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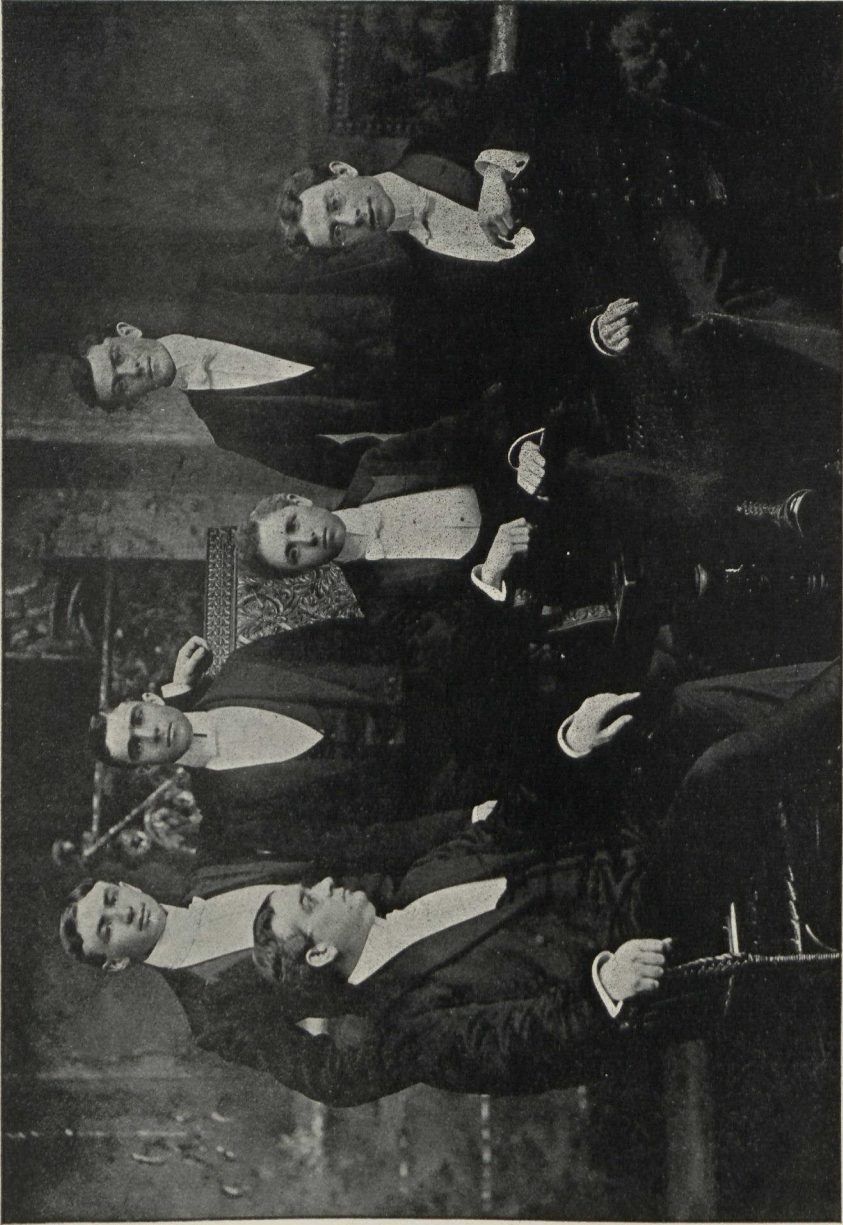
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A. P. Donnelly, '01, 1st aff. G. I. Nolan, '03, 2nd aff. J. R. O'Gorman, '01, 1st neg.  
Prof. T. F. Horrigan, M. A., Moderator. J. T. Warnock, '01, W. A. Martin, '02, 2nd neg.  
President.

THE PRIZE DEBATERS.

# University of Ottawa

## REVIEW

No. 9

MAY, 1900.

Vol. III

### THE FIRST PRIZE DEBATE.



UNTIL the present year public debating was almost unheard of at Ottawa University. But "the old order changeth," and this year's enterprising committee resolved to make a beginning in that line. On Tuesday evening, May 14th, the first Public Debate was held, and the unqualified success of the undertaking reflects great credit on the Society as a whole, the executive committee and the debaters especially, and augurs well for a continuance of this highly desirable custom, as an annual affair, in the future. Despite the fact that approaching degree examinations made the task of preparing a debate very difficult, and even shut out some of our best men from competing, the committee contrived to make all the necessary arrangements and to place on the platform men who were thoroughly deserving and representative.

The subject chosen for discussion was, "Resolved, that governments should own and control railroads." The pertinency of the question made it most interesting, and it was discussed in a comprehensive and eloquent manner, which held the attention of the large and distinguished audience from beginning to end. Twenty minutes were allowed to each speaker. Sharp at 8.30 the judges, Messrs C. F. McIsaac, B. A. M. P., N. A. Belcourt, L. L. D., M. P., H. J. Logan, B. A., M. P., D'Arcy Scott, L. L. B., and D. J. McDougal, B. A., L. L. B., took their seats. A well-rendered quartette, "Play On," by Messrs. King, Martin, Nolan

and Prof. Horrigan, opened the evening's programme. The President, Mr. J. T. Warnock, '01, then made a short address of welcome, concluding by introducing the first speaker for the affirmative, Mr. A. P. Donnelly, '01, whose words were in part as follows :—

*Mr. Chairman, Messrs. Judges, Ladies and Gentlemen :*

“The subject for debate this evening requires no lengthy introduction. It is not a new policy, this nationalizing the railways ; it has been reduced to system by European and Asiatic governments and has attained for them the national and economical ends which an efficient railway should serve. That it has not been adopted on this continent is a tribute rather to the conservatism of our governments than to the progressiveness of their policies.

The fundamental principle upon which the resolution before us rests is that the welfare of a people can be promoted better by a government representing their interests and legislating for them generally than by a private company whose primary object is private gain. Following this is a companion principle that as the people are source of wealth, if there are any revenues arising from the traffic and travel incident to national life, the whole people have the first right to those revenues. And mark well that I accept both terms of the resolution—ownership and control—which are correlative, for a government cannot effectively control railways owned and operated by private companies. These principles are applied to-day by our municipal governments that find it profitable for purposes both of accommodation and economy to provide their own gas plants, their water supplies and their street railways. Considerations like these give a pertinence to the question at issue ; recent events in railway circles of the United States give it urgency.

Now even if the operation of railways by private companies were satisfactory to peoples whose governments favor that policy, and if those railways conformed to the national ends to which railways should conform, the second principle would still be involved in this that if governments can conduct railways on as good bases as can private companies, they still should nationalize them for purposes of revenue. But, Sir, I hold that the system of

private ownership of railways, as applied in various countries, has failed in many of the essentials of a national policy, on the other hand that government ownership has been attended with most desirable results, and as such should be the railway policy of governments.

We need not leave home to study the system of private ownership. The railway policies of the various governments of Canada furnish abundant matter at hand. The history of the construction of a railway in Canada may be summed up somewhat like this: a company desiring to build a railroad, applies to the government for a charter, receiving which it asks for the usual encouragement; this, oftener than not, means that for every mile of railway constructed the government gives a cash subsidy, a land grant, and liberal bonding and stocking powers. The company then obtains bonuses from the provinces and municipalities which will be directly benefited by the road, and with the tribute collected thus from the one people through three sources the construction of the railway, already half paid for, is begun.

This policy has proved a costly one, has not developed properly the resources of Canada and has given much dissatisfaction. The fault lies not with the governments but with the companies, who have abused at once the privileges extended to them and the trust reposed in them. On the strength of powers granted them by parliament they have sold bonds valued high above the cost of construction, watered stocks likewise, and have kept the proceeds of the sales. These bonds and atmospheric stocks are piled up as huge debts against the railroads, and the interest and the dividends on them go to swell the expense accounts of the companies, over which in turn the receipts must mount by way of high rates in order that the companies may pay other dividends on capital actually invested in the railroads. And while the government has a nominal right to control rates, this right is limited to the regulating a rate of profit which by a clever system of book-keeping that companies know well is never a large fraction over the expenses."

Here after showing that the C.P.R. has been actually paid for in cash and land by the Canadian people and yet retards to a great extent the development of the West, Mr. Donnelly directed his attention to Australia, quoting from the Australian Hand-book

to show that government railroads have contributed to the development of the colonies. He then spoke of European railroads thus :

Turning from Australia we come to the densely peopled countries of Europe. Germany, Belgium, Switzerland, Austria Hungary, all have adopted the system of government ownership of railways. I single out Germany for consideration because its railway statistics are the most available. For the year 1896-7 the gross receipts of the railways were £78,000,000, the working expenses £44,000,000 leaving a net profit to the empire of £34,000,000 which was 6 per cent. on the capital invested. And to show how railways under government ownership contribute to the welfare of a nation I shall read the statement of the Summary of Commerce and Finance of the German Empire :

“ In Germany the change to state lines was brought about not only by political and, especially, by strategical reasons, but also by the firm conviction that such a system was absolutely needed in order to give full scope to the aspirations of a new commercial and industrial German Empire. And it must be said that Bismarck's railway policy, during the twenty years of its existence, has had an enormous success both as regards the development of the network of the lines themselves and with respect to the marvellous effect that they, in conjunction with other economic factors, have had on the expansion of commerce and industries.

The State railway system has this great advantage over private companies in developing the country's resources, that those places which would be left without means of transport by the latter system are not so left by the former ; for the paying portions of the lines worked by the Government compensate for the nonremunerative sections, and the public generally benefit considerably. One of the principle objects aimed at was a simplification of freights, together with greater uniformity and cheapness.

A monopoly of the magnitude of the German State railways, extending over 29,384 miles of lines, has an immense power over the destinies of a country from many points of view. And when one also considers the State ownership of 8,647 miles of canals and other inland waterways, the power that can effectively be wielded for the common good of the nation can be to some extent realized.

But leaving aside the question of national development and considering only the floating of loans for constructing railways, let me say that the credit of a whole people is better than that of part of it. This is borne out by the facts in regard to railway ownership. For American railway companies pay on an average

5 per cent. on their bonded debts, while Prussia pays 3½ per cent. and the Australian colonies 3¼ per cent.

As to the vital question of rates it is quite evident that a government railroad, having no dividends to pay, can give cheaper rates than can a private company. That government railways do give cheaper rates can be shown by a comparison between German and English rates, or between American and Australian rates. Moreover private companies discriminate between large and small shipping firms in the same country, thus setting the rich against the poor. They also discriminate between the well settled sections of country and remote parts. While governments, like Germany, give preferential rates to whole industries within the states, thus giving them distinct commercial advantages over rival industries in other countries.

And here let me deal with government control without ownership. I hold that the effective control by a government of railways owned and operated by private companies is an impossibility. For companies build roads to make money. They build them where they see a possible return for their investments and, no matter how pressing the need, no government can force a company to construct a road which cannot promise an immediate return for the outlay. Moreover if a government attempt coercion in the way of fixing rates companies have multifold resources with which to circumvent it. And railway commissions appointed by governments to control company railways have proved failures in the United States and in England for the reasons I have just advanced.

