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NATIONALIZATION OF RAILWAYS.

In the argument presented to the American senate, and summarized in The World yesterday, it was shown that the nationalization of railways is as good in practice as it is sound in principle. The railway is the successor of the King's highway—that is the people's highway. A new element was, of course, introduced by the use of steam for motive power, but this did not abolish the principle of national control over national highways.

The present system is not only unsound in principle, but clumsy and unbusinesslike. In the first place, there is an immense amount of capital, or so-called capital, which is unproductive. There is an immense amount of stock-jobbing in railways. Large sums are spent on advertising, legal expenses, salaries of presidents and agents, which are rendered necessary by competition, and which would be saved under national ownership. The traffic must pay somehow for all the folders and other railway literature on which so much taste and skill are expended.

Under national ownership and control there would be an end to discriminating freight rates, those fruitful sources of injustice and oppression. These discriminations work especially against the small operator and the small city or town. They help the big city and the trust.

Discrimination in passenger rates is another evil of the present system. In the argument presented to the American senate it was declared that passengers could be carried for one cent, or even half a cent a mile. At all events, under national ownership a fair and uniform rate could be struck, and one class not compelled to pay for the transportation of another.

National ownership would also put an end to the business of the railway lobbyist. "Of all lobbyists," says Mr. Lewis, "those of the railways are perhaps the most able, persistent and unscrupulous. To this unholy trade many lawyers, and the most successful, too, are yearly turning more and more. They are shrewd and never make a mistake, tactically speaking. Good talkers, full of the best stories, clever at cards, handsome drinkers, 'all-around good fellows,' they soon become a cher ami to the ordinary legislative servant. The character of the class has become so well recognized by the leaders of political parties that in a few states laws have been passed to regulate their calling."

It is said that politics might enter into the administration of the government railway, and this evil must be guarded against. But the political influence of the government railway would be a trifle compared with the influence of the private corporations on politics under the present system.

TAXING TEA OR WHEAT.

A correspondent of The London Financial News makes a strong argument against the increased duty on tea imposed by the last British budget. In this case there is no question as to whether the consumer or the producer pays the duty; it falls upon British citizens in either case, because a large and increasing part of the import comes from India and Ceylon. If the theory is accepted, that the consumer pays the duty, the tax on tea is as much a tax on the poor man and woman as a tax on wheat would be, for tea, if not precisely a necessity of life, is emphatically a luxury of the poor.

It is incomprehensible why such a peculiarly imperial industry should be burdened to such an extent, while the enormous quantity of wheat sent us by foreign competitors, who so mercilessly penalize their British imports, escape scot-free. This is free trade run mad. Why not impose the duty on teas grown outside the British empire, and so far hamper the importation of the inferior and adulterated productions of China, etc. The government with one hand tries to decrease the curse of drunkenness, and with the other strangles the antidote which undoubtedly holds the first place tending to this desirable end. This alternative beverage is tea.

The new tax bears all the marks of the weakness and timidity that characterize the Balfour government, and it can hardly be anything else than a temporary expedient for raising money.

SUNDAY ELECTRIC TRAVEL.

Discussing the subject of electric travel on Sunday, The Globe says that there is some uncertainty as to the jurisdiction of the Dominion parliament and the provincial legislatures, and that the Dominion government will co-operate with the Ontario legislature to prevent confusion and laxity of practice.

This is a laudable object, but in order to carry it out, the federal and local legislatures will have to arrive at some conclusion as to what is a reasonable Sunday service. It would hardly be seriously proposed that the Sunday service in Toronto should be cut off. The fears of those who opposed it have not been realized. The Sundays cars are not filled with brawlers or seekers after lawless pleasures, they are used for purposes of health, harmless recreation and family re-unions. There are more family parties in the street cars on Sunday than on any other day in the week.

There is no reason why these conveniences should be confined to large cities, if other communities want them; but the service could be modified to suit the circumstances of each place. A town or village has a perfect right to protect itself from rowdyism, and no one would uphold a Sunday service which has that result. No doubt the framing of a general law would require care and a thoro survey of the field. The leading principle to be borne in mind is that the law is intended to preserve order and freedom from annoyance, but not to allow one man to enforce his religious opinions on his neighbor.

IS IT TO BE A "MUD" HORSE RACE?

