, has been appointed Lieut.-Governor of Manitoba, according to Hon. J. C. Patterson, whose term has expired. The announcement is not yet officially made. Col. McMillan was Provincial Treasurer in the Greenway Government. He was born in Whitby, Ont., and served on the Niagara frontier during the Fenian raid of 1866. He went to Winnipeg with Lord Wolseley's expedition as an officer of the Ontario Rifle Battalion. On the outbreak of Riel's second rising in 1885, he aided in organizing, and was appointed major of the 65th Battalion. He is a miller and grain dealer.

The following telegram has been received at the United States war department from Gen. MacArthur: "Manila.—Details outbreak Bolu developed. Pedro Samson, commandant police, left Tagbilaran ostensibly to inspect police in various towns. Carmen with followers threatening to attack garrison at Ubay. Two detachments ordered to Carmen found town peaceful no trace of insurgents. Detachment of 27 men under First Lieutenant Lebak, Aug. 31, were attacked near Carmen by 120 Bolomen; latter nearly annihilated; over 100 killed. Our loss as previously reported. Movement in interior now in progress."

According to a despatch to the Herald from London, the New York and Philadelphia Syndicate, which has been making large purchases of coal lands along the lines of the Pennsylvania and the Baltimore and Ohio Railroads, with a view to enter into the European market, has given orders to Atlantic shipping yards for a fleet of American sailing vessels, to carry American coal to the ports of Europe. The members of the syndicate have subscribed a first payment of \$4,000,000.

Concerning Baking Powders

REPORT OF THE INLAND REVENUE DEPARTMENT.—LAKERS ON SALT AND POWDERS FOUND.—SALE OF THE ALUM POWDERS FOREIGNERS.

The Bulletin of the Inland Revenue Department (No. 90) contains analyses of 166 samples of baking powders bought of dealers and manufacturers in the Dominion. The alarming statement is made that 85 per cent of these are alum mixtures.

In view of the large proportion of alum powders, Chief Analyst, Macfarlane recommends that legal proceedings be taken against the manufacturers on the ground that they are unwholesome articles of food. Upon the recommendation of the Commissioner of Inland Revenue has given public notice that persons selling alum powders will be prosecuted.

### The Industries of Ireland

#### Domestic Industries Are Progressing Steadily.

Under the title of "An Irish Experiment," Miss Rosa M. Barrett contributes to "Good Words" an interesting article describing the work of the Congested District Board in Ireland. This board, consisting of ten members, who give their services freely, was set up to give relief to the poor classes of Ireland without pauperization; and that the work it has done is most valuable is easily understood from Miss Barrett's article. For instance, more neglected fisheries off the coast of Donegal, and the native boats were too frail to be of any use in deep sea fishing or in weathering an Atlantic storm—a state of affairs soon remedied by the board.

#### INSTRUCTION IN FISHING.

The Congested District Board promptly set to work to improve matters in this respect, and has put a fleet of 104 fishing boats, large and small, on the coast. Although the boats were originally bought and equipped by the fishermen themselves, they gradually repaid the cost out of their increased earnings—thus, of the boats held on the share system, the Donegal fishermen have already repaid nearly half; two crews indeed having not only repaid the entire amount, but are already purchasing still larger ones. On many of these boats instructors are employed, who give instruction in catching and curing fish, and in the cost being practically met by the boat's earnings. Up to last year, out of £3,870 earned by 28 boats, the crew's share amounted to over £2,000. In some cases the fishing centres are too far from available markets for small fish, and boats are sent to the North Sea, where the fish is sold while fresh. For this reason, it has been an uncommon thing to see excellent fish, which would have sold readily in any town, actually sent to market to rot.

The rapid development of these industries has led to certain ones, such as barrel-making, net-mending, and at several places, boat-building. Many of the people have hardly been able to earn more than a few shillings a week from growing their potatoes and cabbage for food, but have had to go to Scotland or England for the harvesting to earn money for their rent, and the sale of a pig, or chickens, or their savings sent by relatives in America (an Eldorado so many have to make their home). Many needs for coal, tea, etc. Meat is hardly ever tasted by the people, bacon is but an occasional treat, while their clothes are to a large extent made from wool woven and spun at home. With these men, who have to make their own clothes, the people will no longer be content with tatty, dirty towels: the pigs will be turned out, and especially if the latest experiment of the Board (the domestic training classes) prospers among the men, making their homes all the more attractive.

