

**Persons and Facts.**

The report of the Henderson Directory Company on the present population of Winnipeg, opened at the City Hall on June 23rd, at 1.30 p.m., given the population of Winnipeg proper as 78,367, of St. Boniface 3,336 and Norwood 1,534 (total for the town of St. Boniface which includes Norwood, 4,870), of Louise Bridge 2,592. The assessor's estimate for October 1903, of the population of Winnipeg was 79,905.

About eighty pilgrims from the diocese of St. Boniface left the C.P.R. station last Monday at 7.45 p.m. on their way to Ste. Anne de Beaupre. The pilgrimage was organized by Rev. Dr. Beliveau. Among the pilgrims were Mrs. Theophane Bertrand, Mrs. Prendergast, Mr. Alexander Lambert and Mr. J. B. Lauzon.

Prof. Montgomery, a cousin of the Most Rev. George Montgomery, co-adjutor Archbishop of San Francisco, and one of the regular staff of the Catholic college of Santa Clara, California, is the first to successfully operate an air-ship, as we showed a few weeks ago (see Northwest Review, May 27, p. 1). His unprecedented success has called forth a host of imitators who describe in the Scientific American what their aeroplanes would look like if they soared aloft; but they have not yet soared and Montgomery's has soared 4,000 feet. That's the difference.

A long article reviewing the extraordinary decision of the military judges in the competition between St. Boniface College cadets and the Winnipeg school cadets is unavoidably held over till our next issue.

On June 21 President Roosevelt spoke at the commencement exercises of Holy Cross College. He began by urging the study of Celtic literature. "I feel," he said, "that it is not a creditable thing to the American republic, which has in its citizenship so large a Celtic element, that we should leave it to the good scholars and citizens to be our instructors in Celtic literature. I want to see in Holy Cross, in Harvard and all the other universities, where we can get the chairs endowed, chairs for the study of Celtic literature." Then the President, addressing himself to the audience, recommended the union of all decent citizens for the welfare of their country. "I do not wish in politics," he said, "two entirely separate groups, one composed of the men who mean well and cannot do anything, and the other of the men who are thoroughly efficient, but do not mean well at all." President Roosevelt was applauded and cheered by students and people.

A report of the closing exercises at St. Mary's Academy will appear next week.

**RAILWAY ACCIDENTS**

The Cry of an Honest, Fearless Man.

To the Editor of The Tribune.  
 Sir—I notice the news of the Kalmar enquiry or rather a description of another railroad horror in our own country and the public must feel pleased to think that there is one citizen (he was only a coroner) who had the manhood to express his honest convictions and for which, of course, he must be belittled; yes, and later on, vilified, because he actually dared to say something that reflected on the manner in which a large corporation runs its system of railways. After giving a condensed write-up of the news in connection with the enquiry or killing of innocents, one of the journals publishes an interview with Supt. Bury of the Canadian Pacific Railway, and in answer to any enquiry of the reporter concerning the remarks of the coroner, Mr. Bury says: "I am sure he (the coroner) did so without giving the subject the consideration it deserved," and further on in the interview, Supt. Bury says that their telegraph system of train despatching was in use on every first class railroad in the United States. Now then let us for a moment look into the results of this wonderful system. Supt. Bury speaks of as carried into effect in the United States. Of all the appalling disasters of fatherless children, of widowed women, of maimed and crippled wrecks of humanity, and endless suffering, why Satan himself could ask for no better agents than the American railroads. About eight thousand killed and forty thousand wounded last year on American railroads. The railroads must pay dividends regardless of the fact that their systems

or running trains are often dangerous. Human life is cheaper compared with the dividend-earning capacity of railroads. Let us turn the page of criminal negligence and of revolting disregard of the sacredness of life as exhibited by the bosses of this country and look at the casualty record of Great Britain's railroads. Not a single human being killed last year despite the fact that they run more trains and at a greater average speed, and in a more congested and thickly populated country, and under every condition that goes to cause accidents and collisions. True, they have no lobbying for railroad interests in the Imperial House of Commons of Great Britain, and consequently the law-makers attend to the true interests of the country, and they do not seem to spend their time scheming how to get rich quick, and this is the moral of the whole question. In conclusion I beg to thank you for the deep interest your journal has always taken in the welfare of the country, and I am sure that it is the ardent wish of all good citizens that you may long continue to advocate so fearlessly as you have in the past the true principles of citizenship. Yours respectfully,  
 OLIVER GILMER.

Winnipeg, June 24.

**Clerical News**

His Grace the Archbishop of St. Boniface, accompanied by Rev. Dr. Trudel and Rev. Josaphat Magnan, reached Rainy River last Saturday evening and was met at the station by Rev. Father Meleux and a large number of his parishioners. On Sunday morning Mgr. Langevin administered the sacrament of Confirmation to about twenty boys and girls. The Separate School board and Catholic church trustees held a meeting, which was presided over by His Grace, and at which it was decided to proceed with the construction of a new church at once funds sufficient for the purpose being available. It will cost about \$6,000.

Rev. Dr. Beliveau left last Monday evening at the head of the pilgrimage of the St. Boniface archdiocese to Ste. Anne de Beaupre. Two special cars were filled with pilgrims and formed part of the usual 7.45 p.m. C.P.R. train to Montreal. Rev. Fathers Gendron and Sauve also joined the pilgrimage.

On June 15 the Right Rev. Ignatius F. Horstmann, Bishop of Cleveland, celebrated, in the presence of 200 priests and a large gathering of the laity, the fortieth anniversary of his ordination to the priesthood.

