

Catholic Record.

LONDON, SATURDAY, FEB. 25, 1885.

MR. GLADSTONE'S LETTER.

A letter addressed by Mr. Gladstone to Mr. G. W. Smalley, of the New York Tribune, calls for some notice. The right hon. gentleman, speaking of Washington, expresses himself as profoundly impressed with the moral elevation and greatness of his character, and even goes as far as to say that he found himself at a loss to name among the statesmen of any age or country many, or possibly any, who could be his rivals. The Premier disclaims any intention in this statement of disparaging the class of politicians, men of his own craft and cloth, whom, in his own land, and with his own experience, he has found no less worthy than other men of love and of admiration. He could, he thinks, name among them men who seem to him to come near even to Washington. Shutting out the last half century from the comparison, he says, that if among all the pedants supplied by history for public characters of extraordinary purity and nobility he saw one higher than all the rest, and, if at a moment's notice he were required to name the fittest occupant for it, his choice at any time during the last forty-five years would have fallen, and it would now fall, upon Washington. After this graceful and eloquent tribute to George Washington, the father of his country, first in peace, first in war, and first in the hearts of his countrymen, Mr. Gladstone proceeds to discuss the relations of the English-speaking peoples with each other. Of their growth in numbers he says:

"Mr. Barham Zincke, no incompetent calculator, reckons that the English-speaking peoples of the world a hundred years hence will probably count a thousand millions. Some French author, whose name I unfortunately forget, in a recent estimate, places them somewhat lower; at what precise figure I do not recollect, but it is like 600 or 800 millions. A century back I suppose they were not much, if at all, beyond fifteen millions; I also suppose we may now take them at a hundred. These calculations are not so visionary as they may seem to some; they rest upon a rather wide induction, while the best they can pretend to is rough approximation. But, as I recollect, it was either Italy, or one of those with whom the name of that creature is associated, that computed, a century back, the probable population of the American Union at this date, and placed it very nearly at the point where it now stands."

Mr. Gladstone then dwells on the prospect of very many hundreds of millions, certainly among the most manful and energetic in the world, occupying one great continent, he might almost say two, and other islands and territories not easy to be counted, with the British islands, the most historic in the world—in contact, by a vast commerce with all mankind, and perhaps still united in kindly political association with some more hundreds of millions fitted for no mean end, united almost absolutely in blood and language, and very largely in religion, laws, and institutions. He goes on to say:

"If anticipations such as these are to be realized in any considerable degree the prospect is at once majestic, inspiring and consolatory. The subject is full of meaning and of power of so much meaning that the pupil of the eye requires time to let in such a flood of light. I shall not attempt, after thus sketching it, to expound it. It would be as absurd as if a box-keeper at a theatre, when letting in a party, should attempt to expound the piece. I hope that some person more competent and less engaged than myself will give this subject the study it deserves, taking his stand on the facts of the last century, and the promise, *velut quantum*, of the coming one. I cannot but think as well as hope that a good understanding, in the future near and far, among English-speaking peoples, though it may not be a matter of certainty, yet is beyond the necessity of going a-begging, so to speak, for recommendations from any individual, earnestly and with my whole heart as I, for one, should recommend it."

The right hon. gentleman adds that it is clear that if the English-speaking peoples shall be anything like what he thus supposes, and if there shall not be good understanding among them, there will have been a base desertion of an easy duty, a renunciation of the noblest and most beneficial, the most peaceful primary ever presented to the heart and understanding of man.

"On the other hand," concludes the Premier, "great as it would be, it would demand no prophetic, no superlative ingenuity or effort; it ought to be an orderly and natural growth, requiring only that you should be reasonably true and loyal to your traditions and to us to ours. To gain it will need no preter-human strength or wisdom; to miss it will require some portentous degeneracy. Even were it a daydream it would be an imposing one, loftier and better than that which prompted the verse:

super et garramantes et Indos  
Proferet imperia; nec extraxidera tibus,  
Extra anni solisque vias,  
because it implies no strife or bloodshed, and is full only of the moral elements of strength."

The *Globe*, reviewing this effusion of the British Premier, grows quite enthusiastic. Our Toronto contemporary declares with emphasis that no English-

speaking man, with a soul in his bosom, can fail to feel some thrill responsive to the grandeur and nobility of this Gladstonian conception, even though he may not be optimistic enough to regard it as more than the dream of a visionary. But, asks the *Globe*, why should such a future of the Anglo-Saxon race be set down as visionary? Placing ourselves among those who look upon the suggestion as chimerical and visionary, we beg to ask our contemporary what does it mean by the Anglo-Saxon race. But a comparatively small proportion of the fifty-five millions in the American republic is of Anglo-Saxon origin. So also in Canada and other British possessions, while many millions in the British Isles themselves are not of the Anglo-Saxon race. The speaking of the same language is no proof of identity of origin or race, or of political interests and pursuits.