Now that I have shown that in owning and controlling railways governments have many advantages over private companies, I go further and say that the system of government ownership can be adapted to any country. In Australia the government appoints commissioners to manage the railways; the German government manages them directly. Each system has given satisfaction. But if it were feared that in any particular country the control of government railways might be used as a political bludgeon, their management might be vested in a commission having statutory powers to be exercised apart from government control, or railway employees might be disfranchised. But these are considerations founded rather on fear than on fact.



But even if governments should feel justified in postponing longer the adoption of what the experience of other nations proclaims to be the only sound railway policy, the dangers of the hour conspire in forcing nations to fortify themselves against the encroachments of individuals. Three months ago eight money kings representing in their railway connections the chief railroads of the United States, welded their lines into one compact system, and now with the suction power of one and one-half billion dollars capital are absorbing all smaller systems and threatening to quote rates to the world. Thus unless governments assume the ownership of railways the revenues will centralize with masters who will make and unmake governments and set a helpless people at defiance.

Then, Sir and Judges, after proving that governments can conduct railways not only on as good bases as but on better bases than can private companies while yet reducing rates, retaining profits and owning the railways they pay for, which facts alone would sustain the resolution on the second principle that I laid down; I have gone further and proved that private railways, while costly anytime, often retard rather than promote the growth of nations, whereas railways under government ownership contribute to the development of new countries like Australia and to the expansion of old countries like Germany, considerations which substantiate my first principle; and moreover since not only is government ownership feasible but the dangers of the hour demand it: therefore, I believe I have some reason to conclude that to which principles, facts and dangers point, namely, that governments should own and control the railways."

The first negative, Mr. J. R. O'Gorman '01, succeeded, in an equally effective and eloquent speech. After a few introductory remarks, he said:

"The petty disadvantages of private-owned railroads fade into insignificance beside the grave and far-reaching evils entailed by a system of government ownership. Perhaps the greatest of these is the moral evil. It has unfortunately come to be an axiom that government management is synonymous with jobbery and corruption. The evils of party patronage are well known. Government ownership of railroads would increase them. The increased

number of government situations would mean increased bribery in elections, and the ward politician's work, the vote-buying and office-seeking would become more and more common. The amount of work on the government's hands, the contracts for building roads and furnishing supplies, would be another fruitful source of corruption. A system of government railways would mean more public scandals and "big steals"; it would mean endless opportunities for jobbery and boodling. Furthermore, "how can men in a public service ruled by votes be prevented from terrorizing their superiors by political bullying?" By co-operation the large number of railroad employees would be able to intimidate the government into granting their demands. This is one of the questions troubling Australia. We would no longer have strikes, but the new condition of things would be worse. Who here would like to see such immorality in Canada? Surely we cherish the moral prestige of our country more than to endanger it by a system of government railways.

Now are government roads as efficient as those in private hands? No. The frequent changes in the government naturally tend to demoralize the whole system, and the necessary care and attention cannot be paid to business. Then, it is notorious that government business cannot be transacted with the dispatch of private affairs. Red tape, formalities and officialism hedge things about, and slovenliness and carelessness mar much of the work, in striking contrast to the expedition and care used by men in private business. Nor are the employees of the government always the best men obtainable. Many situations are filled by political hangers on, who are incompetent and indolent as a rule. Moreover the government cannot retain good men like private companies can. The reason is clear. "Men may work faithfully," says Professor Hill, "for the government, but they add enterprise, genius and sagacity when part of the gain is their own. The private corporations keep their employees by giving them an interest in the business. Where a man is only drawing a certain salary, with very limited prospects, as under the government, he does not work so well. These are facts from which we must conclude that a system of government railways cannot be as efficient as private-owned. Experience bears this out. That the most

efficient and up to date railways in the world are those of Great Britain, the United States and Canada, which are run by private companies, is generally admitted. The German, Russian and nearly all the Continental lines, owned by the government, are notoriously inconvenient and slow, and afford poor accommodation for passenger or freight traffic. The German periodicals are continually remonstrating with regard to this disgraceful state of affairs. In Austria the best lines are owned by private corporations, according to Mr. Hadley. Therefore, government ownership leads to inefficient service.

Now, as to the cost. The affirmative claim that government ownership will be less of a burden on the people, through reduction of rates. I do not deny that a certain amount of control and regulation by the Government is necessary to prevent excessive charges and discrimination. But a Government commission can do this satisfactorily, without the necessity of the State taking over these lines. On the other hand, however, I will show you that a system of State railways would cost the people far more, both as regards first cost and maintenance. To purchase the railways in the United States alone would cost over ten billion dollars. To find a market for such an enormous sum would tax the resources of the Government to the utmost, and it would require a higher than ordinary rate of interest, at the least five per cent. But statistics show that the average return on capital expenditure for American and Canadian railways is only about three per cent. which would be insufficient to pay the interest. To give a practical example, suppose the Canadian Government wishes to buy out the C.P.R. The "Globe" is authority for the statement that when Mr. Gladstone thought of assuming control of the roads of Great Britain, the minimum purchase price was placed at twenty-five years, dividends, based on the last three years, besides the assuming of all bonds, mortgages and other obligations. The C.P.R. annual dividend is about \$3,250,000; for twenty-five years, it would amount to \$81,250,000, which at five per cent. would require interest of over \$4,000,000. Even if operating expenses should not rise, this would mean an annual deficit of almost \$1,000,000.

Another consideration in the purchase of roads is the number

of railways bonded to several times their value, of which there are many, in the Western States especially. The Government would have to assume the obligation of these bonds, which would result in an enormous loss.

The same arguments hold against the construction of new roads. The revenue would not meet the interest on Capital. Besides, consider the cost of building. No sensible man will deny that a private company can build a road for much less than the State can. Then, if these roads prove failures, there is another source of loss which falls upon the entire community, while under private ownership the promoters alone would suffer. All these items of expense would go to swell the deficit.

Now, let us consider the maintenance of the railways. It is a matter of experience that the Government pays higher salaries than any private corporation; that it employs more servants than it has any need for, and that its hours of work are shorter. The Government pays more for buildings also. A case in point is that of the amount paid for a station and yard for the Intercolonial Railway at St. John. It was shown in Parliament a few days ago that the price, \$100,000, was much more than would be paid by private companies for similar locations in Buffalo or Toronto, cities where real estate is far more valuable. Likewise in all other cases of Government expenditure, you would have the same story of extravagance and waste. Operating expenses are, therefore, higher in a government system.

It is clear, then, that such a system cannot support itself. Australia has found this out by experience. Victoria's Commissioner of Railways, Mr. Spaight, reports a deficit annually, and which is growing larger every year. In 1891 it amounted to \$3,000,000. For 1898 Mr. Lloyd gives figures showing the average net amount earned on Australian railways to be less than three per cent of capital cost, while the interest paid on bonds varies from four to five per cent. Nor are the rates on Australian railways lower. Professor Hill points out that the average Australian rate is four times the average rate in the United States. He also compares Kansas and Victoria, states of about the same size and population, and shows that Kansas rates are lower. Germany also shows an average rate, according to Mr. Richardson's figures, almost double

that in the United States. And, to bring the question home, does not the Intercolonial show an annual deficit? This has to be met by direct taxation. With such facts and figures staring them in the face, how can our opponents claim that national roads are cheaper and less burdensome than private railways? How could the Government lower the present rate without increasing the deficit? Would the ratepayer consider State railways a benefit when the tax-collector came round? No, Government Ownership does not pay.

Do Government railways develop a country? Not in Australia at least. Railroad building has there become one of the chief sources of employment. Laborers prefer Government works at good wages, and near the centres of population, to going up-country and working on the sheep-farms. As a consequence the vast agricultural districts of Australia remain largely undeveloped, and you have the injurious centralization of the population in a few large cities. This centralizing and dependence upon the Government for employment and business prosperity, is an artificial and dangerous condition of affairs which will ere long work untold injury to the young Commonwealth. Surely Australia's experience is a warning to Canada. Would not State railways work great injury to the development of the North West?

Finally, not a single statesman has ever advocated State railways. Mr. Gladstone considered the matter and came to the conclusion that such a system was undesirable. The best minds are against it. Who are its advocates? Men like the member for East York, who in Parliament the other day admitted he was "something of a Socialist." Yes, Socialism is at the bottom of all schemes of State proprietorship. These agitators would like to do away with the right of private property altogether, and have everything held in common under the control of the State. After the railway systems it would be the other big monopolies. But if the ball of Government ownership is once set rolling, the triumph of Socialism and the ruin of Society is not far off. I am sure, however, that the common sense of the majority will perceive this danger and avoid it. As long as we have railroads which afford good, up-to-date service at reasonable rates, the number of those who advocate Government ownership will be very small indeed.

An eloquent and graceful speech was that of M. G. J. Nolan, '03, who gained the unanimous decision of the judges as the best speaker, and thereby carried off the Rev. Rector's prize medal. In part, he spoke as follows :

Resolved that the government should own and control railroads ; this resolution might be stated with greater pertinency in following form :

“ Resolved that the railroads, one of the most important factors for human welfare, should be taken out of the hands of selfish individuals and greedy corporations ; and be it further resolved that the people wake up to the fact that it is as much a function for the government to own and control the railroads, as it is their function to keep an army and navy to protect citizens from attacks of the enemy.

The private owned railroads of our country on account of reckless combinations, unjust discriminations, watered and dishonest stock, breaches of faith and many other offences, are fast becoming a menace to the liberties of the people, and to free uninterrupted commercial intercourse. And as commerce is the essential condition of national wealth, so effective transportation is the essential condition of successful commerce.

It is a well established principle of economics, that whoever controls the railroads controls the market, and the price of every article which, even the humblest citizen uses in his household is dependent upon the facilities with which the producer can reach the consumer. If, therefore, one firm, through unlawful influence with the railroad (and this is too often the case) is enabled to throw its produce upon the market more quickly, and at a cheaper rate than another, it gains a decided advantage ; and the other competitor, not being able to prosper, must withdraw from business, leaving one, who having no competition may charge whatever price for his goods he wishes. The system of rates is so elastic that a manufacturer cannot tender to supply goods without each time consulting the railroads as to the cost of hauling. In many instances he is obliged to hand over to the railroad officials his books to show in detail the cost of production, before being told the rate at which his goods will be transported.

Not only do railroads control the markets but they control the

lives and well-being of every citizen. A strike of railway employees cripples the business of the land and impoverishes hundreds of thousands of citizens; in fact if the railways should suspend business for one month a calamity would befall us greater than any war or epidemic might bring. Wherever railways are under government control strikes are unheard of.

The principle of a free people that individual rights must be respected is totally ignored by railroad corporations. In an army even the humblest private may demand a hearing and if his case is a worthy one it will receive due consideration. What is the history of railroad redress? If a claimant is reckless enough to fight a suit in court, opposed by the best legal talent that money and influence can procure, mayhap he recovers a verdict sufficiently large to pay the lawyers fees, though this is not always the case, depending in great measure upon the kind of lawyer he has: but if he has not a fund of wealth at his back he is totally unable to gain any redress, however just his claim may be. Under a system of government ownership there would be justice and equality for all.