We have all heard the story of the Gael who claimed for his clan that each of his name had a boat of his ain. With greater truth can it be said that every racehorse has a gait of its own, and that one kind of a track suits one horse's going and another kind of track another. Judging by recent weather the prospects are that the King's Plate this year will go to the horse whose gait is suited to heavy going, in other words, to the animal known as a "mud" horse. A hundred different conditions affect the going of a horse in the course; the size and shape of the foot, the way he puts it down, most of all the way he "untracks" himself. There is another thing that happens in a race where there is a heavy track and still more where there is a muddy track, and that is when the horses in the lead give their mud to those behind. There is such a fusilade of it that the eyes of both rider and horse become blinded, and the track so full of holes that the rear horses lose heart and so do their riders. It is a dark and noisy whirlwind from which there is no extrication. Many a good horse has been killed off early in a race by this shower of mud bullets, and only those of experience can tell what a controlling circumstance it is in a race. A good jockey on such days knows his track and tries to steal to the far side and thus get out and past the ruck, and in that way have a chance. Two or three years ago there was a steeplechase at the Woodbine which attracted a good deal of attention; one horse seemed to have it all his own way in the muddy field; when it came to a finish in the stretch it was still more muddy; the boy on the second horse knew the track so well that he pulled away out and found a path along the outer rail and thus was enabled to pass the horse that everybody thought was going to win and who hugged the inside rail and its mud out of respect of tradition rather than exercise judgment and forethought and look for better going even if further away. There is a good deal in the claim that the truly great racehorse is the one that in a great race can come out of a bunch at the rear in a mudy track and beat his field to a standstill. But he has to do it on such days and under such conditions that he fails of proper recognition. On such days the fair sex have to eschew their fashionable adornment and on such days the chances are that the sterner sex and rain coats prevail.

Friends of the stables who are to compete for the blue ribbon to-morrow will therefore be very anxious to know what sort of a track Saturday afternoon is likely to afford, and above all, they would all like to know what kind of a "mud" horse their favorite stable happens to have in the race.

But it doesn't follow that the best horse in mud is not also the best horse on a perfect track. So that, also, it doesn't follow that the horse that might have won on a dry track cannot win on a wet one. Are you any wiser?

TORONTO FALLING BEHIND AT OTTAWA.

Our editorial yesterday asking for an improved passenger and mail service between Toronto and Ottawa was endorsed by a resident of Peterboro, who called at The World office yesterday. He said the people in all the towns between Toronto and Ottawa were anxious to have an early and better day service between Toronto and those points. He sees no reason why the train for the east should not leave Toronto at 7 o'clock sharp in the morning instead of at nine. Perhaps it has to wait for connections.

The World's attention has also been directed to what is an undoubted fact, but which has hitherto escaped public attention, namely, that by reason of the comparatively poor service between Toronto and Ottawa this province has lost a great deal of its influence in the public affairs of the Dominion. The influence of the Province of Quebec, which centres in the City of Montreal, seems to be the controlling force at the capital. Montreal is a little over two hours distant from Ottawa, and anybody having any interest at the capital, or anybody at the capital wishing to get in touch with business or financial men, jumps from one city to the other at morning, forenoon, afternoon or night, loses very little time and is back again within six or eight hours. With improved railway facilities Toronto could be put in touch with Ottawa by a journey of four or five hours. If that were the case there would be the same interchange of business and influence that now occurs between Montreal and Ottawa. The Ontario members of parliament owe it to this province to see that some improvement takes place immediately. A great many of the maritime members and the northwest members would keep more in touch with Toronto if they had this improved railway service. Some years ago parliament voted a subsidy in this direction, but for some reason or other the parties receiving it either sold out or transferred it or allowed it to lapse. Perhaps Mr. Osler, Mr. Brock, Mr. Kemp, Mr. Clarke, Mr. Maclean and Mr. Campbell will see their way to doing something for Toronto in this respect and thus help to restore our proper influence at the seat of the nation. All these gentlemen need to be wakened up. As an Ontario man the postmaster-general should also awaken to the situation.

BROADENING THE OUTLOOK.

The readers of a newspaper are not interested in boastful talk about that newspaper's enterprise; but they may be interested in the reasons why certain enterprises are undertaken, and certain enquiries carried on. As an advocate of municipal ownership and control, The World is interested in all that is going on in these fields, and it has therefore been sending its representatives, to such places as Perth, Kingston and Ottawa, where questions of this kind have been raised. In order to take strong ground, the various municipalities must stand together, and each must be willing to learn by the experience of others.

