

CLERGY'S STAND TO DEPEND ON WHAT GOVERNMENT SAY

Bishops Will Not Remark on Conference Lest Wrong Interpretations be Taken.

Montreal, May 6.—(Special.)—Archbishop Langevin of the diocese of St. Boniface, the highest ecclesiastical dignitary of the Catholic Church west of the great lakes, is spending a few weeks in the city, after attending the consecration of his uncle, Mr. Racicot.

Following the opportunity he had of conferring with other archbishops, a large number of whom were present at the consecration of Mr. Racicot, Mr. Langevin was asked to-day if he would say anything at present, and replied that, as far as the amended clauses were concerned, a decision had been reached not to say anything at all at the present time, for fear of any remarks being wrongly interpreted in certain parts of the country. The clergy's stand would depend very largely on the course the government would pursue between now and the final passage of the bill.

As regards the position in Manitoba, Mr. Langevin insists that the minority are fighting for all their rights, and will keep on fighting till they get them.

AN ALARMING FACT

Five Hundred Deaths From Tuberculosis in Ontario in Three Months.

At the quarterly meeting of the Provincial Board of Health, the report showed 500 lives lost in the preceding three months, from Tuberculosis. The question of erecting Provincial Sanitariums for the treatment of those suffering from Tuberculosis, was dealt with, and it was stated that in these institutions proper care and diet of a suitable kind could be given.

One important item in the treatment of such cases in the public institutions of Ontario is the using of

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Glimpses of the Political Field

Some time ago The Brockville Recorder hotly resented the observation that the character of public men in Canada is not as exalted as it is in other countries and as it was in former years in Canada. The Recorder will not find any excuse for its indignation in the division on the autonomy bill. If those who voted for the measure would state frankly their convictions it would be found that four out of five of them outside of the Province of Quebec were against the coercion of the Northwest. They voted contrary to their convictions chiefly for the reason that they desired at all costs to hold the party together. Holding the party together means a number of things to them. It means favor in the sight of the government; it means patronage and it means perhaps office or emolument. These considerations contributed to the overwhelming majority which the government obtained on the second reading of the bill. It is a sad commentary on the character of public life in Canada that not a single man in the government's following placed principle before party. There is not on record a division taken on a great issue in which was shown a similar disregard for conviction and a similar worship of party.

There was never a time in Canada's history when the people's representatives in parliament were as strongly devoted to party as they are to-day. Rarely, if ever, does a member vote against his party on an important issue. Rarely, if ever, does he attempt to carry out an ideal which might tend to embarrass his party. The individuality of the private member is being lost. He is simply a cog in the machine of government. Years ago there were men in parliament who would break with their party and sacrifice every ambition which they might have hoped to realize by continued allegiance to party rather than violate their convictions on great public questions. A few men of this calibre appeared in 1896. We have at Ottawa to-day an issue almost identical with that which confronted the country in 1896, yet the government's following has not developed one man with the courage and independence of those who broke with their party on the Remedial bill.

In more ways than one the character of public life in Canada is disappointing. Politics is commercialized as it never was before in this country. Politicians rely more on manipulation, on the friendship of corporations and on the campaign fund than they do on the public friendship. They work to please influences which can contribute large sums to election funds rather than to please the people. Accepting campaign funds from corporations and accepting it on specific terms has come to be a recognized form of political warfare. In 1873 a government was overthrown on the question of a government handing over a contract under promise of a campaign fund. How many deals of a similar nature have been put thru since 1896? We venture to say that their number is legion. Yet if anyone stood up in the house and showed where a contractor had contributed to the party campaign fund for reasons directly related to a contract which he had received from the government the charge would pass almost unnoticed. It is doubtful if accusations on all fours with the charges which were the means of turning out the Macdonald government in 1873 would be sufficient to make the government grant a parliamentary enquiry. It would be pointed out that parties cannot carry on political warfare without campaign funds and that a government cannot be blamed if those to whom it is generous in the distribution of contracts do something in return to help the government in elections. A Pacific scandal in the house of commons to-day, driven home with all the proof that sustained the Pacific scandal of 1873, would be justified by the government, and it would not lose one of its supporters on the question. Pleasing generalities to the effect that public men in Canada are actuated by as high motives as they ever were sound well enough, but they will not stand analysis in the light of the cold, hard, practical instances of the sacrifice of conscience and manhood in behalf of party.

Hon. Clifford Sifton is no longer a political figure in the public life of Canada. He has disappeared into oblivion more completely perhaps than either J. Israel Tarte or A. G. Blair.