That the government has a right to control the railroads is readily granted, from the fact that it has a commission of interstate commerce to regulate railroad affairs; that it is no untried fact is equally true, if we but take a look at the railroads of Australia, Germany, Hungary, Switzerland and Belgium. And as experience is the only lamp by which our steps should be guided, mere opinion counts for nothing. What has been the experience of railroads in Australia? There, they are constructed by public money, operated by public servants and all contribute to the public good. The government of Australia is far more liberal in supplying mileage than are private enterprises. For a population of about 3,500,000 people we find a railroad mileage of 14,210 miles; one mile for less than 300 people, while in America we find only one mile for about 390 people. Now as to construction the Australian lines have been built at a cost per mile of \$48,930, and it is an undisputed fact that with the exception of two or three of the greatest lines in the country none exceed those of America; the cost of construction of American lines has been \$56,000. Thus we see the lines of Australia were constructed at a cost per mile of \$7,999 less than those of America.

Would it not be as well for the government to own and control the roads after building them as to hand them over to private concerns for operation? In order to induce capitalists to speculate in building roads the government has conferred large grants of public land, the very choicest of the country, 90,000,000 acres of the richest land in Canada, abounding in most fertile soil and incalculable mineral wealth. Such was the gift. What has been the return? The Canadian Pacific haughtily demands, that before the government be allowed to regulate its passenger and freight rates, it clears 10 per cent. not only on the actual capital invested, but also on the gift of \$135,000,000 of cash and land grants bestowed by the government. In other words the C.P.R. wants the people of Canada to pay interest on the magnificent gift which they have conferred. Imagine a friend presenting you with a fortune and you demanding that he pay interest on it for all time. This is exactly what the C.P.R. wants; this is exactly the history of railroads wherever owned by private corporations.

In Australia due regard is paid to the development of the country and to a fair distribution of the accommodations. A look at a railroad map of our country will readily show that the country had to accommodate itself to the railroads, the railroads never accommodated themselves to the country.

Considerable stress has been laid upon the superficial objection that by Government ownership the railroads would be converted through their employees into vast political machines, and the party in power could never be dislodged. Again experience is the only safe teacher. In Australia no undue influence has ever been brought to bear by parties or the Government upon officials of colonial roads, in fact the system prevents such a thing from ever occurring; for under the Australian secret ballot-box it is impossible to detect the votes of citizens. But, truly, the cause of all corruption in politics is on the side of the railroad. Is it not for the best interests of privately controlled roads to own the party in power? And once they have obtained control of that party, is it not for their utmost advancement to maintain it there by whatever means necessary? Is not the railway pass one of the great levers by which the railroad expects to force its favors from the public men? They represent some value, and are given for some



purpose. There is no doubt that they serve to warp the judgments of the recipients when railway legislation and railway cases are before them.

What is true of Australia is also true of Germany, Hungary, Belgium and Switzerland, where the State-owned roads net a large profit to the treasury, besides rendering an immense benefit to the people by a reduction of freight and passenger rates.

In conclusion, then, I claim the Government should own and control the railroads, for great as the system is now, in a few years every road will be provided with some kind of motive power, and now is the only time to provide for future emergencies. For unless the Government shall soon own the railroads, these dominating influences will have a complete monopoly not only of all the railroad interests of the country, but of the mining interests as well, and then will follow one of the greatest social and political upheavals in the history of the world.

The speech of Mr. W. A. Martin, '02, was one of the most effective and called forth much applause. In part he said :

Discussions of the question before us this evening have given birth to opinions of every variety of shade and color from the claim that governments have neither the right nor the authority to interfere with capital invested in railroads to the ultra radical demand made by our friends on the other side, that the ownership and control of the railroads should be invested in the government alone.

Let us consider this latter opinion. While admitting that the ownership and control of railroads by the state might be the ideal, still it appears from actual experience and from our knowledge of the general condition of politics the world over, that the investing of such a function in the government is impracticable and can result only to the detriment of any nation whatsoever.

Putting the question therefore "Should the government own and control the railroads," my answer is unhesitatingly. "No the government should not own and control the railroads." And on what criterion am I to base my judgment? What other can there be than the very end of government, the well-being of the people? Why then is it not conducive to the well-being of a people that

the government should own and control the railroads? Such a system is not beneficial to the interest of a nation because, 1st, it is more costly; 2nd, it is inefficient; 3rd, it is subversive of the moral soundness of the government.

\* \* \* \*

I have said that the State system is more costly; more costly in construction, more costly in maintenance. The gentlemen of the affirmative have asserted that Governments can build railroads more cheaply than can private companies because they can secure the money necessary for actual construction at a much lower price. In support of this they enunciate the principle that the credit of a whole society is better than that of any part of that society; therefore, the Government as a whole society can obtain money much more easily. Now, this is true neither in theory nor in fact. Since the capitalists who build the railroads are identical or at least intimately connected with those who control the nations' finances, is it not obvious that they can secure money at the lowest possible quotation? Let us consult experience. In Australia, that land of which so much has been said in laudation this evening, the money used in building the national-owned roads has cost as high as 4 per cent. and 5 per cent., a rate fully as great as the highest in the United States. Hence, the gentlemen's assertion is patently gratuitous.

\* \* \* \*

We are now brought to the question of actual cost of construction. Does it not seem incomprehensible that, in the face of common sense and of actual experience, men may be found on this North American continent who harbor the idea that railroads can be built as cheaply under the Government as under private enterprise. Nay some go even so far as to declare that they can be built more cheaply under the Government. Let us appeal to common sense. What is the object of capitalists in building railroads? Do they launch forth some large philanthropic scheme? Do they expend fortunes simply to give employment to the workmen? The gentlemen of the affirmative certainly do not credit them with such aims, and in this our friends are correct, for the object of the capitalists is *money*. Such being the case is it not

most reasonable to assume that they are going to build at the lowest possible figure ; and that his figure is far below that paid for lines in countries pursuing the Government ownership policy may be evidenced by a comparison of the cost of the United States roads with that of the German, the Australian and the Hindoo roads. We have it on the authority of Mr. Reece, an eminent American civil engineer, that in Germany, where, be it noted labor is cheaper than in the United States, the cost of construction is double that of American roads ; in Australia it is one third greater than in the United States, and in India where labor is obtainable for practically nothing the roads have cost fifty per cent more than the American lines. The speakers of the affirmative have stated that the average cost per mile of American lines is \$7,000 greater than the average cost per mile of Australian lines. They have forgotten, however, to mention that from 1862 till 1870 the colony of Victoria paid \$177,000 per mile for its roads. Imagine this price to have been paid for the building of the C.P.R. ; the cost of the line from here to Vancovert would aggregate over \$300,000,000. Yet there are those, who, like our honorable friends, declare that the Canadian government should own the C.P.R. because the latter received a grant of one tenth the above amount.....

In speaking of the cost of construction our friend of the affirmative, like all government ownership theorists, adverted to the matter of subsidies both in land and in money. While, be it noted, grants are by no means inherent in the private ownership system, still an elucidation of this question may serve to remove much grave misunderstanding and unreasonable prejudice. How did the railroad companies come by these vast tracts of land to which reference has been made? Did they receive them gratis? Far from it. Instead of purchasing them at \$2 or \$3 an acre they acquired them by building roads, not where they wished, but between certain points no matter how great the difficulty or how immense the cost ; not when they wished, but in a certain specified time. Surely this is no gift. Rather is it a slight compensation for services that cannot be estimated in dollars and cents. Now where is the evil in these land grants? Let us examine. In Australia the government reserves the land opened up by the railroads and sells it at £1 an acre. In the United States land

superior in every respect is obtainable from the railroad companies for half this price. Now, we are told that the lines of Australia were built with a view to colonization. But judging from the figures cited, which system is more favorable to colonization? The answer is implied in the figures. . . . . And indeed the superiority of the private system might be argued from the extraordinary development of the American West as compared with the tardy progress of colonial Australia. That the Australian roads have failed in the very purpose of their existence is shown from the fact that the population of the metropolitan towns is increasing in dangerous disproportion to that of the rural districts. . . . .

A few more words about the cost of construction. From the disposition evinced by the legislature of our day to scatter broadcast the nation's money, does it not appear the very crest and summit of absurdity to suppose that State roads could be built for even one-half the outlay on private roads? Judging from the endless "log-rolling" that has been done in Australia, where politics are yet but in their infancy, can we not form some faint conception of the vast schemes that would be executed in England, the United States and Canada, where politics have attained maturity and their devotees have become expert in the "benevolent assimilation" of the country's funds? Should the government system obtain here, affairs would be as they are in Australia where lines without number have been built, regardless of utility or necessity; for, in New South Wales, as we are informed by an authoritative writer, there are lines running through 500 miles of territory carrying for the most part one sheep to three acres. This, by the way, may throw a little light on the real significance of Australia's claim to the greatest mileage per capita. The inevitable consequence of such extravagant building is the saddling of a crushing burden on the tax-payer for whose benefit the roads were ostensibly built.

A word *re* the cost of maintenance. Should the railroads of Canada, the United States or England pass over to state control, it would be incumbent on the government to establish an organization at least equal to that now engaged in operating the railroads. The same vigilance would be required in proportioning outlay to income, the same judiciousness in timing and placing

improvements, and this by men whose object seems to be to throw away the national money. The same hours of labor would have to be exacted and the existing rates of wages adhered to. As is universally known, government employees receive much higher wages than those paid for like services under private concerns. On the other hand, be it noted, the United States has legalized eight hours per day for labor. A readjustment would, therefore, be required. The only adjustment possible, however, would be to retain the existing rate of wages and treble the army of employees. The vastness of the increased cost can feebly be imagined. Now, simply hinting at the extension of government patronage to the millions employed in the transport business, and barely referring to the methods of appointment now in vogue, and for which civil service can prove no efficient remedy, is it not quite obvious that the very conditions incident to state control necessitate a cost for the operation of roads which exceeds the cost of construction, the taxes, and current expenses of the private railroad companies?

To the inefficiency of national railroads I deem it hardly necessary to make any reference. It is a notorious fact that in Germany, Russia and Sweden, the accommodations are miserable in quality and extremely limited in quantity. Rates, however, are in inverse ratio to accommodations. The freight rates of Germany, for example, are higher than those in the United States; and freightage in New South Wales is twice as high as in the Pacific Coast States, where rates are higher than in any other part of the Union. What is true of freight is equally true of passenger transportation. In Australia, for instance, mileage ranges from  $1\frac{1}{2}$  to 4 cents, while the average in the United States is  $2\frac{1}{2}$  cents. Enough for the price of accommodation: let us consider the quality. It is admitted by all that the railroad systems of the United States, England and Canada lead the world in quality of equipment. Cast a glance at the German lines—those of Prussia are slow and comfortless; those of Saxony, Bavaria and Wurtemberg are a standing disgrace to Europe. The roads of Russia are unfit for human transportation. Now, under Government control the roads offer poor accommodation, limited service, and charge high rates, yet their returns are poor. To what can all this be attributed but inefficient management. And to such management can Australia

lay its debt of \$900,000,000, a debt far greater than that of the United States with twelve times as many inhabitants.

\* \* \* \*

To my mind, however, the paramount objection to the system of State owned railroads is its pernicious effects on the moral health of politics. Such a system cannot fail to become a hot-bed of corruption, and a menace to the well-being of the people, increasing as it does the facilities for base control in politics. Such need not be the case, we are told, if the representatives of the people have worthy ideas of government and a correct code of morals. This is but a dream, a night-mare fancy; for not until the great millenium shall politics be relieved from the virus of corruption. . . .