Canadians have also something to learn from the experience of their neighbors in the United States in dealing with railways and other corporations. In some matters they show us pitfalls to be avoided; in others they have gone ahead of us, for instance, in some states, in two-cent railway fares and cheap rural telephones. Mr. Porter of The World made a journey thru several of the American states and gave our readers the result of his investigations in some interesting letters. The vast area of the country in which we live, and of the empire of which it forms a part, makes special duties and opportunities for Canadian newspapers. The Canadian west is now in a most interesting stage of development, and The World has received many letters bearing testimony to the excellent work of its correspondent in describing the busy scenes that accompany the flow of immigration and the rapid settlement of vast areas of fertile land. While one of our correspondents is thus telling us about new settlements in outlying parts of Canada, another has gone to the centre of the empire, to study its oldest civilization, and to see how great social problems are dealt with in thickly settled communities. While there has been much said in recent years about strengthening the bonds of empire, there has perhaps been too little attention paid to the common interests of the masses of the people in the old country and the new. Mr. Macdonald will pay special attention to such questions as the housing of the poor, and the working of municipal ownership in the cities of the United Kingdom. Such inquiries help to broaden our outlook, and to increase the mass of material on which our conclusions must be formed.

NEWFOUNDLAND AND CONFEDERATION.

By inviting the Hon. A. B. Morine to address a special meeting of the Canadian Club on the important topic of "Newfoundland, and its Attitude Towards Confederation," the executive not only received the hearty support of the members, but rendered valuable service to the citizens of the Dominion. Altho a good deal has been said intermittently on the subject, there has been no recent authoritative statement coming from Newfoundland itself. It is not necessary to disparage the reports of any who have sought to ascertain the prevalent sentiment of that colony, but these cannot have the weight which attaches to such a pronouncement as was made by Mr. Morine, who not only supports union, but from his position and public experience is peculiarly fitted to gauge the situation and present temper of the islanders. Altho much that he said was not altogether favorable to any immediate realization of the national hope, it is reassuring to know that great and many as are the difficulties, Mr. Morine believes that they can be surmounted, and that at no very distant date.

His main thesis was a bold and novel one, and was evidently prompted by a clear conception of the special circumstances in which Newfoundland and its political parties find themselves. Confederation is not a party question there any more than it is thruout the Dominion. But there is a material difference. Practically every Canadian whose opinion is worth considering would welcome the inclusion of Newfoundland within the Dominion. In Newfoundland, however, strong opposition exists, and the line of cleavage strikes thru both political parties. Confederation cannot, as a matter of party policy, become a live issue, since its adoption by either party, unaccompanied by a developed public sentiment, would simply mean political suicide. Neither party, therefore, will accept the responsibility of committing itself to the support of confederation, even altho ultimate success would redound to the credit of those who undertake the task. For before success can come there must be some arduous spade work in the shape of a campaign of education.

This naturally leads up to Mr. Morine's point. An opponent of confederation has no hesitation in expressing his views and answering the query whether he is in favor of it by an emphatic "No." But the supporter of union cannot reply with an equally absolute "Yes." His answer must be qualified "Yes, on terms," and he will not take his coat off on behalf of the cause until he knows the terms and is convinced they are satisfactory. Mr. Morine, then, asks Canada not to content herself with baldly enquiring of the Newfoundland government whether they are willing to negotiate. Such a request invites a negative, and will receive it. The Dominion authorities must take counsel with the leading supporters of union in Newfoundland, frame, if possible, acceptable terms, and in default of government encouragement, appeal to the people of Newfoundland to declare themselves and elect a government which will negotiate on that basis. No doubt this proposal is unusual, but the position is exceptional also. Confederation cannot be carried without the support of the people, and to convert them many erroneous ideas must be corrected and many false and misleading statements exposed and refuted. Mr. Morine declares that from their intellectual alertness the islanders can be convinced that confederation would be beneficial to them in every way. But he asks the Dominion to show it is in earnest in desiring the union of the peoples. The matter is not one which can be laid aside indefinitely. The Newfoundland folk are loyal to the British flag, but if their material interests become identified with any other country than Canada they may insensibly be detached from their allegiance, and a barrier built up, which will be insurmountable. The rounding up of the Dominion and the control of the Atlantic seaboard are vital to the prosperity of Canada, and it behooves her statesmen to bend all their energies to compass results fraught with such incalculable consequences.

HARRIGAN EATS AND SLEEPS WITH NEW PLAY BESIDE HIM

Fine Old Character Actor Will Have Something New for a Next Season's Success.

A World interviewer stood in the wings at the Grand Opera House as Edward Harrigan was concluding the back in—well, anyway, "Old Lavender." With the fall of the curtain, Mr. Harrigan came off the stage and was promptly intercepted.

"Mr. Harrigan?"

Mr. Harrigan admitted his identity, and when told what was wanted he courteously convoyed the reporter to a comfortable corner beside the switchboard and begged that he would wait until the last act was run off.

A short period of waiting ensued whilst "Old Lavender" became reconciled to his brother, and all ended happy. Then came the final tableau and slow curtain, after which Mr. Harrigan hurried to his dressing room with the newspaper man in his wake.

Once there, the veteran comedian busied himself with the transition from "Old Lavender," vagrant, to Edward Harrigan, citizen.