Very Rev. P. Magnan, O.M.I., left for Willow Bunch, Assa., last Tuesday evening.

Rev. Father Leonard, O.M.I., from Crooked Lake, passed through here this week on his way to take charge of the new Indian boarding school at Sandy Bay.

Rev. Father Drummond, S.J., leaves on Friday for Pinewood, Stratton and Rainy River, where he will lecture and preach, returning on July 5.

On July 12, Rev. John W. Considine, pastor of St. Patrick's church, Minto, North Dakota, will celebrate the 25th anniversary of his ordination. Bishop Shanley will preach. Father Considine is the first priest ordained for what was, in 1880, the Vicariate Apostolate of Dakota, now divided into three regular dioceses, one of them being the diocese of Fargo (comprising the state of North Dakota), under the Right Rev. John Shanley, whose see was first placed in Jamestown.

Next Sunday at St. Pierre His Grace the Archbishop of St. Boniface will confer the Holy Order of Priesthood of Rev. Joseph Joubert, whose family reside in the parish. On the same occasion the Rev. W. H. Speeman will be raised to the subdiaconate. Rev. J. Dugas, S.J., Rector of St. Boniface College, and Rev. Father Woodcutter will be present.

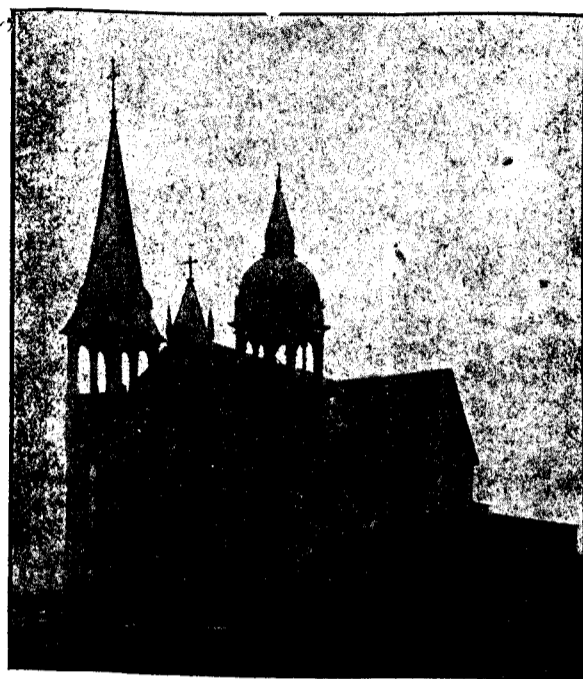
Rev. Father Polaska, of Weyburn, Assa., and Rev. Father Kostorz, of Huns Valley, were at the Archbishop's palace this week.

Mgr. Count Vay de Vaya wrote from New York on June 17th to his Hungarian brethren in Manitoba, saying that he was about to sail for Hungary and that he hoped to return here before long.

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R. J. HUGHES, Sec.-Treas.

**LATEST HISTORY VINDICATING  
THE CATHOLIC CHURCH**

(The Casket)

Reviewing the second volume of the Cambridge Modern History, the volume which treats of the Reformation, the "Edinburgh Review" quotes with approval Goldwin Smith's characterization of Thomas Cromwell:

"Cromwell was exceedingly able, daring, and absolutely without scruple. His gospel was Machiavelli. Religious convictions he probably had none. Of conscience he was wholly devoid. But he saw that, in the King's present temper, Protestantism, or at least war on the Pope and clergy was the winning game. He pricked the King onward and opened to him a vista not only of power, but of immense spoils."

It was through Cromwell, more than through any other man that England was "reformed." Henry seems to have had no thought of breaking with Rome till Cromwell suggested it. How the Reformation was accomplished may be

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summarily stated in the words of the "Edinburgh."

"Cromwell was a very able administrator. But if we look for statesmanship, what do we find? No consistency in foreign politics; at home, naked despotism, degradation of Parliament, and exaltation of Royal power in its place, arbitrary taxation, wholesale confiscations and executions, an uncertain balancing of old and new in religion; and finally the extinction of one estate of the realm in the assumption of supreme ecclesiastical power. The King's despotic power could be and was overthrown in the course of the following century, and, strange to say, by the very class whom Cromwell had raised to power: but the monasteries, once gone, could not be replaced, and Cromwell's ecclesiastical legislation has never been reversed."

(Continued on page 6)

Paroisse de  
 St. Pierre-Jolys  
 Manitoba  
 St. Pierre, le 17<sup>th</sup> Mars 1905  
 Messrs Pease-Waldon Co  
 Winnipeg  
 Man

Dear Sir,  
 It pleases me very much to testify that the heating apparatus, with the "Economy" furnaces furnished by you, and put in the church of St. Pierre-Jolys, gave absolute satisfaction.  
 The building has about 230,000 cubic feet of space to be heated, and on the coldest day of this winter (40° and 45° below zero) we have never been obliged to start the fire in the three "Economy" furnaces at one time.  
 By using only two of them, with fire properly started at 8 a.m. in the morning, we have the church very comfortable for the service at ten o'clock.  
 For the small one heating the vestry, three-quarters of an hour is sufficient to give a very high temperature to the room. Heated by 25 feet.  
 I may say besides, that no smoke of any kind came into the church when the fire is properly started, and no smell of coal gas burning is noticed.  
 I consider your apparatus for hot air heating, as the most satisfactory of all I ever heard of, for heating large churches.

Yours very truly  
 J. Joly  
 Parish Priest

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