What are the objections to the system in vogue in this and the country to the south of us? "Unjust discriminations," is answered, "and the disturbance of social conditions." "Unjust discriminations"—are these not guarded against? What is the purpose of the Inter-State Commerce Act and similar laws? It is true that there exists a discrimination of cities, but this is due to the nature of the country, to physical conditions. Surely the government ownership system cannot remedy nature. "The disturbance of social conditions"—the monopoly of transportation by corporations, implies, we are told, an oligarchy of wealth, and arms that oligarchy with the means of subverting the rights of the people. What is the force of this argument? Have we not always had our rich? The Railroad is a creature of the 19th century. Does the origin of plutocrats date back only one hundred years? . . . . This contention of an oligarchy of wealth being the consequence of private railroads simply betrays the socialistic tendencies of the government ownership theory. . . . .

From what I have said, it seems evident that the system of government ownership of railroads, is too costly, is inefficient, is not in the interests of the political health of a country. Moreover, would it not prove a bane in that it would give rise to a chaotic mass of legislation? If there is one evil we are suffering from to-day, it is that we are too much governed; we are surfeited with legislation. Politicians assemble and for months debate on the difference between "tweedle dum" and "tweedle dee," for which they are paid high salaries.

In concluding let me ask who are the men that clamor for government ownership and control? Are they the prominent legislators of England the United States or Canada? Go to the legislatures of these countries and see how many you will find who advocate the government system. Practically none. Yet who dares say that the statesmen of these countries are devoid of patriotism, that they are wanting in a knowledge of their country's needs? And what is asked of us by the State ownership faddists? That men who understand the running of railroads step out and give their place to others who are blissfully ignorant of railroading. And why is this demand made? Simply that a few theorists may ride their hobby. . . . .  
 Finally let us remember that state ownership of railroads does not mean the ownership by the State as a whole but by a ring of politicians who happen to hold power at the time. And such conditions we know are diametrically opposed to the interests of a nation, therefore must we believe that the government should not own and control the railroads.

The debate over, the judges withdrew to decide and in the meantime the following short musical programmu was carried out :

VOCAL SOLO—Selected, by Mr. G. I. Nolan.

VOCAL SOLO—Selected, by Mr. W. A. Martin.

QUARTETTE—"When Evening Twilight Gathers Round."  
 Messrs. G. I. Nolan, W. A. Martin, J. P. King, Prof. Horrigan.

The chairman of the board of judges, Mr. C. F. McIsaac, then announced the decision. The credit of having advanced the better arguments had been given to the affirmative by a vote of three to two, while the prize for the best speech of the evening had been unanimously awarded to Mr. G. I. Nolan. Mr. McIsaac concluded with a flattering tribute to the debaters.

Rev. Father Constantineau added a few remarks in appreciation of those who so kindly lent their presence at the entertainment, and expressed the wish that not only would they have the opportunity of hearing debates more frequently next season, but as well that of seeing Ottawa University triumphant in the arena of intercollegiate debating. Which, let us hope, we shall all see realized, and realized it should be, if the first public debate is any criterion of what our students can do on the platform.

## TWILIGHT.



THE night came on ;

A dim ethereal twilight o'er the hills

Deepened to dewy gloom. Against the sky

Stood ridge and rock unmarked amid the day.

A few stars o'er them shone. As bower on bower

Let go the waning light, so bird on bird

Let go its song. Two songsters still remained,

Each feebler than a fountain soon to cease,

And claimed somehow across the dusky dell

Rivals unseen in sleepy argument,

Each the last word :—a pause ; and then, once more,

An unexpected note ;—a longer pause ;

And then, past hope, one other note, the last.

—DEVERE.



## CONTRAST IN EVANGELINE.

“**E**VANGELINE,” that beautiful story of a maiden torn from her lover by one of the most cruel events of Canadian history, is in a class entirely by itself in our literature. With his perfect command of expression, his vivid imagination, and artistic sense of beauty, Longfellow has admirably presented to the reader three great contrasts, which are so skilfully handled and interwoven that they strongly reinforce one another. The effect is as charming as the plan is unique.

The beautiful picture of simplicity and happiness with which the poet introduces his story, is suddenly shattered and torn to shreds by the tumult and confusion of the embarkation; the portrayal of Evangeline’s happy childhood, her first prospects, no obstacle to her affections, everything pointing to a happy future, is but a mockery of the sad heart that wanders from place to place in a vain search for comfort, and the tame and unattractive scenery of Acadia, too, what a vivid contrast it forms with the gorgeous scenery through which Evangeline moves in her melancholy wanderings.

To prepare us for the first great contrast and to make the catastrophe more impressive, the poet, in the beginning, presents a beautiful picture of the quiet and peaceful village of Grand Pré. Lying secluded on the Basin of Minas, it is, like the nest of a bird, protected on the outside by the rugged hills of Nova Scotia, and on the inside softly lined with the affections of its inmates. On one side of the village stretched afar vast meadows from which the hamlet derived its simple name, while to the west, the ocean enclosed by dykes was open for miles. Away on the north the mighty Blomidon rose, as if sovereign of all the surrounding country, and at its base were spread dense forests of pines and oaks, a rug for their powerful protector. As for the village itself and its people, we have a charming description of its rude, old-fashioned homes with their thatched roofs and “gables projecting,” and of the quaint people.

“Strongly built were the houses, with frames of oak and of chestnut,  
Such as the peasants of Normandy built in the reign of the Henries.

Thatched were the roofs, with dormer-windows, and gables projecting  
 Over the basement below protected and shaded the doorway.  
 There in the tranquil evenings of summer, when brightly the sunset  
 Lighted the village street, and gilded the vanes on the chimneys,  
 Matrons and maidens sat in snow-white caps and in kirtles  
 Scarlet and blue, and green, with distaffs spinning the golden  
 Flax for the gossiping looms whose noisy shuttles within doors  
 Mingled their sound with the whirl of the wheels and the songs of the maidens."

This is but one of a series of passages wherein the poet, with admirable skill, acquaints us with all the simplicity and happiness of these peaceful villagers. The extensive acres from which was supplied the abundance of crops that filled to overflowing the massive barns; the sleek and well-fed cattle; the meek and innocent doves, which built their nests in the corn loft; all form an interesting description of the exterior of their homesteads. And then the poet pictures for us the cozy fireside. Like the average laborer, contented after the days' exertion, the farmer sits before the fire, nods over his pipe and dreams of 'bygone days.

" Indoors, warm by the wide-mouthed fireplace, idly the farmer  
 Sat in his elbow-chair; and watched how the flames and the smoke-wreaths  
 Struggled together like foes in a burning city, behind him,  
 Nodding and mocking along the wall, with gestures fantastic,  
 Daited his own huge shadow, and vanished away into darkness.  
 Faces, clumsily carved in oak, on the back of his arm-chair  
 Laughed in the flickering light, and the pewter plates on the dresser  
 Caught and reflected the flame, as shields of armies the sunshine.  
 Fragments of song the old man sang and carols of Christmas,  
 Such as at home, in the oldentime, his fathers before him  
 Sang in their Norman orchards and bright Burgundian vineyards. "

What a powerful impression these lines leave upon the memory; how simple, how homelike, how grand!

Continuing, the story carries us through similar scenes of happiness and contentment, until we are suddenly brought face to face with the sad destruction of all—a contrast, beautiful in regard to its literary effect but terrible in its reality. Induced by treachery to assemble in the village church, the simple farmers are acquainted with their doom and are confined as prisoners for four days while their wives and children are left at home unprotected. The peaceful little hamlet all at once becomes agitated and disturbed. The subdued anger and acknowledged helplessness of the impris-

oned men, the sad and anxious women, and the weeping children as they cling to the grave-stones without, and meekly await their unknown fate, the tenantless homes, the neglected cattle, all disorder and tumult, form a picturesque and grandly terrible scene. How different from the unclouded happiness of a few hours before.

With the proclamation of the English commander the storm bursts forth and the embarkation commences. Lovers and sweet-hearts, parents and children are torn apart and thrust upon separate boats; the streets are silent, no Angelus bids the faithful to prayer, no smoke rises from the cluster of chimneys; everywhere are met weeping mothers, lost children, and here and there a heart-broken lover.

“ There disorder prevailed, and the tumult and stir of embarking,  
 Busily plied the freighted boats, and in the confusion  
 Wives were torn from their husbands, and mothers, too late, saw their children  
 Left on the land, extending their arms, with wildest entreaties.  
 Half the task was not done when the sun went down and the twilight  
 Deepened and darkened around, and in haste the refluent ocean  
 Flew away from the shore, and left the line of sea-beach  
 Covered with waifs of the tide, with kelp and the slippery sea-weed.  
 Farther back in the midst of the household goods and the wagons,  
 Like to a gypsy camp, or a leaguer after a battle,  
 All escape cut off by the sea, and the sentinels near them,  
 Lay encamped for the night the houseless Acadian farmers.

\*            \*            \*            \*            \*            \*            \*

Silence reigned in the streets, from the Church no Angelus sounded,  
 Rose no smoke from the roofs, and gleamed no light from the windows.  
 But on the shores meanwhile the evening fires had been kindled,  
 Built of the drift wood thrown on the sands from wrecks in the tempest.  
 Round them shapes of gloom and sorrowful faces were gathered,  
 Voices of women were heard, and of men, and the crying of children.

What a terrible picture! Our hearts melt with pity. All the peace and love that reigned at Grand Pré up to the very last moment before the fatal proclamation, makes their sufferings appear a thousand-fold more harsh.

The second contrast is even more striking than the first. It would be a cold heart indeed that would refuse to sympathize with the wandering foot-sore maiden, roaming down great rivers and

through interminable forests in search of her lost lover—time and again finding traces of him, only to end in disappointment.

Happy, youthful lovers at Grand Pré in their own beloved Acadia, Evangeline and Gabriel had scarcely more than sipped life's cup of joy. Reared in the content and innocence of that rural settlement, the sorrows of the world were unknown and unconsidered. From their earliest childhood they had grown up together, under the watchful eye of Father Felician. Together, with all the innocence of childhood, they enjoyed the usual pastimes of children, sliding down the long hillside and over the meadows, climbing the lofty rafters of the barns in an eager search for eggs, and gamboling around the smith's forge, wondering and laughing at the huge bellows and the flying sparks. A few short years and they were no longer children. He was a noble youth and she, a woman with a woman's life before her.

“ Thus passed a few swift years, and they no longer were children,  
 He was a valiant youth, and his face, like the face of the morning,  
 Gladdened the earth with its light and ripened thought into action.  
 She was a woman now, with the heart and hopes of a woman.  
 ‘ Sunshine of Saint Eulalie ’ was she called, for that was the sunshine,  
 Which, as the farmers believed, would load their orchards with apples ;  
 She, too, would bring to her husband's house delight and abundance,  
 Filling it full of love and the ruddy faces of children.

