

I LIVE FOR THOSE WHO LOVE ME
I live for those who live for me,
Whose hearts are fond and true;
For the heaven that smiles above me,
And aways my spirit, too:
For the human ties that bind me,
For the task by God assigned me,
For the bright hopes left behind me,
And the good that I can do.

I live for those who love me,
For those who know me true;
For the heaven that smiles above me,
And aways my spirit, too:
For the cause that lacks assistance,
For the wrong that needs resistance,
For the future in the distance,
And the good that I can do.

IF WE ONLY HAD TIME

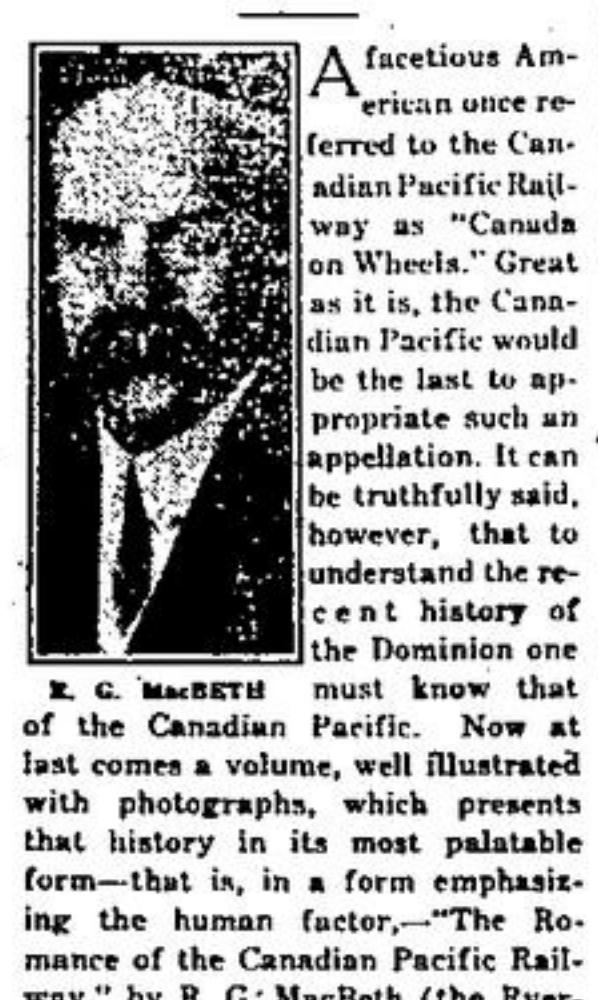
If we only had time through the day's busy hours
To think of the sick and say it with flowers,
If we only had time for a few words of cheer
To the one left bereft of a loved one so dear,
If we only had time for the helpless and old,
In our mad strife for fame and our grasping for gold,
The world would be better; and our own lives sublime.
By doing for others—if we only had time.

—Blanche Fleusin Dwyer

—There is some chance that the municipal voters' lists that will be made this year will be taken as the standard for the lists that will be used in the next Dominion election.

—And what would you be doing with a wife at your age, Donald?" inquired McFavish.
"Just to bide wi' me, and when I die to close my eyes," replied Donald.
"Aweel," said McFavish, "I've had two, and they opened mine."

NEW BOOK MAKES ROMANCE OF HISTORY
Tells Story of Canadian Pacific Railway and Building of Dominion



A faceted American once referred to the Canadian Pacific railway as "Canada on Wheels." Great as it is, the Canadian Pacific would be the last to appropriate such an appellation. It can be truthfully said, however, that to understand the real history of the Dominion one must know that of the Canadian Pacific. Now at last comes a volume, well illustrated with photographs, which presents that history in its most palatable form—that is, in a form emphasizing the human factor.—"The Romance of the Canadian Pacific Railway," by R. G. MacBeth (the Ryerson Press, Toronto, \$2.50).

The author, who has a number of historical works to his credit, is singularly well equipped. Apart from his literary skill, he has the advantage of having lived in the Canadian West all his life. He has always been in close touch with the Canadian Pacific, though he is careful to point out that he has never been connected with it and has written and published his book independently.

