

The decision of the Municipal Council of Athens to appeal to Great Britain to return the celebrated Elgin Marbles to the Parthenon, from which they were taken in 1816 by the Earl of Elgin, starts a problem as to *metum et formam*, which will not likely be settled in a hurry. If the marbles ought to be returned to Greece there is no reason why many other art treasures, now in possession of Great Britain, should not return to their own places. It will be hard to make Britain see the necessity of this. If the Elgin Marbles had been left in Greece they would probably have been in shattered fragments now.

A King's County paper makes a rather mean remark about the exhibition of 1891 being held in Halifax. It says:—"We wonder if they will manage affairs any better than King's County did. Our last exhibition was a paying one and we hope that Halifax can handle hers better than she can a summer carnival." We were under the impression that our summer carnival was a great success. All the events arranged for, save one, went off in fine style with perfect weather to help things along. The one event that failed was the ball, and that was not a failure in one sense, for those who attended it enjoyed it. Where the failure comes in is on the financial side, there still being arrears owing. As for former exhibitions, we have not been unsuccessful with them, and we have ample confidence in the men who will have the management of the coming one, that they will make it all that it ought to be.

Despite the fact that there are abuses in plenty nearer home than Russia, a certain interest is attached to the affairs of even such a far country for all who are anxious to see the cause of freedom and humanity flourish. In aid of this cause the Society of Friends of Russian Freedom have united with them the Russian-American National League, and have organized the *Free Russia* Publishing Association for the purpose of publishing a monthly magazine in America. *Free Russia* is published in London, and at 321 Broadway, New York, the fourth number of which has just reached us. S. Stepinak, the author of many well-known and powerful works, contributes an article entitled "What can the Czar do?" in which he shows the root of Russian wrongs to be bureaucracy, and contends that the system must be abolished. The pressure necessary to achieve this must, he says, come from the country, from Russian Society, but some part of it may come from outside as well. The agitation is being aided by thousands of foreigners, whose interest in Russian affairs, together with the general public opinion of the civilized world, which is turning against the Russian Government in disgust and contempt, cannot now-a-days be overlooked by the most powerful monarchs. The article concluded with the statement that foreign agitation is a new weapon in the struggle for Russian freedom, which is no less effective for being so unimpeachable. We cannot but sympathize with the efforts being put forth to secure for Russia that political freedom and self-government which we ourselves enjoy. We fear, however, that little good could be effected by our sympathy, but all have not the same gifts, and there may be those who can devote time and money to this cause. For ourselves, things nearer home appear to have the first claim upon our space and attention. We need not go to Russia to find good work to do.

It is devoutly to be hoped that the discussion in Montreal over the Canadian cattle trade will result in some permanent good. Mr. Samuel Plimsoll, the distinguished humanitarian, and member of the British House of Commons, has come to Canada very much prejudiced against the carrying of live cattle across the ocean, and although his arguments may possibly do the trade injury, we have no reason to suspect him of other than praiseworthy motives. We are inclined to think, however, that the stirring up of these matters will bring forth good fruit. "Out of this nettle, danger, we pluck this flower, safety," and if the immense live cattle trade of the Dominion can be placed on a sure basis it will be well. Mr. Plimsoll appears to have taken exceptional cases to argue from, but the fact is that except in the year 1889 the percentage of loss has not exceeded one quarter of one per cent. on the Allan Line. Mr. Plimsoll's reasons are too lengthy to give here, but he seems to think that there is no use for the live cattle trade at all. He advocates having the cattle killed in Canada and the meat shipped to Great Britain in quarters. This, the Canadian cattlemen think, is directed against them in favor of the English dealers, who are anxious enough to have Canadian live cattle excluded. That there are many abuses in connection with the traffic we have no doubt, and both cattle-shippers and ship-owners will do well to unite to remedy them and adopt stringent laws for the prevention of all cruelty to the animals. If the Government appoints an inspector of cattle-ships for the Dominion, as it probably will do, it is to be hoped that a man who is suitable to the position will be chosen. Such a man, backed up by an Act of Parliament bearing upon the matter, which will most likely be drawn up and passed during the coming session, would soon put the traffic in a shape that would not arouse the indignation of men like Mr. Plimsoll. That the latter gentleman will take a great many new facts regarding the cattle trade away with him, goes without saying. He appears to have drawn most of his former information from the enemies of the trade in England and the dead meat shippers in the United States, who are naturally jealous of Canada's privileges in the English market. The recent quarantine regulations made by the United States against Canadian live stock of various kinds points to the conclusion that a spirit of vindictiveness possesses them. One of the results of the discussion will probably be that a line of cattle-ships, constructed specially for the purpose, will be put on, and then the cattle will not have to suffer anything more than slight discomfort from the sea voyage. This would be a matter for congratulation all round, for if there is money in the business as at present conducted, there will surely be more when shipping facilities are improved; and every one who has a particle of feeling for "dumb driven cattle" will rejoice that they are treated well.