With their growth to maturity their admiration for each other increased and grew into deep and pure love. The presence of Evangeline cast a brightness wherever she appeared. Beautiful in face and figure, the affectionate daughter of a kind and loving parent, she was the favorite of the village. But among all who came, young Gabriel only was welcome, and finally preparations were made for their marriage. On the day of the betrothal a feast was given by Evangeline's father in honor of the young couple. The poet with artistic eye makes this the last happy gathering in the village. With its end comes the end of Grand Pré as a home for the Acadians. Evangeline, formerly so happy and so contented, is henceforth a sad, heartbroken exile. Here commences that reign of sorrow which is so intense in its contrast with the simple happiness and unknown trouble of her former life. Imagine the lonely maiden as, on that eventful night, she awaited her father's return, every familiar object about the dwelling but reminding her

of her solitude. How forsaken, how weary at heart she must have felt; for Benedict, her father, and Gabriel, her lover, were prisoners, condemned to be banished from their native land, whither no one knew.

For four long days Evangeline lived a weary life while an undecided future loomed up before her. On the fifth day when the prisoners are marched to the shore to embark she meets Gabriel, the last time for years. Her last words bid him keep true to his troth. Well was that mutual promise fulfilled. Through their long separation they never cease to love each other, and this love is like a talisman to Evangeline, keeping unworthy thoughts from her, and finding its expression in care for all around her.

The death of her father just previous to the embarkation leaves Evangeline forsaken and alone. Gabriel has already been forced to leave in another vessel and she can but strive to pacify the passionate throbbings of her craving heart as she "wanders in cheerless discomfort, bleeding, bare-footed o'er the shades and thorns of existence." With other unfortunate Acadians she wandered from place to place in her loving search. Sometimes she lingered and waited, believing that God, in His justice, would bring her the desired comfort. Then she would commence her wanderings, so wearied and forsaken that even the cold, bleak grave-stones seemed a comfort to the great solitude of her heart.

" Long among them was seen a maiden who waited and wandered,  
 Lowly and meek in spirit, and patiently suffering all things.  
 Fair was she and young ; but, alas ! before her extended,  
 Dreary and vast and silent, the desert of life, with its pathway  
 Marked by the graves of those who had sorrowed and suffered before her,  
 Passions long extinguished, and hopes long dead and abandoned,  
 As the emigrant's way o'er the western desert is marked by  
 Camp-fires long consumed, and bones that bleach in the sunshine.  
 Something there was in her life incomplete, imperfect, unfinished ;  
 As if a morning of June, with all its music and sunshine,  
 Suddenly paused in the sky, and, fading, slowly descended  
 Into the east again, from whence it late had arisen.  
 Sometimes she lingered in towns, till, urged by the fever within her,  
 She would commence again her endless search and endeavor ;  
 Sometimes in churchyards strayed, and gazed on the crosses and tombstones,  
 Sat by some nameless grave, and thought that perhaps in its bosom  
 He was already at rest, and she longed to slumber beside him.

So for many a sad year Evangeline led this weary experience. Over tenantless prairies, down winding streams, and through boundless forests did she pursue the hopeful star that seemed to beckon her on. North, south, east and west, she travelled, sometimes encouraged by rumors, sometimes even meeting those who had seen her beloved. But after years of tedious wandering the beauty of her youth faded into the shadows of age and in disappointment she gave up the search. What a life of sunshine and storm had been Evangeline's! Her early existence had been a reign of continual happiness. Then when the sun of contentment was beaming his warmest rays, the tempest broke without warning. And ever afterwards from the dark clouds poured sorrow and disappointment until the seed had been blighted and the harvest of life destroyed.

The third great antithesis of the poem is one wherein the forests of gloomy, moss-covered evergreens and the stern rocky mountains enveloped in mists, which are seen in Acadia, are made to act as a foil towards the beauties of the southern landscapes. The dull scenery of the north is presented in the very commencement of the poem.

"This is the forest primeval. The murmuring pines and the hemlocks,  
Bearded with moss, and in garments green, indistinct in the twilight,  
Stand like Druids of old, with voices sad and prophetic,  
Loud from its rocky caverns, the deep-voiced neighboring ocean  
Speaks, and in accents disconsolate answers the wail of the forest.

All through the poem may be noticed lines which tend to present an idea of the characteristic Canadian scenery, dull, dreary and snow-bound in winter, a short summer and then the remarkable "Indian Summer." Surrounded by this tame and dull scenery. Evangeline lived the happiest part of her life. It would seem that the scenery through which she moved formed a radical part of her existence; for in the happiness and content of her early life she had no occasion to look to her surroundings for consolation and comfort. But later, when her heart was rent by the most bitter passions, and she wandered aimlessly and hopelessly over boundless prairies and through silent forests, the majestic grandeur of her surroundings must have, to some extent, comforted her aching heart.

The luxurious tropical foliage of the south was also far different from the dull, dreary vegetation of her Acadian home. Evangeline, formerly so happy and gay in her northern home, now, in her misery roams through a land where reigns perpetual summer. She saw the beautiful, sunlit rivers, where the shady banks are lined with broad, waving prairies and delightful gardens of tropical plants, and the great lagoons over which the trees formed such beautiful recesses that even the inert water seemed loath to depart, a sight which could not but gladden the most desolate heart.

“ Now through rushing chutes, among green islands, where plumelike  
Cotton-trees nodded their shadowy crests, they swept with the current,  
Then emerged into broad lagoons, where silvery sand-bars  
Lay in the stream, and along the wimpling waves of their margin,  
Shining with snow-white plumes, arge flocks of pelicans waded.  
Level the landscapes grew, and along the shores of the river,  
Shaded by china-trees, in the midst of luxuriant gardens,  
Stood the houses of planters, with negro cabins and dove-cotes.  
They were approaching the region where reigns perpetual summer,  
Where through the Golden Coast, and groves of orange and citron,  
Sweeps with majestic curve the river away to the eastward.

Then to further the contrast may be quoted the picture of a southern dwelling with its vines and its gardens, situated on the side of a clear stream with the prairies stretching away in the rear, quite in opposition to the quaint log-cabins of Nova Scotia in the description of which no mention is made of gardens and vines and roses, nor of humming birds or bees.

“ Near to the bank of the river, overshadowed by oaks, from whose branches  
Garlands of Spanish moss and of mystic mistletoe flaunted,  
Such as the Druids cut down with golden hatchets at Yule-tide,  
Stood, secluded and still, the house of a herdsman. A garden  
Girded it round about with a belt of luxuriant blossoms,  
Filling the air with fragrance. The house itself was of timbers  
Hewn from the cypress tree, and carefully fitted together.  
Large and low was the roof: and on slender columns supported  
Rose-wreathed, vine-encircled, a broad and spacious veranda,  
Haunt of the humming-bird and the bee, extended around it  
In the rear of the house, from the garden gate, ran a pathway  
Through the great groves of oak to the streets of the limitless prairie,  
Into whose sea of flowers the sun was slowly descending.

Thus, having viewed in detail, these beautiful contrasts of the poem, we repeat that “Evangeline” holds a place entirely by itself in our literature. Whether we consider the beauty of conception or skillfulness of treatment, we must admit it to be a masterpiece. Truly it proclaims the wonderful genius of Longfellow, and especially, I hope has been shown, as a master of antithesis.

C. J. D.

Second Form.

## TO OUR LADY IN MAY.

BY L. G.



THOUGH joyed at beholding young Nature unfolding  
Her beauties close hid through the winter's long day,  
Still fuller our measure of rapturous pleasure  
In hailing thine advent, blest Queen of the May!  
Each land to thee proffers whate'er springtide offers  
Of goodliest gifts for a festal array,—  
Bright sunshine, sweet flowers, and balmy-breathed bowers  
All vocal with trills of the song-birds of May.

With these take one other—a gift, dearest mother,  
Thou wilt prize all the charms of the Maytime above:  
To thy custody tender our hearts we surrender  
And pledge thee forever our life and our love.

*Ave Maria.*



## THE GAELIC LITERATURE OF IRELAND.

The Gaelic revival of which so much has recently been heard, aims at the restoration of the Irish language and the establishment of a new Irish literature. The leaders of the movement have naturally studied the former Gaelic literature of Ireland, and now for the first time the reading public is able to form an estimate of the greatness of its authors, and the value of its productions.

But unfortunately, not a hundredth part of it has withstood the ravages of Dane, Norman and Saxon, and we have to judge Irish literature by a few fragments of a few authors. Yet though Ireland, first on account of war and then on account of the penal laws, never could profit by the invention of printing, it would need some twelve hundred quarto volumes to contain the existing Gaelic literature. However much of this is of little value, while much that is invaluable has been lost.

The Pagan Irish had a literature from the earliest times. About their letters nothing more is known than that they probably had their *ogham* alphabet as early as the beginning of the Christian era.

The earliest extant Irish composition, consisting of three short poems, is ascribed to Amerghin, the brother of Heber and Heremon, the Milesian invaders of Ireland. That these poems are his may reasonably be doubted, nevertheless they are probably the oldest in any vernacular except Greek.

Among the greatest of the pagan writers are Ferceitne, who lived about the time of the Incarnation, the author of the earliest extant Irish grammar and co-author with Neidne of "The Dialogue of Two Sages," and that most famous monarch of Pagan Ireland, Cormac mac Art who wrote "Advice to a Prince." Contemporaneous with him were the Fenian poets, Fergus, Finn, Caoilthi and most famous of all, Oisín, or as he is more generally called, Ossian. To this last are commonly ascribed the Fenian poems, some eighty thousand lines. If Ossian had really written these poems, which, as we shall see later, were composed at various times from the seventh to the seventeenth century, he might deserve his title of "Homer of the Gaelic race," but as their ments

are divided among many poets, the Gaelic Homer has yet to appear.

Though literature was extensively cultivated in Pagan Ireland, it was not till the christian spirit of charity and universal brotherhood caused learning to be freely dispensed, that Ireland can properly be called "the land of scholars." St. Patrick himself, though essentially a man of action and not of letters, has left us his "Confession," a brief humble autobiography, and "Loreca," an Irish poem composed when approaching Lara. St. Columbkille, the third great patron saint of Ireland, by his *Altus* and other Latin poems, together with six beautiful Gaelic ones, ranks as the best poet of his day.

The great race of Irish saints naturally called for biographers, St. Fiac's "Metric Life," in Latin, is the earliest, St. Evin's "Tripartite Life," the best of all lives of St. Patrick. But greater than either of these is St. Adamnan's "Life of St. Columbkille," written in the seventh century; unfortunately for Gaelic literature, this greatest biography of the middle ages was written in Latin.

Of the deservedly famous schools of Ireland, no mention need be made further than to remark that they produced not only excellent scholars, but the best Latin writers of the time. Such names as St. Columbanus, far superior to his contemporary, Gregory of Tours; Fergil, the advocate of the sphericity of the earth; Dicuil, geometer and geographer; Dungal, the founder of the University of Padua, and Erigena, famous among philosophers, attest the truth of this assertion.

Gaelic poetry, however, was of comparatively poor quality. The Irish are a poetic race, passionate and imaginative, yet their poetry from the earliest times to the seventeenth century cannot compare with that of Greece or Rome, or with the more modern classics. Thought sacrificed to style was the cause of this. The Irish, *deibhrid* or metre was the most perfect and the most difficult versification ever invented. A writer of our day would never think of attempting it, and it was only after years of study in the bardic colleges that the Irish poet could master it. More than this, a sentence could not consist of more than thirty syllables, and it was required that there be a pause in the sense after the fifteenth. This necessitated great condensation. The highly

artificial metre with its labored and displeasing condensation almost killed true poetry, and we find few really great poets during these centuries. But Irish poetry has at least one claim to fame in the invention of rhyme. The best Celtic scholars, among them the great Jeuss himself, hold that final assonance or rhyme can have been derived only from the laws of Celtic phonology. Certainly, the Irish, shortly after the introduction of Christianity, had brought rhyme to such a perfection as has never since been attempted.