"Have you seen the play?" was the question, as he emerged from "Old Lavender's" coat.

The reporter had not.

Old Lavender's Everywhere.

"That's too bad. It's an old play revived. I played it away back in—back in—well, anyway, "Old Lavender," you know, is a character you will see every day. You will find him wherever there is a bottle of rum. Perhaps not quite so pedantic as the old man in the play, for on the stage there is a tendency to exaggerate things." He ceased his changing long enough to swell himself out for the purpose of illustrating the idea of exaggeration. "Exaggerates things, don't ye know?"

"I was here last year," he said, "in the 'Bird in the Cage,' but the show was not a success for some reason or other. Clyde Fitch was the author, and you know Fitch works too fast. It took in some parts and failed in others," he concluded sadly, as, soap in hand, he commenced to wash.

At this juncture the door opened and Martin W. Hanley, the manager of the company, entered the room.

"We were going to St. Louis this summer," said Mr. Harrigan, looking thru the soapsuds to get a peep at the newcomer. "The arrangements were not completed, and they are to have a variety show instead."

Mr. Hanley moved around to get an idea of the drift of the conversation.

"Yes, it was the Irish Theatre at the exposition," he said, catching on, "and we were to put on 'Lorgaire'—."

A Song He Likes to Sing.

"Great play, 'Lorgaire,'" spluttered Mr. Harrigan. "A real Irish play; no redcoats or priests. 'Lorgaire' is Irish for detective, don't ye know? There's a great song in it; do you remember how it goes, Martin? Dump, da, dump, da, dump. Oh yes."

He executed a pas seul in his underwear.

"To fight for my queen and glory,
I long to stab and to thrust,
To shoot and to kill and to slay;
For in my mind I'm a brave, gallant soldier;
I'm a stabber and cutter, a cutter and stabber,
And a terror to all, I say.

Oh, won't you take the shilling?
Ta dump, ta dump, ta dump——,'

"I forget the rest, but it's a hit, don't ye know?"

It was a hit, and Mr. Harrigan sang it again, with special emphasis on the "stabber and cutter" passage.

"We produced 'Lorgaire' in New York some years ago. How long ago was it, Martin?"

"About four years," volunteered Mr. Hanley.

"Yes; about four years ago, and it was a hit, don't ye know? I went and found the exact spot in Ireland before ever I put it on."

Writing a New Play.

"Tell him about your new play, Ned," suggested Mr. Hanley.

"Oh, yes, I've a new play on entirely new lines, but I have not settled on a name for it yet. One has to go slowly about a name, don't ye know? You have to let the name come of itself. The play is about a cross-roads actor. New idea altogether in portraying an actor. You know the old style of actor as you see him on the stage?"

Mr. Harrigan swelled out his chest, and, placing his hand on his heart, strode majestically across the room.

"Not that kind at all. The actor in the new play is the kind I used to know in my early days; the man who used to play everywhere and anywhere, and what he needed he borrowed from the residents of the town he was playing. He was really the manager, but he used to understudy every part in the piece. Hs was usually an Irishman who had learned the drama by working around the theatres. Everything he attempted to play he played with a brogue. He'd play Legree: 'Ye miserable old cuss; d'ye know I paid ten thousand dollars for you, body an' soul?'" His voice dropped to a basso-profundo, and he gazed scornfully at Mr. Hanley, as he quoted solemnly from the "Tommers'" bible.

What Broadway Would Say.

"But he does it with a fine, tender brogue," continued Mr. Harrigan, turning swiftly from his contemptuous survey of his manager, "a tender brogue that will admit of pathos, a smile and a tear, don't ye know? I don't want the broad, mushy brogue, like one hears on the variety stage. Forgive—that—away," he said, with a sweeping gesture that told of infinite loathing and disgust. "My hero is to be a new sort of man. If he weren't, Broadway wouldn't hear of it. They'd say, 'That isn't Harrigan; that isn't Harrigan.'"

By this time Mr. Harrigan had reached the last stage of his dressing, and was arranging his necktie. In the meantime Mr. Hanley had been rummaging in a trunk in the corner. Presently he emerged with a parcel wrapped in oilcloth.

"There's Harrigan's child," he said, chuckling, as he slapped it down on the dressing table. "He sleeps and eats with that beside him. It's the manuscript of his new play."

"Well, I don't like to take any chances on a hotel or theatre burning down," Harrigan said, apologetically. "I never know what's liable to happen."

"There's somebody calling for us to get out, Ned," said Mr. Hanley.

"I guess that's right, Mart. They want to close the theatre."

One by one, the actor, the manager and the news-grafter filed out at the stage door. Then, bidding the last-named good-bye, the fine old comedian and his pilot strolled, arm in arm, into the night.