We deny the statement of the *Globe* that the trend of events during the last decade, is in the direction indicated by Mr. Gladstone. Both the British Premier and the *Globe* seem to forget that there are fourteen or fifteen millions of people in the American republic of Irish origin who have no friendly feelings towards Britain, and that there are as many more millions of other origins in the United States who have no desire to tighten the bonds of amity between the two nations. In any such union as that of which Mr. Gladstone speaks so enthusiastically America would of necessity have to take a second place. How could Americans look on their country subsidiary and secondary to Britain or any other nation? Neither the English Premier nor the *Globe* should forget that the misgovernment of Ireland renders the union of the English-speaking peoples of the world, for the present, an impossibility. Let Britain conciliate the twenty millions of Irish throughout the world by conceding good government to Ireland, and then some such union as that spoken of with such earnestness and enthusiasm by Mr. Gladstone may come to pass. But so long as injustice reigns at the very doors of England, and by and with the approval of Britain, so long as the Irish nation is held in political servitude, denied the right of self-government, and ruled by military despotism, so long will the dream of unfettered commerce and international concord be impossible of realization. We should be glad indeed to see concord and good-will prevail between the two great English-speaking nations, but while the order of them will persist in governing one of the richest and fairest lands that the sun shines on by injustice and cruellest tyranny, and deny a noble and generous race the freedom it claims the mission of propagating in strange countries and distant lands, there can be no basis for a solid growth of that concord and good-will so much to be desired in the interests of humanity.

PHILO VERITAS.  
In a recent pamphlet upon the Canadian Pacific Railway, entitled, "An Appeal to Public Opinion," by Philo Veritas, some interesting facts are laid before the reader. The appeal, although ostensibly made for the philanthropic purpose of endeavoring to save the country a great expenditure, and although presenting facts some of which were already well known to the reading public, is also manifestly written for the purpose of eulogizing Mr. Sanford Fleming, the late Chief Engineer of the Canadian Pacific Railway, who, in 1870, assumed control of the surveys for the location of the line, and who, guided by the able reports and prior discoveries of the Palliser expedition sent out by the Imperial Government, chose the Yellow Head pass and route across the Rocky Mountains, even before one of his surveying parties had set foot in the field of exploration. Be this as it may, there is still much to interest the Canadian reader (and, for that matter, the foreign capitalist as well) in the pages of this little work, although it is a matter for regret that the writer has exhibited so much animosity against C. P. R. engineers, whom he characterizes as "uneducated, ignorant men, without standing," and as very inferior to the Canadian railroad professional. All this takes away from the value of Philo's dissertation upon the trade, fisheries, settlement, etc., which some Canadians have preached for the last ten years were to follow the completion of the trans-continental line from Montreal to the Pacific. What Philo tells us of the heavy grades and nine mile tunnel in the Selkirk range is also of paramount interest, although the conclusion he has apparently arrived at is scarcely quite borne out by the report and information he places before us.

Philo Veritas takes up the question of Mr. Van Horne's location through the Rocky Mountain region, and at page 12 he points out the very heavy grades, and sharp curvature used, first telling us that a curve of one degree is the limit allowed by the school of "educated and thoughtful engineers" upon this continent. He

admits, however, that occasionally such curvature is inadmissible, and then gives us two pages of rather pedantic reading, more suitable for the school room than the occasion. Now, although it seems almost unnecessary to repeat what must be known to every one conversant with the practice of engineering, curvature of 8° and 10° is in use upon many first class roads on this continent, as well as grades of 116 feet per mile, as instance the U. S. C. P. Railway across the Sierra Nevada, from the Baltimore and Ohio R. R., and on other roads, east and west, now in successful operation.

Philo Veritas accuses Messrs. Van Horne and Reed of deliberate falsification when, in point of fact, Engineer Reed's report to Mr. Van Horne (a copy of which Philo Veritas gives us), speaks of "10° curvature and four per cent. grades in a distance of nine miles of temporary track built around a tunnel, and some heavy work in the vicinity of Mount Steven, for the purpose of saving a year's time in completing the road. I also examined the section of the proposed permanent line around which the temporary line has been built, and the large rock slide east of the line tunnel through a spur of Mount Steven."

At page 71 of his pamphlet Philo Veritas assumes that the extract from Mr. Reed's report just quoted implies the tremendous work of a tunnel nine miles in length, which, truly enough, might occupy eight or ten years in completing. But the "nine miles of temporary track around a tunnel and some heavy work" do not necessarily imply a tunnel of that length, and Mr. Reed's explanation that it is built merely to expedite the working of the line by one year is conclusive to every one that the tunnel referred to can only occupy one year in building, and consequently cannot be very long, certainly a mere fractional part of nine miles.