Angus the buldee of the eighth century, the famous martyrologist, is an example of the faults and glories of Celtic poetry carried to the extreme. One finds in his works wonderful success in overcoming technical difficulties, but little of a true poetic spirit.

Of the historical poets, some, like Flaun and Mac Giolla Caembain of the eleventh century, are historians rather than poets, while others, like Flanagan of the ninth century and O'Flynn of the tenth, are noted as both. The obscure Dallan Forgaill of the sixth century; the prolific Cenutacladh of the seventh; the majestic Mac Lorain of the eighth; the patriotic Cormac an Ergos and the celebrated O'Hartigan of the tenth; the satirical Mac Coise and the well-honored O'Lochain of the eleventh, are all truly great poets, yet are practically unknown in our day. But though their authorship is entirely unknown, the so-called Ossianic poems constitute the best poetry of the period. Many of them consist of a supposed dialogue between Ossian, the last of the Fenians, and St. Patrick, and are highly dramatic.

It is, however, in the Irish *urxgeul* or prose saga, that one sees the best literary expression of the age. Untrammelled by laws of composition, the Irish romance, till the time of the Danish invasion was the best in Europe. The majority of the sagas were composed before the introduction of Christianity, and were, with a slight Christian revision, first put in writing in the seventh and eighth centuries. They may be divided into four great cycles, the mythological or Tuatha de Danaun, the Heroic or Red Branch, the Fenian or Ossianic, and the miscellaneous cycle or rather cycles, confined to no particular time or place.

The first and second battles of Moytura and the death of Tuireauun are the great sagas of the mythological cycle. In them, as in the Iliad, the gods come and go, plot and fight, while the

heroes, the Dagda, Lugh, Nuada and their followers, have something of the supernatural about them.

The Heroic cycle is different. Many of the heroes are personages of history. The scene is laid principally at Emania, the royal city of Conor mac Nessa and his famous Red Knights, at about the time of the Incarnation. Cuchulain, the lady Deirde, Queen Meave, Fergus and Conor themselves are the principal characters in the pathetic and highly finished 'Deirde' and the prose epic "Tain Bo Chualigne," the two greatest tales not only in this cycle, but in the whole range of Celtic literature.

The Heroic cycle, the especial favorite of the higher classes, is, like the mythological, chiefly pre-Danish in composition, but the Fenian cycle, the cycle of the people, is being added to even at the present day. Centering about Finn, the hero of the Fenian militia, a famous organization which flourished in Ireland in the third century, it is seen at its best in the fragmentary "Dialogue of the Ancients" and "The pursuit of Diarmuid and Graíune."

Of the characters of the three great cycles it may be said that those of the first are on a vast scale, yet vague and misty; those of the second, majestic and finely drawn, while those of the third and most popular are less great and frequently modern. Besides the sagas which group themselves about these cycles, there are a couple of hundred stories which belong to no particular cycle, but which, for convenience, are divided by Celtic scholars into cowspoils, battles, sieges, adventures, visions, etc. The Siege of Dun Righ may be taken as an example of this class. All the sagas are freely interspersed with poems, chiefly lays and resums; probably they were originally written in poetry, as any of the great sagas could easily be converted into an epic poem, it seems a pity that the Irish did not attempt this style of poetry.

History, especially annals and genealogies, ranks in pre-Norman Irish prose next in importance to fiction. Tighernach, the annalist, and Mac Laig, Brian Boru's famous bard, the author of a history of the Danish wars, are the most celebrated in this well cultivated branch of literature.

Besides these there are many works on law and science, a great amount of religious writings, as saints' lives, sermons and the like, and a highly developed school of criticism, as seen in

Cormac's Glossary, tenth century, and in commentaries in the old Irish manuscripts.

Here one can see that Irish literature in the eleventh century, despite the Danish wars, had lost nothing of its original vigor and in the ordinary course of things would, in a few centuries, have reached that state of perfection which the great literatures of the world have attained. But unfortunately then came the English invasion, and the centuries of warfare which followed. This utterly killed native art and so injured Irish literature that for four centuries, with the one glorious exception of the great religious poet O'Daly, no really great Irish writer appeared. This may seem strange, but when we consider the literary, social and religious state of Germany after the Thirty Years' War, we wonder that there was any civilization at all left in Ireland.

Towards the end of the sixteenth century the state of affairs was, if possible, even worse. The long bloody war was in a few years to be decided in favor of the English. The bards, the chief literary class in Ireland, were dispersed, and Irish literature seemed to be on its death-bed. But just then occurred an extraordinary re-awakening of the Irish literary spirit, and the first half of the seventeenth century produced probably greater poets and certainly greater prose writers than any preceding period.

The poetical revival owes its origin to the inspiration of that genius, Leig Mac Daire. Seeing the English likely to conquer the land on account of the divisions of its native rulers, he conceived a novel but not very feasible plan of inciting their patriotism. Relating in a magnificent poem the glories of the O'Brien's, he spoke slightly of the northern houses. Of course he was answered, and as reply followed reply, each bard strove to incite his chief to rival his ancestors in bravery against the common enemy. The bards, if they did not succeed in making full reparation for the share they had taken in dividing chief from chief, gained an immortal literary glory for themselves and their century. Such names as Teig O'Higein, the best of them, Erchardh O'Hussey, his rival, Bonaventure O'Hussey and Fearfeara O'Cainti, are worthy of special remembrance as they were the last of the great old classical poets.

In the seventeenth century prose there were two schools, the

Gaelic writers, Fathers Michael O'Cleary, Geoffrey Keating and Francis O'Mulloy, Lughardh O'Cleary and Duaid MacFirbis, and the Latin writers, O'Sullivan Beare, Fathers Ward, Colgan and Luke Wadding, Right Rev. John Lynch, and Most Rev. Peter Lombard. Of these, some, as the O'Clearys, O'Sullivan, Keating, Lynch and Lombard, wrote, though with great danger and difficulty, in Ireland, while the rest wrote chiefly at Louvain, where they had an Irish press and could publish their works, an advantage denied them at home. The number of these great authors that are ecclesiastics is remarkable, and a similar case can hardly be found in modern times.

Of the Gaelic writers, Keating is the greatest of the masters of Irish prose, MacFirbis, the last and greatest of the hereditary historians, and Michael O'Cleary, the greatest of all annalists. Lughaidh O'Cleary, by his *Life of Red Hugh O'Donnel*, a work written in rather archaic Irish, MacVurick, a Scotchman of Irish descent, by his *History of Montrose's Wars*, and O'Mulloy by his unrivalled treatise on Irish prosody, rank next in importance.

About the middle of the seventeenth century comes the renaissance in Irish poetry, or, to speak more properly, a complete metamorphosis of the prosody employed for a thousand years by all Irish poets. The essence of this change was, "first the adoption of vowel in place of consonant rhyme, and secondly the adoption of a certain number of accents in each line, in place of syllables." Several thousand words known only to the educated were dropped almost simultaneously. The movement, which came originally from Scotland, was made possible in Ireland by the disruption of the bardic colleges, and by the natural desire of poetry to free itself from the thralldom of artificiality. Upon one point, hatred to the invader. the two schools were one, and in the poems of the seventeenth and the following century, we find the same unconquerable spirit of Irish nationality, which once characterized the Irish bard.

The great David O'Broder, the Jacobean poet, forms the connecting link between the schools, having the vocabulary of the Old, with the metre of the New. Prominent among the poets who contributed to make the movement successful are Tirlough O'Carolan and John MacDonell. O'Carolan, one of the greatest musical geniuses the world has ever seen, is a poet, famed for his pindaric

odes and bacchanalian songs. MacDonell, certainly the best poet of the period, has been favorably compared with his more fortunate but not more gifted contemporary, Pope, whom he resembles in many ways. Ossianic poetry of merit was composed by O'Neaghtan, and later by Comyn, but perhaps best known among the Irish peasantry of the present day are the famous Munster poets of the end of the eighteenth century, Merriman, slightly sensuous but otherwise excellent, Teig O'Sullivan, elevating and religious, and Macnamara, Owen O'Sullivan and MacGrath, wild eccentric geniuses.

This wonderful poetical revival may be regarded as the sudden outbursting into song of a highly musical nation. Hitherto it had been the bards that were the poets of the country, now it was the people ; and simply on account of their greater naturalness, the people surpassed the bards. Still it is on account of not having enough of this very naturalness, that the poets have failed to acquire the fame that otherwise would have been theirs. The lyric was what the school excelled in, and the lyric of all classes of poetry is the most apt to sacrifice sense to form. But these poets must not be judged too severely if they occasionally indulged in word play, for they had a musical people to write for, and the people were their only patrons.

The only important prose work of the period is a volume of Bishop O'Gallagher's Sermons, which, though it unfortunately contains many Anglicisms, is perhaps the most popular Irish book ever printed.

Though one hundred really respectable Irish poets flourished during the eighteenth century, as the century closed scarcely a line of Gaelic poetry was being written and what was written could hardly be called literature ; and so it has continued to the present day. This is directly traceable to the penal laws, and, in this particular, the scarcely more just laws of our own century, which have almost succeeded in completely destroying the Irish language. The sole language of nineteen-twentieths of the people in 1740, a century later Gaelic was spoken by only one half the population and of these five-sixths were bi-linguists, while at the present day, not more than a few tens of thousands of the Irish race do not speak English, and hardly one-sixth speak Gaelic.

However, a movement for its preservation is now popular in Ireland, and it remains with the present generation to decide whether or not the Irish are to be, as Grattan wished, a bi-lingual people, whether or not Gaelic is to be a dead language.

The influence of Irish literature upon that of mediaeval and modern times is considerable. A favorite theme in the middle ages was the Irish "Aes Side" or perpetual youth, while the stories about Queen Mebh or Mab and the fairies were extensively drawn upon by Chaucer, Spencer and even Shakespeare. "Visions of the other World," a Gaelic work constituted three out of the five main sources of the plot of Dante's "Divina Comedia." And those clever bits of forgery, translation, and patchwork, Mac Pherson's Ossianic poems, had much to do with the great romantic revival which commenced at the end of the eighteenth century, as seen in the works of Goethe, Wordsworth, Chateaubriand and Byron. But the greatest work of Irish in the world of literature was certainly the invention of rhyme.

JOHN J. O'GORMAN, '04.





## HUMOURS OF FATHER BURKE'S BOYHOOD.

**F**ROM time immemorial the Sons of Erin's Isle have won for themselves an enviable place amongst the orators of the world. On the public platform, swaying the multitudes, inspiring them with lofty thoughts, and impelling them on to nobler deeds; and still oftener in the pulpit, fulfilling Christ's commands to His chosen few, has their eloquence earned deserved acclaim.