R. M. M.

VETERANS' DECORATION.

A meeting of the grand executive council of the Veterans' Associations was held last night at the Queen's Own sergeants' mess rooms, Colonel G. Sterling Ryerson, M.D., in the chair.

The arrangements for the annual joint decoration day were discussed. The parade will form up at the armories at 2.45 p.m. on Saturday, June 4, and will proceed to the Queen's Park, when the monuments will be decorated and a number of prominent speakers will address the meeting. Contributions of flowers will be thankfully received by the committee at the armories on the day of the decoration.

UNCERTAINTY AS TO TERMS BLOCK TO CONFEDERATION

Hon. A. B. Morine Points Out Canada's Vital Interests in Securing Newfoundland Fisheries.

Yesterday afternoon the members of the Canadian Club intermitted their holiday to hear an address from Hon. A. B. Morine, leader of his majesty's opposition in Newfoundland on the position and prospects of the confederation movement. After the usual lunch at McConkey's, which was largely attended, the president introduced Mr. Morine, who was heartily received. Mr. Morine said he did not presume to have any mandate to express the opinion of the colony or any party in the colony on the subject. There were no party lines in this question in Newfoundland. He had just paid a short visit to Ottawa and he had been assured there was absolutely no party, sectional or sectarian feeling thruout Canada regarding confederation with Newfoundland.

After referring to the occasions when the question came under consideration prior to 1895 Mr. Morine said it was impossible to say how Newfoundland opinion would go if new terms were offered. There were men in favor of confederation in both the island parties, and there were men against it in both. In his view the first political party which took up the question in earnest would reap the credit for its enterprise.

Is confederation likely? In his view that depended on the initiative of Canada. The anti-confederate can give a definite answer to the straight question. He is opposed to it on grounds of principle or prejudice or self interest. A confederate cannot give a definite answer—all he would say would be, "I cannot tell unless I see the terms."

Matter of Party Policy.

Sir John Macdonald in 1888 made overtures which were rejected. Recently the Laurier government had done so, but the bond government had replied they did not wish to enter into negotiations because as a matter of party policy it could not take up the question at a general election. The next Newfoundland government, and if the speaker were a member of it, would give precisely the same answer, because the interests of party peace must prevail. It was the uncertainty of the terms that lay at the bottom of the difficulty.

It was an eternal principle that union was strength, and it would be of benefit to the colony to have questions which affected them backed up by the power of the Dominion. Then there would be freer and cheaper imports. Newfoundland would get a better light house system, which would be of benefit to Canada as well. Steam communication with Britain and Europe would be improved. Fishing industries would benefit. The mining, manufacturing and railway policy would be improved. The colony would acquire freer and broader views.

Canada Would Control Fisheries.

What were the advantages to Canada? There was the increased market. The Dominion at large would benefit in securing the control of its own fisheries. Newfoundland, said Mr. Morine, holds the key to the fishing situation in the Dominion. Altho it was a matter chiefly affecting the maritime provinces all Canada was interested, as it involved the control of the United States market. If Newfoundland's overtures to the United States were accepted it would be of inestimable advantage to them, while a deadly blow would be struck at the Dominion. Should the fisheries be controlled by one power it could dictate a policy to the United States upon the fisheries question and they would either have to take down their tariff walls or cease to catch fish. "I believe," said Mr. Morine, "this policy could be carried out." The fisheries have not been utilized as they might have been and the produce could be increased many times.

Newfoundland commanded the St. Lawrence. What position would that trade be in if the colony was in foreign hands?

"I speak," said Mr. Morine, "as a Nova Scotian with upwards of twenty years' experience of Newfoundland. The stock is very much like your own, a large admixture of Irishmen—Scots not so numerous, but annexing all the best places—keeping the Sabbath and everything else they can get their hands on. Then the men of Cornwall and Devon whose descendants now as ever are the backbone of the colony."

How to Go About It.

How is it possible to achieve confederation, and what is the prevailing sentiment regarding it? There has been no testing of this question since 1869. Each man has his own opinion, and it is impossible to say what would be the result of a vote. The general opinion is the answer would be "No." Many lies were told the people which have never been contradicted, and the result of a campaign of education cannot be predicted, but the minds of the people are open to consider terms, and these must be put before them.

If the Dominion is in earnest it must offer terms. If a bare request is made to negotiate, it will be refused. It must say: We are willing to give you such and such terms, whether you are prepared to negotiate or not. If the Newfoundland government refuses to discuss them, why should not the Canadian government place its terms before the people themselves? There are difficulties in the way of success. If the Canadian government wishes to know what terms might be accepted it must consult the friends of confederation, no matter of what party. Many prominent men favored it. The Archbishop of St. John's, the most outstanding personality on the island, was a strong supporter. So was Sir W. V. Whiteway, the grand old man of Newfoundland, member of a party the speaker had always opposed, and Donald Morrison, leader of a section representing large interests. Let the Dominion government consult them as individuals and then offer terms and go to the people and ask them to elect a government who will negotiate.