It is simply astounding that Philo Veritas should have penned the paragraph at page 71: "I bring to notice the remarkable assertion that it is possible to complete 9 miles of tunnel through the mountains in a few months. They believe they have tools to deal with?" Until Mr. Reed states the length of the tunnel in question the supposition of P. Veritas is worthless. However, all that has yet come to light in regard to the pass selected by the syndicate points to the fact that heavy grades and much heavy work characterize it. P. Veritas states that the line has been located in the wrong place. Perhaps it has, indeed, in the opinion of many besides himself, the Yellow-Head route would have been the best by which to reach Burrard Inlet. With regard to the last named pass, it was adopted by Mr. Mackenzie, and although Mr. Fleming takes to himself the merit of having chosen it, he had no other alternative at the time, for it was then the best known pass to the Frazer river.

As P. Veritas quotes Mr. Fleming as his chief authority for his statements we naturally turn to his book, "Oll to New Westminster," for a description of his journey through the Rocky Mountains in 1853, and along the route followed by the railway. Nothing is to be found therein which throws any light upon that bugbear, the nine-mile tunnel. Now and then he speaks of heavy grades, guessed at doubtless by the aid of a pocket aneroid (in all cases a most treacherous guide), but apart from these he does not appear to have gone out of his way to examine the engineering features of the route followed. Indeed, nothing of the kind at all worth recording could have been accomplished without considerable delay on his part, and, to tell the truth, his book is so replete with trivialities, so much space is taken up with descriptions as to the manner in which the party ate, drank and slept, so much do the travellers appear to have been actuated by a senseless dread of mishap, that the slightest delay was not tolerated, and we look in vain for aught of interest from a practical point of view. Self-landation, indeed, and namby-pamby nothings, with scraps of school-book history, are all we find. Whence, then, comes all this rather precise information? The next matter of importance, and one upon which P. Veritas lays, very properly, some stress, is the danger to which the line will be subject from avalanches of snow, ice, timber and rocks. In his book Mr. Fleming makes reference to these, traces of which he could not avoid seeing from the trail he followed. After quoting Mr. Fleming's description P. Veritas asks if the Government will permit the line to be taken through this domain of glaciers. To any one possessed of ordinary knowledge of British Columbia P. Veritas would appear to make mountains out of mole-hills. Why, let him travel through that Province, and he will find the same grand phenomena almost everywhere. Let him visit the Cascade Range, and he will find glacier upon glacier, whole mountain sides denuded of timber, creeks filled with snow and debris in midsummer, and, in fine, precisely the phenomena observed by Mr. Fleming. On the Bute Inlet route, once con-

tenanced by Mr. Fleming, but, now repudiated by him—the Skeena river route, once strongly favored by Mr. Fleming, but now disavowed by him—the Salmon river, on the Kimsa river, all surveyed and seriously thought of by Mr. Fleming at one time, these phenomena of nature even on a grand scale can be witnessed. And in the canons of the Frazer river there are several places, along which the C. P. Ry. is located, where at any moment rock slides may take place. Have they not already taken place since the construction of the road? Strange that, until now, no objection has ever been raised against any of the old proposed routes on the score of glaciers and slides. Where these menace the road, when all else fails, there is the last and best safeguard to fall back upon: to tunnel past the danger.

The other issues raised by P. V. (those relating to financial matters purely may at present be laid aside) should not be difficult to meet. The examinations demanded by him will doubtless be made without any opposition from the C. P. Ry. Co.; especially interesting will be the proposed investigation of the trade in Pacific waters. We shall then know what there is to expect from the so-much-talked-of overland traffic and that to arise from railway connection with the Pacific Province. To do P. V. justice, he may not be far astray in his remarks upon the traffic expected from the road, and although he appears to have been actuated all through his work by some degree of malevolence, still, his efforts may not, in the end, prove entirely without fruit.

MASONRY IN AMERICA.  
The strength of Masonry in America may be gauged from the published records of the Grand Lodges of North America, which show that there are 580,654 affiliated members connected with the craft. New York leads off with more than 60,000 members, Illinois following with 38,521; Pennsylvania comes next with 35,831; Ohio ranking fourth with 30,433. Michigan has 26,488 Masons, and Maine 19,342. Missouri has 24,289, and Indiana 23,700. The Grand Lodge of Tennessee claims jurisdiction over 15,777, and that of Texas over 15,661 members. The Grand Lodge of Canada claims obedience from 17,967, that of Quebec from 2,768, Nova Scotia from 2,898, and Manitoba from 646 brethren.

