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WEDNESDAY MORNING, FEB. 13, 1884.

Hear the Other Side.

And alterum pariter. The scientific side of the educational controversy has been so strong-voiced and masterful of late that we have special need to listen to what the literary side has to say for itself. The champions of science are the radicals in this controversy, they are flushed with many and important successes in recent years, and some of them would almost present it as an impudence that anybody or anything should stand in the way of their making a clean sweep. Mr. Matthew Arnold, who may be called England's literary man par excellence, has constituted himself the conservative champion in the arena, and his views have been for some time before the reading public. We do not require to accept them on all points in order to arrive at the present practical conclusion—that if they fall short of embracing the whole truth they do at least form an important part of it—the complement of the arguments on the scientific side. It is necessary that we should hear both sides.

Mr. Arnold rightly enough cautions us against taking the word "literature" in too narrow a sense. It must be held to include, not merely the ancient and modern classics, or *belles lettres*, but also the humanities—the history of human character and conduct all the world over and in all ages. He is right enough, too, in believing that the joys and the sorrows, the victories and the defeats of men and women like ourselves will ever continue to be of more real interest to the mass of mankind than any truths of material science, however important. As the historian Alison somewhere says, religion and politics—the condition of man's life—have almost always been the most absorbing subjects of concern to all the sons of Adam, taking politics to include a nation's domestic life as well as its government. "Philosophy," says a German writer, quoted by Carlyle, "can bake no bread; but she can give us God, Freedom, Immortality." This is what literature in the broadest sense does for us when it includes history, poetry, oratory, religion, politics, human conduct and the sense or instinct of beauty in both art and nature. Before we can dismiss all these and put in their place an exact knowledge of ascertained facts in mechanics, chemistry and other natural sciences, human nature will have to be changed. It is not in average human nature, and never will be, to take as much interest in the fact that the wax of a burning taper resolves itself into carbonic acid and water, or that Bessemer steel is made by adding hematite and spiegeleisen to common iron ores—as in the stories of Greek and Roman heroes, the poetry of Wordsworth, Burns, Byron and Tennyson, or even in the fictitious tales of Oliver Twist and Edwin Drood. He who knows literature but not science is much nearer being a complete man than he who knows science but not literature. Socrates and the writer of the book of Job knew nothing of chemistry and electricity; but who would think of putting upon a level with them, as men of mind and soul, and two clever youths of our own time who could stand a searching examination in these sciences? But if the mind and soul do not make the man, what does? As Dr. Johnson says, he a Darwin is to be envied (even were that man or a Huxley, let us add) whose patriotism would not gain now upon the plains of Marathon, or whose piety would not grow warmer amid the ruins of Iona.

In this very practical age there need be no fear that science will not get its due heed of attention. The danger is, rather, that we drift towards a hard materialism, which cares little about the morals of human conduct or beauty in either nature or art. So much the more necessary is it, therefore, that we should consider well what Mr. Arnold and those who think with him have to say on the other side. Even though Mr. Arnold's doctrine be not all gospel, we shall be the better for having heard, or read, and inwardly digested his views on the relative places of literature and science in education.

The Hudson's Bay Steamers.

Supposing that the Hudson's Bay railway is completed and a line of steamships running between Liverpool and a port on the bay, our months is the time of navigation, will the owners of the steamships do with them during the other eight months of the year? If they are specially constructed for northern navigation will they be suitable for competition with other steamers? Enquirer.

The Real Nature of the Crisis.

To the Editor of the World.
Sir: Kindly allow me again a few words on this all-important matter in reply to your editorial remarks of yesterday. You seem disposed to admit that the scheme for building the Canadian Pacific railway is not one that can be defended on business principles, and therefore I need not dwell upon that aspect of the case. But if this be so, surely the inference is obvious—that instead of bolstering up a non-business project, we had better let the bubble burst now than endeavor to distend it to a greater size. If it must collapse some time it will do less harm now than hereafter. If we have any chance of escaping it is not by adding to the weight of the millstone that is now attached to the neck of the country.

New Floods are Caused.

A Baptist minister living in Brooklyn used, a half century ago, to immerse his converts in the Monongahela river, where the R. & O. R. depot in Pittsburgh now stands. He says that river channels have been so narrowed by filling in that it has been made ground that the citizens have largely brought disastrous floods upon themselves.

Is That So?

From the Buffalo News.
With reciprocal relations with Canada the United States would soon force England out of the Canadian market regardless of the prejudice of our neighbors.

Way freight that they ought to find the trade very profitable, and be able to make money on a short season, say of only four months.

In Europe grain is getting cheaper, while money is getting dearer, so it is said. America will have less money to receive for the same quantity of grain, while European investments in American securities will be checked by the higher interest for money. It is therefore believed in New York that shipments of gold to Europe must shortly begin.

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In many municipalities, perhaps in this there is power given to the council to prohibit wheeled vehicles when the sleighing is good. Here there may be seen every day two-wheeled carts cutting ruts in the snow, and they bear on them the inscription "health department." What is that? *Bos neri*, the mayor, about, that he permits such an anomaly?

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Mr. Blake was wrong in his statement that the Credit Valley bonds had been purchased by the Canadian Pacific railway people at 30 or 35 cents. We have reason to know that they cost 70 cents in the dollar, paid in cash.

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By order of the Board.
CHARLES DRINKWATER,
41 SECRETARY.

Montreal, December 1884.

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