He fades from the public view a discredited man, discredited as a politician and discredited as a citizen. So humbling is his retirement that the government dare not appoint him to any position of public trust or dignity. It is understood that when Mr. Sifton consented to a compromise clause on the school question Sir Wilfrid Laurier desired to bring him back to the cabinet. This proposition was promptly vetoed by Earl Grey, who knew all about the social scandal in which Mr. Sifton was involved and declined to accept him as an adviser. Mr. Sifton has not fared well with the governor-generals. One of his great ambitions was to be knighted, and it was to add him in realizing this ambition that he was sent to London to represent Canada on the Alaskan boundary arbitration. Some time after his return from London, Mr. Sifton's name was included in the list of recommendations for knighthood. Lord Minto refused to entertain the recommendation largely on the ground that Mr. Sifton's administration of the department of the Interior had not been such as to warrant the bestowal of such an honor. The probability is that Mr. Sifton will retire into the luxurious private life which his economic habits while minister of the crown have placed within his reach. As a political factor he has no longer any power, nor can he ever hope to reinstate himself in the favor of the people. It was thought for a time that he might attempt to become premier of one of the new western provinces, but his miserable collapse on the school question has made it impossible for him to attain even that honor. Earl Grey would not think of sanctioning his appointment to the office of Canadian high commissioner at London, and there is no other office to which he can aspire.

The feeling in the west against the autonomy legislation is said to be more intense than the general public has been led to believe. One reason for this is that the whole fight has been made at Ottawa, and no one has made the slightest effort to organize or develop public opinion in the west. Premier Haultain, who voices western sentiment more than any other public man, has made his whole case from the capital. The effect of this style of campaign has been to leave public opinion in the west comparatively undisturbed on the surface, but there is no doubt that the heart of the west is intense in its hostility to the legislation, and that this feeling will be manifested in the near future. There is a disposition to criticize Mr. Haultain for not dismissing Mr. Bulyea when that gentleman committed himself to the policy of the coercion of the northwest. Had Mr. Haultain asked for the resignation of Mr. Bulyea he would have precipitated the question in the west, and the upheaval of public opinion out there would have been such as to convey a warning to the government at Ottawa. Mr. Haultain, of course, knows better than anyone else how to deal with the west on this question, and the wisdom of his course may be manifested before the Laurier government is thru with its coercion legislation.

The school question will not be disposed of when the autonomy bill has been forced thru parliament. The next move will be made in the west, where two legislatures are to be organized, each with 25 members, and certainly every member south of the Saskatchewan will be required to pledge himself to defy the coercion clauses of the autonomy bill. The two legislatures will be elected on that issue and on that issue alone. The moment they begin to deal with the question of education they will necessarily run foul of the federal statute and their violation of it will again bring up the question at Ottawa. The people of the Northwest have no intention of becoming a passively consenting party to the educational clauses of the autonomy bill. They will proceed with the organization of an educational system as if the Dominion parliament had never touched the question, and the result of its course is bound to confront the Laurier government with an even more delicate task than it attempted with its autonomy legislation.

From another quarter of the west there are signs of disturbances which the Laurier government may well regard with apprehension. The Manitoba government, while it may not dissolve the legislature at present, is undoubtedly determined to repeal the

Laurier-Sifton agreement in regard to separate schools in Manitoba. When it has repealed this legislation the Manitoba school question will be in precisely the same position that it was when the Conservative government undertook to solve it. What will Sir Wilfrid do when the Manitoba government returns to an out and out national school system? Sir Wilfrid Laurier has never taken the position that the Manitoba minority had no right to separate schools. He has simply asserted that the proper way to secure the minority its rights is not by coercion, but by a statesmanlike approach to the government which denied those rights. Sir Charles Tupper was not able to make these statesmanlike approaches to the late Greenway government. It remains to be seen if Sir Wilfrid Laurier can make them to the Roblin government. If he fails to convert the Roblin government by sunny ways he is at once confronted with the necessity of passing remedial legislation. The west is full of danger to the Laurier government and Sir Wilfrid will have to exercise a great deal of ingenuity to steer clear of the rocks which brought the Tupper ship of state to disaster.

There is a rumor from Ottawa to the effect that Hon. J. Israel Tarte will contest Levis in the by-election caused by the death of Mr. Demers, and that he will become minister without portfolio in the Laurier government. The rumor will not commend itself to those who appreciate Mr. Tarte's strength at Ottawa. Mr. Tarte, since his enforced retirement from the government, has cut a rather sorry figure in the affairs of the country. He has grown to be a good deal of a Bourassa, and has established an alibi for the alibi which a great many people believed him to possess. He would be no strength to the government in Quebec, and he would be a weakness in the other provinces. The rumor of his return to the cabinet is probably prompted by the friendship he has been ostentatiously showing for the Laurier government in connection with the autonomy bill. In the whole controversy he has been Sir Wilfrid's echo. He has defended the coercion of the Northwest with special vigor, and he has gone out of his way to malign those who are fighting for the liberties of the Northwest. Mr. Tarte would no doubt jump at the chance to return to the cabinet, even as second fiddle to Hon. Raymond Prefontaine, but there is no reason to believe that Sir Wilfrid Laurier proposes to crown his folly in connection with the Northwest school question by bringing into the cabinet the one man who could do most to emphasize the issue in the English-speaking provinces.