These figures show that the Masonic body is strong in numbers and that its influence must be great.

MINERALOGY.  
The lecture announced to be given by Rev. Prof. Marsan in the Ottawa college gymnasium, and presumed by many to have been postponed on account of the burning of that hall, was delivered last evening in the drawing studio before the members of the College Mineralogical society, several members, ladies and gentlemen of the Ottawa field naturalists' club, and a number of the college professors and other gentlemen interested in scientific questions. On being introduced by Mr. Poirier, president of the Mineralogical society, the lecturer expressed his conviction of the growing necessity of a new departure in the study of mineralogy. He attacked the system now generally adopted in text books, inasmuch as they make mineralogy independent of chemistry, and thereby afford the student little more than a mere description of mineral species, reducing the study to an uninteresting task of memorizing, or an artificial method of determination without a scientific classification. Such a process, he maintained, seriously interferes with the intellectual development of the young mind. The reform he advocates consists in the introduction of chemistry as the ground-work of a course of mineralogy. By applying analytical chemistry to the determination of minerals he succeeds in combining description and determination in a single system at once interesting, easy, and strictly scientific. At the close of the lecture, which lasted nearly an hour, Mr. T. V. Tobin, of the College Mineralogical society, undertook to analyze an Australian mineral and though confident of having drawn the hard looking stranger from his incognito, and well supported by Mr. S. Aman, was attacked by Mr. W. A. Herckenrath in a brilliant criticism and further prosecuted by Mr. P. J. Griffin. The discussion was extremely lively and interesting, and showed to advantage the excellence of the system of mutual instruction followed in the society, affording as it does to the younger members an opportunity of self-advancement whilst contributing their share of research and information to the more scientific labor of the rev. director and other gentlemen conversant with this branch of the natural sciences.—Ottawa Free Press, Feb. 16.

FROM THE PRESIDENT OF BAYLOR UNIVERSITY.  
"Independence, Texas, Sept. 25, 1882.  
Gentlemen:  
Ayer's Hair Vigor  
Has been used in my household for three seasons—  
1st. To prevent falling out of the hair,  
2d. To prevent too rapid change of color,  
3d. As a dressing.  
It has given entire satisfaction in every instance. Yours respectfully,  
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AYER'S HAIR VIGOR is entirely free from uncleanly, dangerous, or injurious substances. It prevents the hair from turning gray, restores gray hair to its original color, prevents baldness, preserves the hair and promotes its growth, cures dandruff and all diseases of the hair and scalp, and, at the same time, a very superior and desirable dressing.  
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Dr. J. C. Ayer & Co., Lowell, Mass.  
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For further particulars apply to the Superior, or any Priest of the Diocese.

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ST. MARY'S ACADEMY, WINDSOR, ONT.—This institution is pleasantly situated in the town of Windsor, opposite Detroit, and combines in its system of education, great facilities for acquiring the French language, with thoroughness in the rudiments of all well as the higher English branches. Terms (payable per session in advance) in Canadian currency: Board and tuition in French and English, per annum, \$100; German free of charge; Music and use of Piano, \$20; Drawing and Painting, \$15; Bed and bedding, \$10; Washing, \$20; Private room, \$20. For further particulars address—MOTHER SUPERIOR, 41-1/2.

URSULINE ACADEMY, CHATELAIN, ONT.—Under the care of the Ursuline Ladies. This institution is pleasantly situated on the Great Western Railway, 50 miles from Toronto. The spacious and commodious building has been supplied with all the modern improvements. The hot water system of heating has been installed with success. The grounds are extensive, including greenhouses, orchards, etc., etc. The system of education embraces every branch of polite and useful instruction, including the French language, Plain sewing, fancy work, embroidery in gold and chenille, wax-flowers, etc., are taught free of charge. Board and tuition per annum, paid semi-annually in advance, \$100. Music, Drawing and Painting, form extra charges. For further particulars address—MOTHER SUPERIOR, 41-1/2.

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IRISH BENEVOLENT SOCIETY.—The regular monthly meeting of the Irish Benevolent Society will be held on Friday evening, 12th inst., at their rooms, Masonic Temple, 41-1/2, at 7 1/2. All members are requested to be present. C. A. SIPP, President.

CATHOLIC MUTUAL BENEFIT ASSOCIATION.—The regular meetings of the Catholic Mutual Benefit Association will be held on the first and third Thursday of every month, at the house of J. S. O'Connell, in our rooms, Castle Hill, Albion Block, Richmond St. Members are requested to attend punctually. ALEX. WILSON, Pres., C. H. HENRY, Sec.

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