Mr. MacBeth here traces the amazing story of the company's development into the world's greatest transportation system; of the steamships, of the telegraph and express; colonization; brigadier hotels and bungalows; of its social service and of all its activities, with a wealth of interesting detail which illustrates the brilliant administrative and organizing ability of its executives.

Canadians should be proud, as Mr. MacBeth reminds them, that their country approved the construction of this pioneer transcontinental when the population was only 4,800,000, though the United States had not dared to undertake a similar road till she had ten times that number. The frightful difficulties, political, technical and financial, through which the company's sponsors and founders fought their way to victory are well summarized. For instance, it is recalled that sections of the line north of Lake Superior cost \$500,000 a mile to build, and a muskeg east of Winnipeg swallowed seven tracks before it was conquered. The author shows that the triumphant accomplishment of the work was especially difficult because it took place in a period of immense depression.

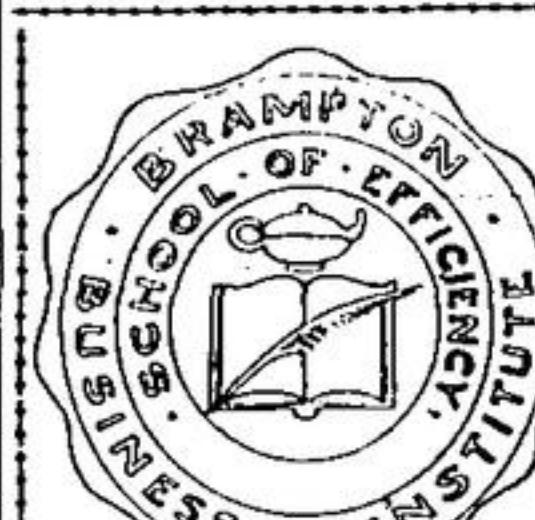
Sir William Van Horne, general manager and later president, the man of tireless energy, vision and determination, is the central figure in the volume and there are many anecdotes of his personal and heroic character. But all the other great men of the company—Mount Stephen, Shaughnessy, Beatty, Angus and a host of others—receive their due. Lord Shaughnessy's fine words: "The shareholders and directors of the company have always been impressed with the idea that the interests of the company are intimately connected with those of the Dominion and no effort or expense has been spared to help in promoting the development of the whole country" are amply backed by the company's deeds. And the author makes a statement which is very impressive when he says: "The country and the railway, in such a case as this, must stand or fall together. Each is necessary to the prosperity of the other. Hence for one to attempt the destruction of the other is practically that one to commit suicide."



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Peaches, Pears, Plums, Raspberries, Cherries, Strawberries, Pineapple, Peas, Corn, Tomatoes, Gold Wax Beans, Etc.
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Alymer Tomato Soup 2 for... 25c
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Peas... 10, 15, 18c
Tomatoes... 15, 20c
Spaghetti... 10, 20c
Potted Meats # for... 25c
Sardines... 10, 15, 20c
Custard Powder... 10, 15, 20c

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Canadians Make Pilgrimage to Holy City

His Eminence Cardinal Mercier, who will head the Canadian Pilgrimage to the Holy Land, will be on board the Minnedosa.

Quebec, May 6th next, one of the first sailings from the St. Lawrence season for Bordeaux where the pilgrims will disembark and continue their journey by rail stop at all the principal cities of France. With the Canadian participants distinguished members of the episcopate, clergy and religious orders. His Eminence Cardinal Louis-Nazaire Léger, of Quebec, has signified his intention of sailing on the Minnedosa and will have several other high officials.

The opening rites of Holy Year have already been performed and the Papal Bull, formally announcing its commencement and instituting a Jubilee, was issued in April. The purpose of the Bull is to live to achieve men in divine charity, the salvation of souls and the special holiness Pope Pius XI are powerful factors in many to the Holy Year.

The Minnedosa sails from Montreal and

Although born in Lévis, Quebec, in 1840, Cardinal Mercier is well known in Rome as well as in 1865, that he became a priest of the Roman Catholic Church in Canada was ordained to the priesthood. In 1888 he was created bishop of Chicoutimi and, in another three years, Archbishop of Cyrene and coadjutor of His Eminence Cardinal Mercier. In 1894 he took over the administration of the diocese of Quebec, being elevated to the cardinalate in 1914.

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