But if oratory is a distinguishing feature of Irish genius, not less so is wit. The two are generally found side by side in the Celt, and the prestige of the Irish as "a nation of orators" is largely due to that incomparably, fascinating humor which sparkles through their every thought, enlivening, brightening and beautifying. And among those great Irishmen whose reputation for eloquence and wit, is destined to live in the book of time, one of the greatest is Father Tom Burke.

So much might be written about the famous Dominican that the limits of this essay forbid my attempting to give an adequate sketch of his life and labors. Accordingly I have taken for my subject that portion which appeals most strongly to the youthful reader.

Father Burke was the only son of a good, Irish Catholic family of Galway. His parents were a pious, kind-hearted couple, and his father followed the business of baker. Father Tom's own witty way of expressing this was: "though my father's blood is red and not blue, he is, nevertheless, one of the best *bread* men in Galway."

In his youthful days, Nicholas, (Father Burke's Christian name) was very fond of playing all manners of tricks, and often on this account, brought upon himself forcible admonitions from his ever-watchful mother. Though inclined to be lively and full of mischief-making, those who knew him in his early days, assure us that his life was as pure and as free from all defilement as the sparkling waters of the rill, that leaps and bounds from the rugged mountain side.

A schoolmate says of him: "Though he got the name of

being a wild boy, I never heard him utter one naughty word, or breathe an exclamation approaching a curse." In fact what he used to say of the good St. Dominic, might well be applied to himself: "No thought that might shame an angel ever crossed his mind."

While yet very young he used to equip himself from his mother's wardrobe, and, taking his place in an upper window, discourse fine music from some instrument that puzzled the passers-by, but which was by turns a shoe-horn and a comb. The neighbors were so much interested that they called to ask the name of the young lady on a visit with the Burkes.

Nicholas was gifted with the power of being able to catch any form of sound, from the crow of a cock, to the cackle of a hen, and reproduced it to perfection. He tells us himself that, sometimes when Mrs. Burke happen to call her husband from another room, he, mimicking his father's voice, would answer for him, and generally contrive to introduce some pert or grotesque words that would not fail to arouse retort. One word led to another, much to the amusement of the concocter, and also to that of the father, as soon as he became aware of the trick.

From his early boyhood, Nicholas had a keen sense of the ludicrous, and, at one time, when acting as acolyte, something having occurred to excite his risible faculties, he was brought into the Convent by one of the Dominican Sisters, and there received a sound thrashing. Sobbing he hied homeward to his mother, who, when she became acquainted with the state of affairs, cried out! "Oh, my blessed boy, did the Lord's annointed lay their hands on you?"

When he was old enough to attend school, he was placed under the preceptorial care of a Mr. Magrath. This man who partook of the characteristics of Washington's Irving's famous schoolmaster, Ichabod Crane, liked to inflict corporal chastisement upon his pupils. Learning and blows were to him almost convertible terms; "If I cannot drive it into your head, I'll drive it into you somewhere," was a constant phrase of his, as stroke after stroke of the cat-o-nine tails fell on the screaming victim. Upon this preceptor, Nicholas was constantly playing tricks, and mimicking him, such as well he knew how, and in a short time he was

forced to leave the school on account of one of his pranks. Mr. Magrath had a dog of very unprepossessing aspect, and a constant source of fear and annoyance to the pupils. By dint of dividing his lunch with the dog, Nicholas however was able to take liberties which others dared not attempt.

An apartment of the school-room known as the "master's sanctum," contained a pile of slates and books, surrounded by ink-jars, and some eatables so placed that they were beyond the dog's reach. Burke, having gathered together some slates and tin cans, attached them to the tail of Magrath's dog. Away ran the animal, with a deafening din, until, penetrating the sanctum, he overturned, with a crash, the crazy pyramid just described. Magrath sallied forth in a state bordering on frenzy, and spying Nicholas in the class-room, immediately cited him before his terrible tribunal, where without judge or jury the sentence was passed. Nicholas was ordered to be stripped, and placed upon the back of Magrath junior, in order to afford facilities for the application of the rod already in pickle. Retreat was hopeless; Nicholas, however, was equal to the occasion, and, placing firmly between his teeth a pin, to be used as a wasp wields his sting, he awaited the chastisement. A blow fell heavily; the sufferer seemed to bow beneath the rod, and to kiss the back of Magrath junior's neck. The latter screeched, and, dropping his burden, ran down Buttermilk Lane, uttering warwhoops of distress, while Nicholas, the schoolmaster, and most of the pupils followed in hot pursuit. Nicholas, after running for some time, managed to evade the school-master, and betook himself home. Thus ended his term of school under the tutorship of Mr. Magrath.

He next attended a school in charge of Dr. O'Toole, and made great progress in all his studies. While there he became infatuated with the Temple of Thespis, and for weeks was, as they say in theatrical language, "stage struck." This arose, no doubt, from the fact that an amateur company in this school was organized to play before the public, and in which company Nicholas' efforts as an actor met with great success. Miss Burke informs us that a friend of the family happened to visit her mother at that time, and astonished her by saying that he had been kept spell-bound by the performance of her son in Flood's Lane Theatre.

“Depend upon it,” he said, “that boy will make his mark yet.” “Sir, that is not the sort of mark I’d like Nicholas to make,” was the good woman’s reply.

When young, Nicholas had somewhat nice, delicate features, and was very slim in person. He, therefore, oftentimes took female roles; in Richard III, he took the part of Lady Anne, and, attired in one of his sister’s old, black velvet dresses, trimmed with white fur, he looked this gentle personage to perfection. Father Burke himself tells us that oftentimes when a dramatic company visited Galway, his mother took the precaution of locking him up, to prevent him from attending the play.

But, whatever his youthful inclinations, Nicholas Burke was not destined “to make his mark” in the theatrical profession. More important work, a thousand fold greater success awaited him in the calling of his choice.

Had it not been for that Divine Grace which in him became a development, not a change—had it not been for the watchful maternal eye, it is hard to say in what rôle his career might not have been cast.

J. J. MACDONELL, ‘02.



## THE ANNUAL OUTING OF THE SCIENTIFIC SOCIETY.



THE day set apart this year for this long-looked for event was May 14th. The object for investigation was Pellisier's Cave, a phenomenon of the Laurentian Mountains, situated about twenty miles north of Ottawa. Extensive preparations had been made by the executive of the society for the accomodation of the members, and everything bade promise of a pleasant outing.

The morning broke beautifully clear. At 6 a.m. a motely crowd of scientists issued from the college door in search of the Cave. The Director, Rev. Father Lajeunesse, told them to pile into three waggons standing in wait, but when these were filled some fragments remained. The latter, mostly proselytes, ordered a new rig while the three waggons lumbered on. Soon we were crossing the Interprovincial Bridge which, with the Parliament Building, the river and the park for surroundings, had a very fine effect in the serenity of the early morning. The next thing we knew we were passing out the back door of Hull, when the axle of one of the waggons broke. During the necessary delay the president went to a house near by and through the medium of Macdonell as interpreter struck a bargain for getting cocoa made. In the interval also the ordinary members played "Duck on the Rock." With very little delay a sandwich-cocoa breakfast was served. Tobacco and pipes were handed out for dessert, and a much refreshed body of scientists resumed their seats in the waggons. The prophets who had arrived for breakfast gave their trim rig to a man with a large white hat and another man in black who with two bill-posters went ahead as advance agents to put gates where "bars" should be; the rest followed as fast as they could.

The trip along the Gatineau was delightful. By this time the sun had taken the chill from the air. The scenery was simply grand especially near the rapids, and what gave charm to everything was that it was new. The only effect it could have on the boys was to elicit mirth to overflow; Keeley's violin sounded like a siren's song;

some found an outlet in singing and those who could not sing stood on the seats and shook their fists at those a long distance ahead. Once a cat ventured too near a waggon and a Scotch Collie gave it a chase for its life. It was "nip and tuck," but the cat got the best of it. The hills were steep in places and everyone but the drivers walked up. The roads must have been rough, too, for half the cider dashed out.

Arrived at Cantley, the advance agents received us, introduced us to our ever-to-be-remembered-friends, the Prudhomme's, and we enjoyed a few minutes relaxation there. The journey was resumed and the remaining six and one half miles to our stopping place were as enjoyable as any before Cantley was reached.

About 12 a.m. we reached the farm-house of Mr. Despoti who was to be our host and guide. Preparations were made immediately for dinner. In the meantime Ric led a cake-walk on the sward and over the ploughed ground. In a short time dinner was announced, and a rush ensued for a large tree in the shade of which ham and eggs were spread in abundance. It is unnecessary to treat in detail of the sumptuous dinner that was served on the grass; but to see how caves were filled seemed paradoxical in scientists in search of "the cave."

After dinner the boys lay in the sun and sang "Floating down the river," and a dozen old songs that never seemed so new before. Truly was it good to be there and feel, though you could never express, the joy of a good conscience after doing justice to a good dinner.

About 2 p.m. we started for the cave. The path lay along the base of the mountain, over and under logs in rabbit style, and frequently through marshy places. But no one complained of anything but heat, as our guide led the way.

The cave was reached at last. It looks on approach like a huge mouth in the side of the mountain. Without investigating further, we rested at the entrance and Mr. Richards took a snapshot of the party. Then into the cool, hollowed rock we ventured, candle in hand to light our way. Twisting, turning, slipping, climbing, on we pushed. Now we were in the beautiful, lofty "chapel," and anon struggling on all fours through a crevice. What matter if we were covered with mud and slime? Down

the ladders next we went seventy five feet and there in the dread, cool, silent cave the choir sang "Nearer my God to thee." It was indeed impressive, coming from the candle-lit vaults of the mountain's throat, and that solemn sound will ring in our ears as long as memory shall be faithful to the words "Pellissier's Cave."

Homeward we went in straggling files, amusing ourselves in various fashions. The party reunited at 4 p.m. and we started back to Cantley. Chief Powell passed us and took up a position in front of Prudhomme's, but when the second waggon drove up sounding on high the "musique de bouche" the Chief departed in haste.

The pleasant hours that followed were a fitting sequel to a splendid day. The Misses Prudhomme had supper arranged on tables in their lawn. The president in his robes of office occupied the chief place at table; the others ranged themselves on both sides and deranged everything in the middle. The repast was over by 6 p.m. and all repaired to the front lawn.

Here the closing exercises were held. Mac, with a horse-whip, put everyone in line for the cake-walk. Ric in his long boots took the lead and they walked the "cake" until someone began to sing. A few choruses followed and "Auld Lang Syne." The waggons were then ready for the homeward trip, and after a few V-A-R's and many assurances to the Prudhomme's that they were "all right," the advance agents lead the way to Ottawa.

The trip home was as agreeable as the trip in the morning. We visited a mine on the way to see how carbonate of lime is made, because we were scientists. That duty performed, the singing and music were resumed. No event rose above another for the rest of the way, unless that we stopped at Hull and not at Gatineau Point. We arrived at the College at 9 p.m.

Was the scientific trip of '01 a success? Ask us in twenty or fifty years! At present we have time only to rejoice that we were members of the society while Father Lajeunesse was Director, and Mike Conway President,

"For they are jolly good fellows  
Which nobody can deny."

EPICURUS.

# University of Ottawa Review.

PUBLISHED BY THE STUDENTS.