Not for the Near Future.

Two or three preliminary steps are necessary. There must be a formal offer to negotiate. Then, does the government of Canada really wish confederation? They must make up their minds on the point. At present politicians were behind public sentiment on this question.

Will it be in the near future? He replied: No. There must be a campaign of education to form a party, and false cries must be met. The people had been told they were to be taxed out of the country, that their young men would be taken to the mainland and compelled to serve as soldiers; that their windows would be taxed and their holdings taken away from them. Here were some of the arguments against confederation. Just now there was no taxation; all their revenue was derived from customs duties. Confederation would take away this source of revenue. A subsidy would have to be large enough to provide for all local needs as this is done now. Then the Irish element cling to the land, and Irishmen did not like the word "union." Ireland was fighting against the union. It was necessary to explain to them that control of the land would remain with the local legislature, along with roads, education and all local affairs. If he was asked: Why do you not make these explanations? his answer was: "Because I do not know the terms." It had been proposed that their crown lands should be bought up by the Dominion. He would never consent to that, and he must know about it. Until terms were known the campaign of education could not be begun.

What were satisfactory terms? He could not enter into these as they involved much detail, but he thought it certain that adequate terms are reasonably within reach of the governments. If the right way is taken, altho the struggle may be hard and prolonged, the day will come, and is not far distant when Newfoundland will become part of the Dominion of Canada.

LATIN IN THE SCHOOLS.

Principal Embree Advocates Old English Pronunciation.

The following letter from Principal Embree of Jameson-avenue Collegiate Institute came before the senate of the university on Monday night:

Dear Sir,—As a teacher who has had long experience in school where the preparation of candidates for teachers' and junior matriculation examinations forms an important part of the school work, I wish to bring to the notice of the senate of the University of Toronto a phase of the Latin question which has not received due attention in the recent discussions on the retaining of Latin as an obligatory subject for teachers' examinations. I do this all the more readily, because I believe that the views I am expressing in this letter are in accord with those of many college professors and a large number of high school teachers thruout the province.

In all the arguments for the retention of Latin, whether presented by college councils or in magazine articles and public addresses, the advantage of a knowledge of Latin to the teacher of English is the one most strongly emphasized, and it was the forcible presentation of this argument that carried the vote at the recent meeting of the Educational Association in favor of retaining Latin on the teachers' course of study. Indeed, hardly any other argument could be used effectively, for the rudimentary knowledge that the student acquires in the short time spent upon the language is not sufficient to give him much, if any, appreciation of Latin literature.

Yet even this advantage is greatly lessened by the use of the Roman or German pronunciation of Latin, which has been recommended in successive issues of the calendar of the University of Toronto. From the point of view of the purely classical student one might be inclined to favor this pronunciation, but to the student and teacher of English, for whose benefit the study of Latin is recommended as an aid to the mastery of his own language, the foreign pronunciation destroys half its value. The interest of 95 per cent. or more of the high school students who study Latin are sacrificed to the interests of the small percentage who intend to follow a classical course in the colleges. These could acquire the foreign pronunciation in a few weeks after entering college.

For the sake of the very large majority whose interest in the study of Latin is limited to its practical value to the student of English, and with the view of strengthening the claims of Latin as an obligatory subject of study for teachers I trust that the senate will consider the advisability of revising its recommendation as to the pronunciation of Latin. I yield to no one in the desire to have Latin receive proper recognition in the course of study for public school teachers, but in my opinion the advantages to be gained by retaining Latin on that course are not worth contending for, if the foreign pronunciation is to prevail in our high schools.

SHOCKING.

Elmvale Lance: A number of shocking accidents, says The Alliston Herald, took place in A. M. Robinson's butcher shop on Saturday night. Some time ago Mr. Robinson put a metallic ceiling in his shop and there were no bad effects until Saturday night. The electric light wires pass thru the ceiling, but their insulation had become worn and thereby hangs a tale. The metallic ceiling began stealing electricity from the wire, the meat hooks dug in and helped themselves, and even the refrigerator took aboard a little of what was going on. For a time everything was charged—even the roast that the cash customer carried out. Mr. Robinson and his assistant, T. J. Gallaugher, got several shocks while taking meat from the hooks.

New Books at the Library.

