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The Post Printing & Publishing Company, MONTREAL, CANADA.

WEDNESDAY, FEBRUARY 20, 1884

CATHOLIC CALENDAR

FEBRUARY, 1884. WEDNESDAY, Feb. 20—Feria. Election of Leo XIII., Pope, 1878. THURSDAY, Feb. 21—Office of the Blessed Sacrament.

FRIDAY, Feb. 22—Chair of St. Peter at Antioch. SATURDAY, Feb. 23—St. Peter Damian, Bishop, Confessor, and Abbot of the Church. SUNDAY, Feb. 24—Quinquagesima Sunday.

MONDAY, Feb. 25—St. Matthias, Apostle. TUESDAY, Feb. 26—Feria. St. Lync, Charleston, died, 1832.

WEDNESDAY, Feb. 27—Ash Wednesday: beginning of Lent.

The Irish Parliamentary party, after due consideration, has decided to vote against the Government in the decision of the House of Commons on Sir Stafford Northcote's motion censuring the Ministry for its vacillation and inconsistency in its Egyptian policy.

The debate on Sir Stafford Northcote's motion of censure on the Government's policy in Egypt threatened to result in a defeat for Mr. Gladstone. The Radicals have practically separated themselves from the Liberal party...

The Toronto Telegram says that if people who go to church "will take the trouble to look about them they will be struck by the fact that those who attend churches nearly all belong to the well-to-do and contented classes.

PATRICK EGAN ON MR. BYRNE'S LETTER

A few weeks ago Mr. John Byrne, Vice-President of the American National League, published an open letter to Mr. Patrick Ford, denouncing the Irish World and its editor in unmeasured terms.

The energies of the League diverted from giving to the organization at home to enter upon a grand campaign against the adherents of Mr. Ford and the Irish World.

In referring directly to Mr. Byrne's attacks on Mr. Patrick Ford, Mr. Egan says: "I am not concerned to defend Mr. Ford, and I am far from agreeing with the policy or timeliness of his present action, but I can not allow to pass Major Byrne's frequent innuendoes against his financial honesty."

THE PAYMENT OF IRISH MEMBERS.

The question of paying the members of the Irish National party for their Parliamentary services promises to soon take a tangible form. With the settlement of this question the usefulness and power of the Irish party would become paramount in the British House of Commons.

THE G.T.R. COMPANY VS. THE C.P.R. SYNDICATE.

The Grand Trunk Railway Company has stepped in between the C. P. B. Syndicate and Sir John's government to prevent them from playing into each other's hands in that little game of grab, the stakes of which amount to an additional thirty millions.

The object of the Grand Trunk's appearance on the scene is to protest against any further aid being given by the Government to the C. P. B. Company so long as that company continues to go out of its "legitimate sphere" to compete with and injure the Grand Trunk Railway Company.

agging the large investments of the government in the Canadian Pacific Railway, and retarding the settlement and progress of the country."

Circumstances would have to be very exceptional to justify any Government in using or granting public funds for competition against private interests and individual enterprise.

This is manifestly unfair and unjust, especially as there is no particular call or pressing need for the use of the public funds against such private concern. Mr. Hickson is, therefore, perfectly justified in protesting against the position which the combined forces of the Government and the Syndicate are carrying out for the company of which he is manager.

It is to be understood, of course, that these objections, which are sound in themselves, would never have been advanced by the Grand Trunk if the attempt "to harmonize the conflicting interests of the two companies" had not proved abortive.

In the meantime the fight between the two rivals progresses in importance and increases in liveliness. Mr. Hickson plainly tells Sir John that the Government cannot, with an degree of impunity, attempt to replenish once again the coffers of the Syndicate, unless sufficient guarantees are forthcoming that the money will be properly spent.

The general manager goes so far, in fact, as to utter a threat, the significance of which only Sir John and his colleagues can fully appreciate. Writing to the Premier, Mr. Hickson says: "You will realize doubtless that unless I can secure the intervention of the government, it will be incumbent upon me, situated as I am, to make an appeal for justice to Parliament in such a manner as constitutional usages permit."

The question now is, to which will the Government, submit, to Grand Trunk or to Syndicate dictation?

WHERE THE PUBLIC FUNDS HAVE GONE.

It is the common belief that the Canadian Pacific Company was chartered with the special object of building a railroad through the Northwest, across the Rockies to British Columbia. The country's money (unlimited) was given to the company for that particular purpose.

(2) "The lease by the Ontario & Quebec Railway Company to the Canadian Pacific Railway Company of the consolidated railway line from the city of Montreal, in the Province of Quebec, to the town of St. Thomas, in the Province of Ontario, with the branch lines and appurtenances there-of by indenture of lease executed on the fourth day of January, one thousand eight hundred and eighty-four, is hereby confirmed."

(4) "The Canadian Pacific Railway Company is hereby authorized and empowered to carry out and perform all and every the conditions of the said indenture of lease, and to hold, administer and operate the said consolidated railway line in accordance with the terms of the said indenture of lease."

no doubt have to be produced. It is rather strange to see with what care documents that would throw light on the inner transactions of those men of "ability and honesty" are withheld from the scrutiny of Parliament.