Already one result of the increased earning power of the people and their greater contentment may be seen in the fact that during the last quarter of 1898 the population of Ireland shows an increase for the first time since the terrible famine of 1847. Certainly emigration—which has too long drained the country of its strongest and best workers—can decrease and decreasing will be those parts where industries have been most developed. In 1898 the emigrants from Ireland were fewer than in any year since the famine—although still numbering some seven per 1,000 of the people—but the number has reached thirty per 1,000 in past times.

#### BEE, EGGS AND POULTRY.

Another excellent branch of work is the giving instruction in bee-keeping and supplying at a low cost the best hives and all appliances. Donegal honey is the most delicious heather-scented honey possible, and a large firm has contracted for the purchase of all the honey produced in the congested districts. Two hundred hives have been supplied in a single season. This ought to be a source of profit, since an outfit can be bought for a few shillings and will produce sixty or more pounds of honey in a season, besides multiplying indefinitely. Another opening for work which English home-keepers will goot with joy, is that connected with poultry and eggs. The best eggs are supplied by the Board from over eighty different depots to cottagers, in order to improve the breed of fowls, both for laying and for the table; instructions in fattening poultry, etc., is given, and at one place in the north of Donegal—more than 100,000 fowls raised in 1898—more than 100,000 fowls were raised in 1899. A similar poultry farm was opened in March last year by an English firm working in harmony with the Board. There is no limit to the demand for fresh eggs, so it is to be hoped that this branch of work will be largely extended. To make

it thoroughly successful, however, some cheap method of transport is a sine qua non. Not the least useful part of the work of the Congested Districts Board, by the way, is the starting of steamers for the cheap conveyance of produce, etc. At Rosapenna there is the sea and a deep water pier close by, but in many places there are neither steamers nor trains available. Even where a station is convenient, the farmer is terribly handicapped by the exorbitant charges for the carriage of goods. Irish railways are notoriously the dearest (but also, perhaps the safest) in the world. A ton of eggs is brought from Canada to London for 20s; from Cayon (in Ireland) to London the carriage of a similar quantity costs 70s! A ton of flat costs less to carry from Belgium to Belfast than from Donegal to Belfast! There is improvement in this respect, but the Government might very well have introduced charges, while aiding construction of light railways in Ireland, as to the maximum charge for the carriage of goods, more especially of farm produce.

#### THE PROBLEM OF PURCHASE.

Another branch of the Board's work is in the purchasing of estates for the enlargement of holdings, or for transferring to those places holders of land from congested districts, with the prospect that in most cases such holders will become self-supporting. This is a most complicated business, however, as may be judged from the fact that in one case a single small field of one acre was owned by twelve different people, while elsewhere fourteen tenants hold land in one hundred and one detached bits. All these separate holdings, however, as may be seen, are owned by the Board. In putting tenants in the new land, each one has to get a fair share of good, as well as rocky, or boggy land; the rights to seaweed, which is useful both for manure and for fuel, and to the cutting of turf have to be adjusted; while roads to the holdings, houses, etc., have to be carefully considered and adjusted—a work requiring the wisdom of a Solomon and the tact of a Tully. In the meantime, the tenants are being employed in draining, making fences, improving houses, etc., while in certain cases loans are made for the purchase of stock, etc. Small loans are also made to very poor holders to encourage them to sell their holdings. These are not enough to put up outhouses, so that cattle are removed from the house, and a peat yard fenced off. The moral effects of these slight improvements in awkwardly placed and unproductive holdings, have, however, been astounding, and progress is being made in districts hitherto thought quite hopeless; the social education is indeed out of all proportion to the small expenditure.

#### EXPERIMENT AND SUCCESS.

Piers, landing-places, boat-slips, and sea-walls form another useful branch of work. One hundred and eighteen of these have been either built entirely or in part by the Board since its formation in 1891, while help has been given in the making of one hundred and thirty-two roads, bridges and other inland improvements. Improved breeds of cattle have also been introduced; but perhaps nothing has been more useful than the experimental plots and example holdings worked under the sanction of the Board for the purpose of giving agricultural instruction. On the northern coast of Donegal notices are constantly seen: "Experimental plot of the Congested Districts Board." Here valuable work is going on in leading the cultivator to better methods of raising potatoes, cabbages, and other crops, and in giving agricultural instruction. On the northern coast of Donegal notices are constantly seen: "Experimental plot of the Congested Districts Board."

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Owing to the direction of Emperor of Germany, Francisco Ferrer, for some time have been of the Berlin military hospital, and in fact the hospital would suffer by the Catholic Sisters, and that change could be made.