Moses, Fatigue; Sen, Elements of Moral Philosophy; Greenough, Evolution of the Elementary Schools of Great Britain; Rogers, Drawing and Design; Miltoun, Ships and Shipping, Handbook of Nautical Information; Hearn, Kwaidan, Stories and Studies of Strange Things; Hecker, Golf for Women; Iulu, Browning for Beginners; Bancroft, Letters From England, 1846-1848; DeWindt, From Paris to New York by Land; Morrison, How I Worked My Way Around the World; Audre, A Naturalist in the Guianas; Burne-Jones, Dollars and Democracy; Manzius, History of Theatrical Art in Ancient and Modern Times; Paul, History of Modern England; Colonel J. Anstruther Thomson, Eighty years' Reminiscences; Vernon Nott, The Ballad of the Soul's Desire; Phillpotts, The American Prisoner; White, The Silent Places; Craddock, The Frontiersmen.

Wants Another 160 Acres.

"One of the old veterans of Ontario of 1866" writes to The World from Montreal, complaining that the Dominion government has done nothing to recognize the services of the men who rushed to the defence of their homes in 1866 and 1870. He thinks the provincial government has done well and that the federal authorities should not lag behind.

Will Not Invade.

New York, May 19.—Reports were received from London yesterday stating that the Canadian Pacific was contemplating an invasion of the Hill-Morgan territory in the Northwest. Northern Securities officials said they had no positive knowledge on the subject, but doubted the truth of the story.

Not Sporty.

Minneapolis Times: Now comes a Canadian with a prize of $100 to any man who will prove that the earth is round or that the moon is more than 500 miles away. He might have found a taker several centuries ago, but scientists are not very sporty nowadays.

Special Train Service, Account Races.

On Saturday, May 21st, the Grand Trunk will run a fast special train from Toronto to Hamilton and Brantford, leaving Toronto 8 p.m., arriving Hamilton 8.50, and Brantford 9.30 p.m. ed

To Command Bisley Team.

Ottawa, May 19.—(Telegram Special.)—Col. Anderson of the marine department has been selected to command the Bisley team, and Major McDougall of the 8th Princess Louise Hussars, N.B., has been appointed adjutant.

Try our mixed wood—special price for one week. Telephone Main 131 or 132. P. Burns and Co. ed

"Prizes" with common soaps are dearly paid for at the expense of clothes and hands.

SUNLIGHT SOAP REDUCES EXPENSE

Ask for the Octagon Bar. 845

THE T. EATON CO. LIMITED
190 YONGE ST., TORONTO

Your Suit or the Boy's—It's Here!

Remember Victoria Day is Very Near.

Time runs short now in which to buy that suit to wear on the 24th, whether it be for man or boy. When you buy in a hurry buy at EATON'S. There is no risk—no bother—everything just as you see it, exactly as represented. In clothing there are no better materials, none better made, certainly none more stylish, and they fit perfectly. And the prices—how little for such fine clothing!

MEN'S BLACK SUITS, made in single breasted and 3 button cutaway style, in black clay, Venetian and Vienna cloths, best Italian cloth linings and trimmings. These suits are mostly for large and small men. Sizes 34, 35, 36, 39, 40, 42 and 44. Regular $12.50 and $15.00. Saturday 8.95

MEN'S SINGLE AND DOUBLE BREASTED SUITS, made of imported black and blue clay worsteds. Good serviceable Italian cloth linings and trimmings. Sizes 34 to 43 ..... 10.50

Men's Single-breasted Scotch Tweed Suits; in fashionable spring patterns, in grey, brown and green mixtures and stripe effects; best quality linings and trimmings, sizes 34 to 44 ..... 13.50

Men's Rain Coats; in plain dark grey imported English cravenette cloth, made with vertical pockets and cuffs on sleeves; self collars; shoulders and sleeves lined; body unlined 12.50

Men's Pants; made of fine imported worsted goods; in neat stripe patterns; two side and one hip pockets; good trimmings; sizes 32 to 42; regular $3 and $3.50; Saturday 2.25

Men's Summer Washing Vests; in ducks, drills and piques; in plain white and white with checks, stripes and polka dots; sizes 32 to 46; at 75c, $1, $1.50, $2 and 3.50

Boys' Three-piece Suits; single-breasted and two-piece Norfolk suits, in medium or dark grey and brown checked all-wool tweeds; good Italian cloth linings; knee pants; sizes 28 to 33; regular $4; Saturday 2.85

Boys' Two-piece Norfolk Suits; in neat patterns of all-wool Scotch effect tweeds; coats have box pleats back and front, belt around waist, best Italian linings; sizes 23 to 28; regular $4 to $4.50; Saturday 2.95

Boys' Three-piece Suits; in medium and dark patterns of all-wool tweeds; single or double-breasted coats; knee pants; good making and trimmings throughout, sizes 27 to 33 ..... 3.50