THE OTTAWA UNIVERSITY REVIEW is the organ of the students. Its object is to aid the students in their literary development, to chronicle their doings in and out of class, and to unite more closely to their Alma Mater the students of the past and the present.

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## WHY THE LIQUID AIR LECTURE WAS POSTPONED.

To the extra-mural friends of the University Scientific Society some explanation of its action in indefinitely postponing the Dr. Griffin lecture seems necessary. Readers of THE REVIEW should remember that the Society was well aware of the difficulties attendant on a Liquid Air Lecture, and that it was only after serious consideration of the magnitude of the enterprise, and after every safeguard had been taken to avoid failure, that the Rev. Dr. Griffin was invited to deliver his celebrated lecture on "The Liquefaction of Gases." Notwithstanding the arduous duties incumbent on him in the discharge of his position at Washington, Father Griffin very kindly accepted the invitation and chose Feb. 13th, 1901 as the date of the lecture. Arrangements were at once made with the General Liquid Air Co. of Washington, D. C. to



deliver the necessary quantity of Air at Ottawa, but unfortunately for the success of the lecture the plant was completely disabled on Feb. 11th by an accident to the pistons, and thus Father Griffin was deprived of his source of supply of Liquid Air. Temporary postponement was made in the hope that the normal yield would be reached by new machinery, but all efforts were ineffectual, and on May 1st notification was sent out to all subscribers that a refund would be made, as the Scientific Society had withdrawn the lecture. Now it is patent to every reader that no blame is attachable to either *Father Griffin* or to the *Scientific Society*, but the whole failure may be attributed to the poorly managed business system of the Washington Company, which left the production of such a valuable substance as Liquid Air to within three days of the announced date. The thanks of the Society are due to the *Ottawa Evening Journal*, *The Free Press* and *The Union* for the generous amount of space freely given in order to bring the importance of the subject to the public notice, and to other friends who kindly aided in the initial arrangements.

To the Rev. Dr. Griffin the Society owes a deep debt of gratitude. Difficulties innumerable attended every phase of this lecture, but with untiring zeal and perseverance he clung to the enterprise until the last hope of success had vanished. We can assure the Rev. Doctor that the University Scientific Society still retains the public confidence, and should he again decide to visit Ottawa greater success shall attend his efforts to introduce Liquid Air to a Canadian audience.

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#### THE SCIENTIFIC BUILDING.

Although classes have been conducted in our new Science Hall for the past six months, work on the interior was not altogether completed until recently. It was thrown open to the public for the first time on Saturday, May 18th, when the Press Gallery of the House of Commons paid it a visit of inspection. The Hall will not, however, be formally opened for public inspection until Commencement Day. In our June issue we hope to give a detailed description of the building, with several views of the interior. The Rev. Rector with the Faculty of Science and some

of the senior students formed a reception committee to meet the pressmen at 2 p.m. The visitors were shown through the splendid museum which did not fail to elicit many complimentary remarks. The fine, modernly equipped physical and chemical laboratories were visited in turn. With these and with the lecture room and class-room accomodation as well as with the general finish of the spacious structure the journalists expressed great satisfaction.

After the building had been thoroughly inspected the Rector entertained the visitors to a luncheon in the reception room. In their post-prandial speeches the guests referred to the great work Ottawa University has done and is doing in the cause of education, and expressed their belief that with her up-to-date accomodations for the pursuit of science she will rank with the best institutions of the country.

#### GIFT FOR THE LIBRARY.

The thanks of the students are due to Dr. Constantineau, of Lowell, Mass., brother of the Very Rev. Rector, for the donation which he recently made to our library. The gift, which consists of twenty large volumes of De Puy's Encyclopaedia of Literature, forms quite a valuable addition to the works of reference, and is highly appreciated. It is to be hoped that Dr. Constantineau's kind and thoughtful act will find many imitators among our alumni.



#### Exchanges

The articles of the *Tamarack* are of an interesting and pleasing character. "To James Marquette" is the title of a paper dwelling upon the life and work of that grand and heroic missionary who first pierced the vast, uncivilized wildness of Michigan, carrying the light of faith to the Indians. Well does he deserve the title of "Christian Hero," as hero he was in the true sense of the word, and his name will be handed down to posterity, as one who devoted his energies and life for Him whose precious blood redeemed the world. "Cemeteries of Detroit" is a short

history of the past and present of that city. Interesting, indeed, and, at the same time, a gruesome thought must it be to the inhabitants of Detroit, to consider that they are daily "treading upon the dust of a forgotten population." "The Babe and the Baggage Coach" has the ring of the song entitled "In the Baggage Coach Ahead."

\* \* \*

The article entitled "Mark Twain," in the *Scholastic*, of May 4th, is a thoughtful essay, pointing out very distinctly the difference between humor and wit, and also giving us a short account of the life and works of that greatest of all humorists, Samuel Clemens, better known to the public as Mark Twain.

\* \* \*

The *Red and Blue* is always a welcome visitor to our sanctum, and is an excellent sample of a college paper. This month's number is almost entirely devoted to the development of the University of Pennsylvania Track teams, and to the winning of past championships. Such men as Kraezzeiz, McClain and McCracken, are a credit to the U. of P. and are well deserving of the praise given in the *Red and Blue*. The "Sonnet" is a fair attempt at that most difficult kind of poetry.

\* \* \*

*Mt. St. Mary's Record* has succeeded in arousing the ambition and good-will of its pupils, judging from the number of short papers in this month's number, which, on the whole, are well written and speak well for the future success of the *Record*. The *Record's* artist has in fancy sketched a few of her colleagues in the Exchange Department, and on looking the canvas over, we are inclined to think that, in some instances, her fancy has not gone astray.

\* \* \*

In the *Niagara Index* several devotees of the immortal Shakespeare have given us well-prepared essays, one on "The Tempest" and another a character sketch of "Miranda," "the most glowing jewel in Shakespeare's brooch of feminine beauties."

\* \* \*

The advent of spring has evidently awakened all the latent powers of the poets of *St. Mary's Chimes*, as this magazine fairly rings with a plentitude of musical verse.

## Of Local Interest.

On April 24th Professor Prince, Dominion Commissioner of Fisheries, delivered in the Academic Hall a lecture on "Living Marvels of the Sea." Besides the valuable knowledge the learned lecturer imparted, much of which of which seemed like revelation to our youthful naturalists, the vivid lime-light illustrations that accompanied the Professor's descriptions gave the members of our Scientific Society very tangible ideas of the realities of life in the deep. After the lecture Sir James Grant moved a vote of thanks to the lecturer.

\* \* \*

Rev. Father Forbes, one of White Fathers of Africa, spent a few days at the University. He is traveling among the Catholic Colleges of Canada preaching on the African Missions and encouraging young men who aspire to missionary life to look towards Africa, where there are millions of souls waiting for the light of faith. While here Father Forbes gave an illustrated lecture on Africa.

On May 14th, while the scientists were away to Pellissier's Cave, the epicureans formed a bicycle corps and journeyed to Fallowfield; on the same day the Lilliputians, observing with envious eyes the happy exodus of the Giants, "hitched up" and drove out to Britannia where they held a pic-nic. Each party reports a very pleasant time.

\* \* \*

August—"Say, Callaghan has become quite a pugilist."

Chum—"How's that"?

August—"Why he knocked out seventeen men at Hull on Sunday."

### AFTER THOUGHTS OF SCIENTIFIC TRIP.

Ware and tare—J. W. L. and M. E. C.

Indispensable—Keeley's violin.

Boots—Ric's.

Narrow escape—a certain cat.

Wounded—7 stitches—Mike.

Unpaid for—the egg Mac stole.

Out of sight—Tom in the lumber pile.

## Priorum Temporum Flores

Mr. James F. McLaughlin ex '01, of Lowell, Mass., writes that he will likely be present for the Commencement Exercises next month.

\* \*

Mr. E. P. Gleeson '98 has returned to the City from Toronto. "Eddie" was present at the Prize Debate and received a rousing welcome from the galleries.

\* \*

Mr. Bede Kearns of the matriculating class of '99 has returned

to the City from Queen's for the holidays.

\* \*

Rev. Geo. D. Prudhomme '97 and Rev. Geo. Fitzgerald '97 will be raised to the Priesthood at the Trinity ordinations by His Grace Archbishop Duhamel.

\* \*

Messrs J. A. Meehan, J. F. Breen, P. J. Galvin and Dr. T. Stuart Albin, all of the class of 1900, will receive the tonsure at the approaching ordinations. The first named in Ottawa, and the others in Montreal.



## Athletics.

Foot-ball loses all its charms when played in warm weather. Our young athletes enter into the spring games for the pleasure that they find in them, but when play becomes anything like work, as such is the case when chasing the pigskin on a sultry day, they gladly seek to amuse themselves otherwise. For this reason the scheduled games of foot-ball were not all played, thus leaving the championship undecided. Captain Callaghan's team was in the

lead when it was agreed by the Captains not to play any more rugby this spring.

Before turning our attention to base-ball, a letter was received from the manager of the Normal School foot-ball team, asking us to meet them in a friendly game of Association foot-ball. At first, we thought that it would be inconsistent for us to meet their wishes since we had just decided not to play any more foot-ball. But then it was not Rugby, and as we were not accustomed to

play Association we thought that the novelty of it would afford us much pleasure. Their challenge was accepted and the game was played on May 4th. It was well contested throughout, the Normalites proving the more skillful in playing combinations. Varsity players on the other hand, not only broke up those combinations, but improved their own style of playing as the game proceeded. The play was so close throughout that at the end of the regular playing time neither team had scored. Two halves of ten minutes each were then played. In the first of these Varsity scored one goal, and in the second they scored two more, leaving the Normalites "to pick up their goose egg and gallop away." It was not the skill of our players that won the game, but they were in better condition as the result of the few games of Rugby that they had already played. The goals were scored by Fillion, Richards and Keely. The following were the Varsity players.

Goal—R. Filiatreault.

Full backs—T. Harpell, N. Holland.

Half backs—W. Dooner, W. Callaghan, J. Lynch.

Forwards—S. Fillion, captain, J. J. Macdonell, W. Richards, H. Legault, J. Keely.

Referee—J. A. Dobbie of the Normal School.

Umpires—L. Brennan of Varsity and J. A. Twohey of Normal School.

\* \*\*

Varsity sought admission into the Interprovincial Base Ball League which was organized some three weeks ago, but met with only partial success. The other teams were willing to admit us, but no schedule could be formed which would enable us to play all our games before the summer vacation. It is impossible for us to play base-ball next fall, during the rugby season. However, we expect to be able to meet each one of the teams composing the League before the holidays. We have already played Hull, on May 16th, and had an easy victory, our team winning by a score of 22-4. There were about 600 people at the game. Varsity team was composed of Callaghan, pitcher; Dowling, catcher; Blute, 1st base; Smith, 2nd base; Nolan, 3rd base; McCormac, short-stop; Gabriels, right-field; Morin, center-field, and Halligan, left-field.

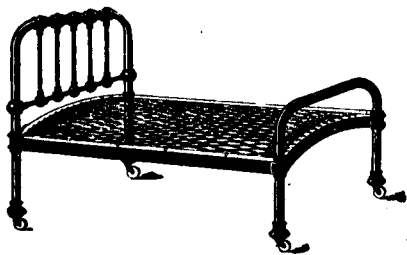
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