It will be remembered that when the affairs of the Toronto, Grey and Bruce Company were recently before the courts a document was produced which showed that two or three gentlemen were, after certain things had been accomplished, to be paid for stock which had cost them only about 10 or 12 cents per share.

But it again occurs to ask, why is such a Bill as that which has been referred to required if, as Mr. Van Horne says in his recently published letter, "the Ontario and Quebec has been leased and firmly bound to 'the Canadian Pacific for the term of 999 years'?"

If the company had kept aloof from investments and enterprises which are foreign to its charter, and had confined the expenditure of the public funds to the construction of the Canadian Pacific proper, the national highway would have been completed, or, at least, there would have been sufficient money in the company's coffers to do so.

A SHAM AND FRAUDULENT COMPANY.

The public has been deceived but very meagre information is regard to the inner workings of what is known as the Construction Company and its secret relations with the Canadian Pacific Company. From the little information that has been supplied on the subject, it would appear that the Syndicate had contracted with some of its own members for the construction of the road, so long as the supplies lasted and there was profit in the transaction.

Now, why was it that these shrewd foreign capitalists could not be induced to take stock in the C.P.R. company? And how is it that the construction company was found so tempting that these moneyed men were glad to get into it? The "why" and "how" are easily explained. These foreign capitalists saw that in the running of the Canadian Pacific Railway there was nothing but ruin and failure; but in the construction of the road, conjointly with the members of the Syndicate, they beheld immense profits; they saw the millions of money and of acres offered by the Government, and to refuse to share these with the Syndicate would have been a piece of incomprehensible abnegation.

market and to satisfy those who might be disposed to buy, that a bona fide contract for the building of the road had been entered into on the basis of the company's estimate as to the cost of the line. The deception was too transparent, the arrangement was too peculiar, and people fought shy of it to such an extent that the O. P. R. stock became a drug on the market, and the public refused to touch it.

The result, therefore, is that the total cost of the Western Section in money and stocks under the bargain with the Construction Company would have been \$32,880,000, and the balance of the cost to be paid them \$33,960,000; and the balance of the cost of the Eastern Section, allowing for the deductions mentioned, \$21,380,000, or a total of \$45,320,000, to which should be added for equipment \$2,700,000, making a grand total of \$48,000,000.

DEFICITS IN THE PROVINCIAL TREASURY.

The Treasurer of every succeeding Provincial administration, up to the present day, has managed to bring the estimates before the Legislature in such a shape as to show a surplus in the treasury. Very few ever believed the hon. gentlemen, but the supporters of the government always manifested implicit faith in the treasurer's figures and voted his budget as if the Province was weighed down with gold.

Mr. Robertson has given the following approximate statement of the liabilities and assets of the province on 31st December last: The funded debt up to that date was \$18,307,826.67; less sinking fund and redemption, \$87,730.83; leaving unpaid at interest \$18,250,095.84. To offset against this amount we have part of the price of the C. M. O. and O. railway, paid and invested, \$800,000; balance of price do. do., not yet due, \$7,000,000; total, \$1,600,000.

in favor of Hon. Mr. McCreery, \$39,952.42; the total amount being \$2,375,647.93. To offset against these amounts we have the balance of estimated receipts for the current year, \$1,756,283.03; cash in bank, \$157,281.03; Quebec court house debentures which the Government have a right to issue, \$150,000; claims against the city of Montreal on account of railway, etc., \$154,667.53; balance of interest on the Common school fund due the province by Ontario, say at the least, \$85,000; total, \$2,243,182.24.

The indebtedness according to the foregoing statements amounts to \$23,465,814, and the assets, if available, to \$12,424,402, leaving a balance against the Province of \$11,041,411. The above includes the appropriations made by the Legislature for the current year, amounting to \$2,950,552, which if it be not exceeded and if all the estimated revenue is received will leave the handsome deficiency of about \$350,000.

In regard to the first of these claims Mr. Robertson distinctly holds, and rightly so, that, as it is breaches of the federal law, which the province is called upon to bear the cost of, the Dominion Government ought, in justice, to assume the cost of the administration of these laws. If this could be done, the provincial budget would be relieved of a costly item. The second claim regards the expenditure on the North Shore Railroad. The province had to shoulder the burden of its construction without any outside aid, and on its completion the road was passed over to the Canadian Pacific at several millions below its original cost.

If the Local Government can manage to be successful in pressing these claims upon the Dominion Government, the financial condition of the province will be greatly strengthened, and if Mr. Robertson is as good as his word in the matter of retrenchment and in the practice of rigid but wise economy, we may expect to see within a short period our deficits turned into bona fide surpluses.

NEW AGENTS.

The following gentlemen have been appointed to act as agents in their respective localities for The Post and True Witness: J. Gibbons, P.M., La Salette, Ont.; H. J. Caswell, Maynooth, Ont.; Thomas Murphy, Parkhill, P.E.I.; Peter Blake, Parrboro, N.S.

