

tions throughout the Province. They have, in many instances, been submitted to thorough inspection at the hands of expert and disinterested committees; in every instance the report has been favourable, often highly eulogistic, and in a large number of cases the reports have been adopted by the Associations which thereby recommend the Readers for authorization. In this way requests for permission to use them have been made by the teachers of Frontenac, Halton, Haldimand, North Wellington, Dufferin, South Oxford, Prince Edward, and Northumberland. In the light of such endorsement the misrepresentations of interested parties appear in their true proportions.

MR. P. A. SWITZER.

To the deep regret of a wide circle of friends Mr. Switzer, who has for some years past held the position of inspector of public schools for the District of Algoma, has succumbed to a disease which long threatened his life and compelled him to discharge his onerous duties under the greatest difficulties. Mr. Switzer successfully filled for some time the position of head master of the Elora high school, and, physical strength apart, was admirably qualified for the post of "guide, philosopher, and friend" of the teachers and trustees of the new district in which his official lot was cast. In spite of growing weakness he never lost his energy and prepared to face the last conflict in harness. He made the town of Collingwood his headquarters and from it he was compelled to make his inspectorial journeys to the Parry Sound, Algoma, and Manitoulin districts partly by stream and partly over highways of extreme roughness. The field of his operations was a large one, and it is time the Ontario Government were thinking about subdividing it. Those who know how hard Mr. Switzer toiled in his vocation will regret that he was not relieved of some of the work long ago, but it would be doubly a mistake to place his successor in the same difficult position.

Mr. J. B. Ferguson, late principal of the Winnipeg Schools has since his retirement from that position gone into the book and stationery business in company with Mr. Parsons. Mr. Ferguson was a successful teacher, and that his services in that capacity were appreciated is manifest from the address, accompanied by a handsome gold watch, which was presented to him on the occasion of his giving up his recent charge. Like many others Mr. Ferguson is reported to have been fortunate in real estate speculations, and his many friends in Manitoba and elsewhere will be glad to hear of his being equally successful in his new venture. J. H. Stewart, M.A., formerly of Perth, Ontario, who has held for some years the inspectorship of the schools in Winnipeg and the adjacent district, has given up the supervision of the schools and gone into real estate business. Mr. Stewart's services in the cause of education in Winnipeg have been very valuable. He also carries with him into his new sphere the best wishes of those in connection with whom he has been labouring, and was presented with a handsome testimonial on his retirement.

—Nothing travels faster or grows faster than falsehood. Richard Grant White's monstrous misrepresentation of modern education circulated with amazing rapidity and really acquired portentous dimensions while the friends of the assailed system were preparing to defend it. The truth can never be vindicated too promptly. At the meeting of the National Educational Association of the United States held two summers since the question of high schools was discussed with some warmth. A prominent member of the Association asserted that *at that time* a majority of the inmates of one of the State Penitentiaries of Pennsylvania were graduates of high schools. The discussion had scarcely ended when the Association appointed a Committee of its representative men to ascertain if facts afforded any justification of the singular, and, if true alarming, statement made. The gentleman who preferred the charge was placed at the head of the committee of investigation. We need not be greatly surprised to learn that he declined to act and that he did not present himself at the next annual meeting of the Association. During the year, however, the committee under the direction of Hon. J. P. Wickersham, State Superintendent of Education, and now United States Minister to Denmark, made exhaustive inquiries into the matter of the charge preferred. It was found that in the penitentiary referred to out of upwards of four hundred and eighty inmates, not more than *eight or nine* had attended high schools for terms however short, while only five, or at most six, were high school graduates. Mr. Wickersham's report, enlarged by the addition of other relevant matter has been published by the National Bureau of Education under the appropriate title of "Education and Crime."

Geographical Notes.

THE GRAND TRUNK AND NORTHERN PACIFIC RAILWAYS.

We gave last month a description of the present condition of the Canada Pacific Railway. The company chartered by the Dominion Parliament to build that line secured the insertion in their contract of a clause intended to prevent any other company from obtaining the right to build a railway across the 49th parallel for 20 years. This has not prevented steps from being taken to create another through route for the produce of the Canadian Northwest to the Atlantic. At this writing the privilege of crossing the United States frontier has not been granted to any other railway besides the Canada Pacific, but efforts have already been made to secure that privilege and they will no doubt be repeated. The transcontinental system contemplated as a rival to the C. P. R. is made up chiefly of the Northern Pacific Railway of the United States and the Grand Trunk Railway of Canada, the intention being to connect them by means of the Midland Railway of Canada and by the construction of intermediate links by way of Sault Ste. Marie, and French River. The capitalists who control the Northern Pacific control also the Manitoba South Western Railway, and it is apparently the intention of the promoters, as soon as permission to do so can be obtained, to connect the latter across the frontier with a branch running northward from the main line of the Northern Pacific. The various portions of this contemplated traffic route from Montreal to Winnipeg are, therefore as follows:—

- (a) The Grand Trunk from Montreal to Belleville, Port Hope, Whitby, or Toronto.
- (b) The Midland from Belleville &c. to Gravenhurst.