

'Education in the United States; its history since the earliest settlements,' by Richard G. Boone, A.M., professor of pedagogy in Indiana University.

The twelve Catholic provinces—Baltimore, Boston, Chicago, Cincinnati, Milwaukee, New Orleans, New York, Oregon, Philadelphia, St. Louis, San Francisco, and Santa Fe—are subdivided into seventy-nine dioceses. The latter average from thirty-five to forty parishes, each of which is supposed to have a school for the elementary training of their children. As a matter of fact, ninety-three per cent of them do maintain parochial schools, in which are educated, generally by the priesthood, rarely by laymen (except in the teaching congregations), the 511,063 pupils. In addition to these are 588 academies usually for girls, and 91 colleges.

So you have the elementary education of 511,063 pupils in this comparatively small portion of the United States being conducted in schools over the secular education given in which the government has no control. Then, I have heard the annual report of the commissioner of education of the United States, in which some interesting facts are given. This report says:

In 1872 the present limits of the Catholic diocese of Boston were fixed and Boston was, in 1875, made an archiepiscopal see. These limits are the counties of Suffolk, Middlesex, Essex, Norfolk and Plymouth.

Now, we will hear something about the schools in these counties:—

In 1873, there were perhaps three or four fairly good school buildings in the thirteen parishes then having schools; to-day 62 parishes have schools in 74 buildings (not including basements of churches or convents), for the most part modern and well equipped; 42 of these buildings are brick. The valuation of school property, including all the convents, is not far from \$4,500,000.

In 1873 there were 11 schools for girls and 2 for boys. To-day, there are 65 for girls and 61 for boys.

In 1873, there were not more than 6,000 pupils while to-day there are at least, 38,200 pupils according to the statistics of June, 1900. In July, 1901, the statistics show for parochial schools of the archdiocese of Boston, 40,273 pupils and 820 teachers.

In all New England, where in 1820, 1 Catholic school was opened, there are to-day about 325 schools and 122,000 pupils.

Now, Mr. Speaker, I think that speaks well for our system as compared with what they have. In the Northwest Territories to-day we have practically every child receiving his secular education under the control of the state. I doubt if any other country in the world can show such a good record. The system we have in force is giving satisfaction, and I believe it is the only practical solution of this question. I am supporting the Bill for that reason—not because I am a Liberal or because it was introduced by the right hon. Prime Minister (Sir Wilfrid Laurier) for whom I

have every admiration, but because I believe it to be in the best interests of the west.

Mr. PRINGLE moved the adjournment of the debate.

Motion agreed to.

On motion of Mr. Fielding, House adjourned at 12.55 a.m., Saturday.

HOUSE OF COMMONS.

MONDAY, April 10, 1905.

The SPEAKER took the Chair at Three o'clock.

THE TELEPHONE COMMITTEE.

Sir WILLIAM MULOCK moved:

That Mr. Miller and Mr. Lewis be added to the Select Standing Committee on Telephones.

Motion agreed to.

INTERCOLONIAL RAILWAY—RUNNING RIGHTS OVER CANADA ATLANTIC RAILWAY.

Hon. H. R. EMMERSON (Minister of Railways and Canals) moved for leave to introduce Bill (No. 132) to amend the Government Railways Act. He said: There is legislation before the House with reference to the transfer of the Canada Atlantic Railway system to the Grand Trunk Railway Company of Canada, and by which legislative authority is sought to conclude the transaction. It was deemed advisable by the government in the public interest that notice should be given to the parties before this legislative authority is granted that certain running powers should be reserved over the Canada Atlantic Railway system for the government system of railways. The proposal in this Bill is to reserve running powers for the Intercolonial Railway system and for any extension of the government railway system over the line from Montreal to Côteau and over the main trunk line of the Canada Atlantic Railway and all its branches. This Bill provides that the government shall have the right to run through freight and passenger trains and to do a local passenger business over this line. It is provided also that the compensation which shall be paid by the government to the Grand Trunk Railway for this privilege shall be determined by the Railway Commission, from which there shall be an appeal to the Supreme Court of Canada. Under the Railway Act, 1903, an appeal from the decision of the Railway Commission would lie to the Governor in Council, but as the government system of railways would be under the control and management of the Governor in Council, it would be anomalous that the appeal of one of the parties should go before that tri-