The Charlottetown *Patriot* is indignant, with apparently good reason, over the mail service between the Island and the Mainland. It says "if the authorities do not wish to incur the responsibility of a rebellion against the Ministers of Marine and Postal Service, they had better see to it—that the service is improved—and that quickly. Contemptible as it seems to write it, those departments are too mean and care so little for the inhabitants of this Island that they will not pay even for the telegrams regarding the Stanley's movements, and the telegraph operators here sent a despatch at their own expense for the information of the public. Again it is reported that recently there was trouble among the Stanley's engineers with the result that the second engineer was discharged. The second trip afterwards the accident occurred to the steam pipe. Surely things are at sixes and sevens as far as the management of this steamer is concerned, and the public call upon the Minister of Marine—Mr. C. H. Tupper—to attend to his duties and give this Province justice. A word to the wise ought to be sufficient." As we remarked a few weeks ago the government is bound to redeem its pledges and provide a subway, or some other means of steady communication with Prince Edward Island.

Few persons are aware that the new Town Hall in Philadelphia is one of the finest structures in America. It is situated on the intersection of Broad and Market Streets—literally on the intersection, as the roads pass underneath through vast arches. It is built round a square, the facades are a mass of exquisite carving and statuary, and the great tower is four hundred feet high—all being constructed of white marble. The Hall has been twenty years in building, and the interior is not completed yet. It is smaller than the capitol, but far surpasses it in beauty and elegance. Philadelphia lies between the Schuylkill and Delaware Rivers. It is shaped, roughly speaking, like a man's head, neck and shoulders. The City Hall is situated in the neck, which is about two miles across, and comprises the principal business portion of the town. The streets, for the most part, are narrow, with the exception of Market and Broad Streets. They run at right angles. Some of the tram lines have their cars drawn from underneath by a wire rope, and it is no uncommon sight to see three or four fastened together in a train. Something of the old Quaker element clings to the city still, and one may often perceive women attired in the poke bonnet and grey shawl, the garb which their ancestors wore before them, and which looks strange enough among the nineteenth century costumes of the majority of Philadelphia's citizens.

There comes to us most opportunely at this epoch in Irish affairs a pamphlet upon "Prussian Education, a history and a lesson," by J. F. Whittington Howley, M. A., auditor of the Literary and Historical Society of University College, Dublin. The matter is dealt with in an impressive manner and the lesson drawn is that all Irishmen can and should unite in the sacred cause of education, which would without doubt prove the highest factor in bettering the condition of the Irish people. The writer of this address goes into the history of the present system of education in Prussia at some length. It is of sufficient interest to induce us to give a few of the leading features. After the battles of Jena and Austerlitz, when the strength of the Prussian army of 160,000 men was broken, and Napoleon's triumphant entry to Berlin, in 1806, the state of Prussia seemed deplorable. We know what a revenge she took on France for this humiliation, and to what a place among nations she has brought herself. The marvellous results achieved, Mr. Howley ascribed to the spirit of order and progress which permeates the nation. After the peace of Tilsit the Prussian Ministry, under the leadership of the illustrious Stein, began the work of reconstruction, and laid the foundations of the present German military system. While this important movement was progressing, the celebrated Fichte was stirring the German nation to a sense of the necessity for unity, and to accomplish this, he proposed a great national system of education. Fichte pointed out the necessity of education being compulsory, regarding it in the same light as military service, both alike being necessary to the public welfare. The effect of Fichte's address began to bear fruit when the Department of Public Worship and Education was placed in the able hands of William Von Humboldt in 1809. The cause of education was at once attended to, and the whole school system was reorganized, under government control. Humboldt, although his work was done in the brief space of two years, completely revolutionized Prussia, and his reforms are still the guiding principles of its educational institutions. To show that the system has produced good results, we need only look at the statistics which give the number of men who are unable to read or write, as only seven in a thousand of recruits drawn from all sources for the German army. Contrasted with this we have forty per thousand of illiterates in the United Kingdom. Prussia owes much to Humboldt for his school system, but we find after all that the object is more a preparation for the universities than anything else, which is just what the present emperor of Germany has been pitching into. Naturally scientists, philosophers, and professional men of various callings, need and must have this kind of education, but that should not be all. We admit with Mr. Howley that to German scholarship and German science the world bows in reverence, but while admitting this and the fact that the present ordered energy and disciplined patriotism is the fruit of Humboldt's labors and Fichte's burning words, we see that educational methods are now tending to manual training, and that the Emperor's strictures upon the stuffing of German youth with Greek and Latin are but the first steps of the new reform. The lesson for Ireland is, however, clear. If by a system of education, founded upon modern principles, the Irish people become thoroughly educated in handicraft or letters, there must follow a great benefit to the country. The beacon light of learning may guide Ireland at last to a haven of rest and peace.