Boys' and Youths' Norfolk Suits; in dark shades of all-wool tweeds; coats with box pleats and belt; knee pants (summer-weight goods), good Italian linings, sizes:

29, 30	31, 32	33
$4.50	$4.75	$5.00

Boys' Three-piece or Two-piece Norfolk Suits; in neat brown and grey mixture of all-wool Scotch tweed; best linings and trimmings throughout, sizes 28 to 33 ..... 6.00

Big Selling in Men's Shoes

We would not be living up to our endeavor to make Saturday Ready-to-Wear Day for men if we did not have something interesting for them in the Shoe Section. We have the "something"—it's unusually interesting: one of the best shoe bargains of the season. Shoes that have been selling at $2.50, $3.50 and $4.00 are to be sold to-morrow at $2.00. They are all stylish and dressy-looking shoes, made in all this season's latest models—the kind of footwear that distinctive dressers like to dress their feet in.

There are 728 pairs altogether of Men's High-grade Boots and Shoes. They are made in such popular leathers as velour, calf, dongola kid and patent coltskin. Sizes 6 to 11. There are also some of those stylish and dressy-looking Oxfords, in all the latest styles—manufacturers' samples they were. They were made with Goodyear welted soles, but only in size 7. These boots and shoes have been selling at $2.50, $3.00, $3.50 and $4.00. Your choice Saturday 2.00

Selling at 8 a.m. and 2 p.m. See Yonge Street Window.

Men's and Children's Headwear

These are some of our most popular lines for the present season. They're new and neat, smart and stylish. They're service hats reasonably priced.

"EATON'S SPECIAL" Stiff or Soft Hat is made from fur felt, leather sweatbands and silk trimmings, new Summer blocks, colors black and brown 1.00

ENGLISH FUR FELT DERBY AND FEDORAS; calf leather sweatbands; silk trimmings; popular styles for present wear; colors black, tobac and pearl grey 1.50

AMERICAN FUR FELT SOFT ALPINES AND DERBYS, natural tanned Russian leather sweatbands; silk band and binding; raw and bound edges; all new blocks; colors black, mocha and pearl grey 2.00

American Derbies, Soft and Alpine; in the newest shape for summer wear; these are made of special quality fur felt; pure silk trimmings; Russian leather sweatbands; colors black, hazel and pearl grey 2.50

American Fur Felt Hats; J. W. B. Stetson make; color black only 3.50

A better quality; colors black, nutria, bronze and pearl 3.00

Men's Caps; automobile, Norfolk, yachter and hookdown styles; in beaver cloth, leather and assorted tweed patterns; prices 35c, 50c, 75c, $1, $1.25, $1.50, $1.75 and 2.00

Children's Tam-o'Shanters; beaver cloth, serge, leather, doeskin, sheep and pique; colors black, navy, fawn, cardinal, scarlet and white; 35c, 50c, 75c, $1, $1.25, $1.50, $1.75 and 2.00

Boys' and Girls' Blue Beaver Cloth Tam-o'Shanters with plain or name on bands; soft or wired tops; twilled silk or Italian linings, bows or streamers on side, regular price 50c; balance to clear Saturday morning ..... .25

Children's Plain and Fancy Straw Sailors; ranging in prices 19c, 25c, 35c, 50c, 75c, $1, $1.25, $1.50, $1.75, $2, $2.50 and 3.00

Men's Undergarments

Perfectly Made. Summer Weight Goods

You'll find them comfortable, indeed. Prices suit you, surely.

Men's Fine Balbriggan Underwear, shirts and drawers, in pale and blue and natural colors, overlocked seams, natural trimmings, sizes 34 to 44, per garment ..... .25

Men's Fine Double Thread Balbriggan Underwear, shirts and drawers, sateen facings, pearl buttons, ribbed cuffs and ankles, in natural shade, sizes 34 to 46, per garment ..... .50

Men's Fine Natural Wool Underwear, Summer weight, shirts and drawers, beige facings, pearl buttons, ribbed cuffs and ankles, sizes 34 to 42, per garment ..... .75

Stylish Shirts and Neckwear at Economy Prices

74 dozen Men's Fine Colored Neglige Shirts; also some with laundried bosoms; the neglige style have laundried neckbands, some have detached link cuffs, others have cuffs attached; the stiff bosoms are open back and front, with detached link cuffs, in cambric, fancy American cloth, and Scotch zephyr qualities, up-to-date patterns, in stripes, spots and figures; sizes 14 to 17 1-2 inches. Regular 75c, $1 and $1.25, Saturday ..... .50

Men's Fine Silk and Satin Neckwear, in four-in-hand and flow