THE LATE MR. BEALL.

The inquest on the body of M. J. F. Beall, who was fatally injured near Whitby station on Tuesday last, was held yesterday before Dr. Olson, J. E. Farewell, county attorney, conducted the inquest on behalf of the crown, and Mr. W. W. Pope was present on behalf of the Grand Trunk Railway. Dr. Eastwood stated that he attended deceased, and that he told him several times that he jumped from the train, that his ticket was for Toronto, and that he did not say anything to the conductor about stopping at Whitby. He also told S. Ebert and Lawrence that he jumped clear of the train, but got back in some way. No person saw him until after he was on the train. The verdict of the jury was "that death occurred from internal injuries caused by his jumping off or falling from the steps of a car on a train on the Grand Trunk Railway on Tuesday, the 12th of February."

NO MARGIN-AS IT WERE.

Well, Fred, old boy, 'tis settled, we were married Tuesday last. I'm happy, that the thing is done and past.

CORRESPONDENCE.

DESCRIPTION OF DESERONTO.

To the Editor of the Poet: Sir,—As a description of this thriving village may be of interest to your many Ontario readers, especially anything appertaining to the Catholic population, I, with your kind permission, will give them a short sketch of the place.

APPEAL TO THE CLERGY AND FAITHFUL OF THE UNITED STATES.

The death of His Grace Monseigneur Napoleon Joseph Perche has left this diocese in a grave embarrassment.

The Corporation desires to accept this bequest unconditionally. But it must at the same time open its eyes to the consequences of its acceptance.

The latest title bestowed on Gladstone by the conservatives is "H. O. M." the heartless old man, and a satiric German journalist proposes his elevation to the House of Peers as Lord Gladstone of Sinks.

THE HOUSE OF REPRESENTATIVES INSULTED BY BISMARCK.

London, Feb. 15.—The Berlin correspondent of the Times says Prince Bismarck has returned to Von Bismarck, German Minister at Washington, the resolution of condolence on Lasker's death passed by congress.

LONDON GOSSIP.

New York, Feb. 17.—Special cablegrams from London say high play at clubs continues to be a subject of much talk in society.

THE PROPOSED NATIONAL FOUNDRY.

WASHINGTON, D. C., Feb. 18.—The report of the national foundry board says that 3 years will be required to complete the tools, construct shops, and establish the plant for the gun factory.

FINANCE AND COMMERCE.

NEW YORK, Feb. 18.—The stock market was dull but fairly steady. The market will be influenced by the C. F. R. question more than anything else for some time to come.

COMMERCIAL.

WEEKLY REVIEW—WHOLESALE MARKETS. The wholesale trade of the city during the past week has ruled quiet, and there are no immediate indications of an improvement in the demand for most lines of staple goods.

NATIONAL BANK STATISTICS.

Washington, Feb. 16.—Abstract reports made by the National bank to the comptroller of the currency show the condition at the close of business on December 31st, 1883.

SELLING FAST.

by the Piece. The demand for our White Cotton is something wonderful, nearly all our customers taking a piece or two.

COTTON SHEETINGS.

GRAY COTTON SHEETING, double fold, 10c. PLAIN BLEACHED COTTON SHEETINGS. TWILLED BLEACHED COTTON SHEETING.

S. CARSLY'S

ANNUAL WINTER STOCK-TAKING.

MANTLE AND COSTUME DEPARTMENT.

S. CARSLY,

MONTREAL.

KNABE PIANOFORTES.

None, Touch, Workmanship and Durability. WILLIAM KNABE & CO. Nos. 204 and 205 West Baltimore Street Baltimore, No. 112 Fifth Avenue, N. Y.

CHRISTMAS THE YEAR ROUND

\$2.50. "Wide Awake." \$2.50. —The king among juveniles—Santoga Sun. —A treasury of good morals—N. Y. Trib.

MONTREAL CATTLE MARKET.

Export cattle are quoted at 5 to 5 1/2 per lb live weight, as to quality, but it is certain that really prime beefs would bring higher figures.

MONTREAL HORSE MARKET.

There is some enquiry for driving horses and for mares for the American market. Mr. Maguire reports the following sales:

BIRTH.

GLEESON.—At 74 Mullins street, on the 11th inst., the wife of P. D. Gleeson, of a daughter.

DIED.

HUGHES.—In this city, on the 11th inst. Catherine, aged 24 years, 5 months and 22 days, daughter of Thos. Hughes.

DECEASED.

DOW.—In this city, on the 12th inst., Louis Owen, son of James A. Dow, of Manchester, N.E., aged two months.

HIGGINS.

HIGGINS.—At Chicago, Ill., on the 1st February, Kate, aged 7 months and 18 days, only daughter of John Higgins.

O'NEILL.

O'NEILL.—In this city, at his father's residence, No. 182 St. George street, on the 14th inst., of diphtheria, John William, aged 4 years and 10 months, only and beloved son of James Whelan.