

Council," &c.,—which exposes his unsettled state of mind on the dogma. Then Monsignor Capel declares that "the spiritual power is supreme over the civil, and defines its limits," which a host of writers hasten to correct, and protest against as utterly contrary to the Catholic theory, as it is subversive of all national liberty. Sir Martin Shee, a most able lawyer, steps into the arena and declares positively, as a Catholic and a jurist, that the decrees of the late Council have no validity, are not binding, are not, in fact, decrees at all, but only suggestions, or decrees under consideration; that the Council is not closed and may reverse them; that the whole controversy is utterly untimely, and does not deal with any existing facts. Over all this hurly-burly of contrariety in opinion, one voice sounds strong and clear and minatory. Archbishop Manning declares that the dogmas in question are now articles of faith, always have been, and to reject them or question them is tantamount to making spiritual shipwreck; for such scepticism is self-excommunication. The net result of the whole, however, is a clear rebuke to Ultramontanism. This, the proudest bird ever seen in the ecclesiastical firmament, has been winged in the zenith of its flight. Its audacious policy has been denounced by men representing not merely the ancient Catholic families of England, but by the highest intellect of the English Catholic laity.

A very exhaustive discussion on the subject of small farms, on the possibility of rearing a family on the produce of say twenty acres, has been carried on at home, arising from the continued appeal made by the laborers for land to till for themselves. It is demonstrated that even with very low rental and extreme industry the tenant of such holding would earn a living very little better than a day laborer, and run risks of utter ruin in case of sickness or bad crops. The discussion was, however, we think, pressed too severely against the small farm project, as it was carefully based on a false assumption—that the laborers were to quit service wholly for tenancy,

whereas, the proposal is, to add to their cottages, *as laborers' dwellings*, a patch of land enough to keep a cow or grow vegetables and fruit for a family and some to spare for market. Were this done the cottager's home would be less like his pig's for decency, and nearer that of the squire's domestic animals, as by tilling a few roods the men would realize enough to pay a better rental, and with more home comfort thus earned would come desires for, and a struggle after, a life less revolting to humanity than is now led by "the peasants," as the *Times* glories in styling the husbandmen of England—a name they will lose when they become voters.

The Empress of Russia has been in England several weeks visiting her daughter and the Queen's. Strange to say the two ladies, grandmothers equally of the one child, only saw each other during the ceremony of that infant's baptism—a meeting by compulsion of circumstance evidently, rather than attraction of any form of affection or State ceremonial. The Empress is an invalid, it is true, but the Queen's sympathetic nature would naturally have led to unusual attention being shown her son's guest, but she stayed at Balmoral well nigh all the time of the Imperial visit. Evidently there is a "tiff;" some infinitesimal point of feminine sensitiveness or etiquette has been touched unkindly or recklessly. Let us hope this is all, and that the Royal ladies will not, as some have done in days gone by, raise a mere teapot tempest—a richly gilt teapot, we admit—into a national quarrel.

The re-adjustment of the British Columbia Treaty *in re* the Pacific Railway will ere long be under discussion. It is of interest to know that the total exports of that Province last year, to June, 1874, were \$2,061,743, one-half being gold dust and bars. Recent explorations lead to the belief that coal, copper, and iron abound on Vancouver's Island, as well as cedar, fir and white pine. But it will need an enormous yield of all these resources to find paying traffic for the railway.