Robbing Trunks in Italy. A traveler just returned from Italy reports that a trunk belonging to one of his party was cut open on the railway between Rome and Genoa, and clothes abstracted to the value of \$20. When he consulted the railway company on the subject he heard that a lady had been at the consulate a few minutes before who had lost the whole of her valuable jewelry in the same way. It is really astonishing that the Italian police do not take effectual steps to stop this scandal. There is no other civilized country where travelers' luggage is habitually pilfered while in charge of the railway companies, as it is in Italy, and the knowledge that this is so must keep many people out of the country, especially wealthy travelers, whom it is the interest of the government to encourage. I at one time in Italy would point out to travelers in Italy that the insurance of luggage against theft is a precaution that should always be taken.—London Truth.

Has Married 3000 Couples. Aid, Hamburger of New York City has been in office three and a half years, during that time he united 6000 couples in wedlock—that is, he has performed 3000 ceremonies. He points with pride to the fact that only two knots of his making have been severed in the divorce courts and justly draws the conclusion that there is something lucky about a marriage made by him. "Let's go to the man who has no divorces on his record," has become such a favorite slogan that the alderman was overruled during Easter week with applications paid out to travelers in Italy that the insurance of luggage against theft is a precaution that should always be taken.—London Truth.

When to Take the Road. To manipulate a baby carriage with as much trouble for everybody as possible it is necessary for the young mother to have at other youngster toddling at her side. Not as youngster that is satisfied to hold tightly to her skirt, but one of those kids who want to pet strange dogs and are ambitious to be run over by a bicycle or a milk cart. This is when the little woman gets in her best work and if you see her coming take the road. Ordinarily she's a sweet disposition, looks well in harness and is fond of children, but now she has the keep off the grass sign out. Her hat is on the skew, the hind wheels of the carriage have fallen, any outside interference in her family wants. Give her all the sidewalk she wants. It's the only cure for what will otherwise be a woman's headache. It is all you if you don't. She says people are so thoughtless when a woman has the verities of a baby cart.

All Have the Nicest Baby. What makes so many baby carriages really seem a lot more in the natural insouciance of the young mother to see just how much better her baby is than the baby in the other carriages. This has to be done and they all do it. They don't care who knows, their baby is far nicer than forgers, bonnets, shawls and other little baby drapery to be criticized and coveted. Matters of minor interest to the would-be

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HAIL TO BABY CARTS THEY'RE COMING OUR WAY The Perambulator With Its Precious Burden Must Be Allowed to Go Where it Likes.

It is here again and lots of it. It came along on wheels with the advent of the sidewalk. May sunshine that is coaxing the buds to come out on the trees and see if they can't stay for the summer. It's the baby's horseless carriage, the perambulator, the basinet, the go-cart and all the accessories.

Keep to the right if you get a chance. Dodge to the left if you don't. Side step and hop. Couché-couché a bit. Keep your trouser legs away from the wheels if you can. Pass the perambulators. Don't try to negotiate two of them at once. Avoid being pocketed. Look good-natured and get into the happy element by imagining you're a baby of your own. Remember that once upon a time you were the occupant of one of the perpetual right of way vehicles and so was your father and your grandfather. Wonder who it was that pushed Adam in a perambulator and keep your mind busy with problems of that kind until you get clear of the carriages that are bothering you for the time being. They're suffering cheerfully as much as you are until you have to navigate around another conveyance of precious offspring. Don't protest and bring a frown to the bright face of the careful chauffeuress as you pass. No mother is really proud and happy until she can push a perambulator thru a crowd. If you look at the outfit to discover the best way to dodge it she thinks you are admiring the baby and its just as well to leave it that way. Say anything of an unkind nature and you are up against the real thing in the way of scorn.

The Daily Way to Do It. The woman has a baby carriage in a crowd let her have her own way and she will just push ahead without any premeditated intention of bothering anybody. It's her business to get out of the way. That's what you have to do with it. Never suggest that she be careful where she is going. If you do and she takes it kindly she will try to steer the cart large ahead of you. If she takes it unkindly she will run over you. If she takes it resentfully it's all off. That carriage has got to go right thru to the next crossing. You can get out of the less of casualties in any way you like with as much trouble as you care to make about it. Realize at once that it is you that have to get out of the way. Babies learn how to lurch by watching people dodge perambulators.

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passer-by, but of greater importance than pedestrians' opinions to the user of the baby cart. She doesn't understand how it is some women can get the things they do when their husbands are only working men. And the taste of some people. The idea of putting clothes like that on a baby. In the meantime the man who is dodging the baby carriage is getting his bumps. It is not carelessness on the part of the lady with the go-cart. It seems to be natural. People from other places say it is the same way there. It makes visitors from foreign lands feel at home. The supremacy of the baby carriage is universal. How is it that the baby carriage can get there every time? This is it. It is because the mother knows she has a good thing and she pushes it along. If all the good things people have were pushed along with as much whole-souledness as the baby carriage is, and if people would make way for them with as much good will, what a lot more successes there would be. The little mother with the baby cart is engaged in the greatest industry on earth. Don't fret when you have to dutifully make way for the perambulator. Glance pleasantly at the woman and at her baby and feel good. She does and she is busier than you are.