

Toronto—The Second City of Canada



R. A. SHADWELL is contributing to the London Times a series of very interesting articles on "Industrial Canada." The fifth, which deals with Toronto, reads as follows:

Toronto is the second city in Canada and the chief British centre, as Quebec is half-and-half. It is the capital of the great province of Ontario, the wealthiest and most populous division of the Dominion. It holds towards Canada the same position in many respects that Chicago does to the United States, just as Montreal corresponds to New York and Ottawa to Washington. But Toronto is much more nearly equal in size to Montreal than Chicago is to New York and in character it bears more resemblance to Philadelphia than to Chicago. It appears to me to be expanding even faster than Montreal. Its growth in the last ten years is astonishing. It has extended in all directions for miles beyond the then outskirts, which have now become almost central. In a large measure this growth is purely industrial. Factories extend now far out both east and west at both ends of the town and beyond its boundary, but especially on the western side. The population of West Toronto has increased in twenty years from 38,000 to nearly 82,000. I indicated the general arrangement when writing about Montreal, and observed that the two places have a broad similarity in this respect. Toronto has its water front on Lake Ontario, with a belt of railways running along it between the shore and the town and a range of factories stretching out along the railways in both directions. The town, business and residential, lies behind, receding from the water and rising to higher ground by a gradual slope as it recedes, though there is no Mount Royal in the background.

The rise of a great city—for Toronto deserves that name—in this particular spot is at first sight somewhat puzzling. Its selection by the native Indians for a "meeting place" (which is the interpretation of "Toronto"), then by the French for a trading post, and subsequently, in 1793, by the United Empire Loyalists for their headquarters, was probably determined by the harbor, which is completely sheltered and shut off from the great lake by a long sandy island, with only two narrow openings. The harbor plays some part still in the commercial life of the place, but it is comparatively insignificant. Toronto cannot be called a port in any real sense of the word; it has some pleasure steamers plying on the lake, and the harbor is admirably fitted and much used for boating, in which Canadians are very expert; but there are no docks, and the quays or wharfs are inconsiderable. The simple explanation of its rise seems to be that it had the start and kept it. Lying on the high road to the fertile peninsula between the lakes, which is the warmest and perhaps the most productive corner in Canada, it formed a naturally convenient centre for the rich agricultural district in its neighborhood. In 1884, when the name of York, adopted on its foundation by the United Empire Loyalists, was changed to Toronto, the population already numbered 10,000. With the advent of railways its importance increased, and, when the peninsula added manufactures to agriculture, the principal town in the district became the headquarters of industry as well as of trade. That dual character it has retained. Toronto is the headquarters of the Canadian Manufacturers' Association, and not only the centre of an extensive manufacturing district, but itself a great manufacturing town; that fact differentiates it from Boston, to which it is sometimes likened on account of a refined social and intellectual element. The latter is associated largely, but not wholly, with the University. The long residence of Mr. Goldwin Smith, who is of the purest and finest aristocratic type in intellect and character, has also been a perceptible influence, and there are others of a social nature. The compatibility of intellectual and business interests in the same place, which is such a marked feature of the great provincial town of today, is well illustrated by the Canadian cities and not least by Toronto.

The Town

Toronto, in spite of its factories, is one of the handsomest towns in the whole North American continent. It is very well laid out; the principal streets are broad and both better paved and better kept than is usual in that part of the world. The method of cleaning them is particularly good, and there are many marks of an active and intelligent municipal council. The tramway service is the very best I have ever seen anywhere—fast, frequent, ubiquitous, and convenient; but that is not provided by the municipality, though I believe vigorous attempts have been made to take it over. There is a good deal of open space, abundance of trees, and a great profusion of fine public buildings and large institutions. The University and Parliament buildings, grouped near each other in spacious grounds, are both attractive and dignified. Toronto is altogether attractive—to my eye, the most attractive town on the continent, apart from natural scenery, of which it has very little. Some of the residential streets, with lawns and trees about the houses, are charming; none are gloomy or repellent, and but little squalor is visible even in the meaner quarters. There is an equal absence of ostentation or pretentiousness about the homes of the rich; they are good and ample in a quiet way. Toronto is not yet spoiled by wealth; but its shops, which

are the best in Canada, are beginning to vie with American splendor; offices are becoming grander, and a sky-scraper has made its appearance, though limited to a modest, five storeys. Perhaps there will soon be a higher one—for things are moving very quickly in Canada, and that is the direction in which they are going. The sky-scraper in Toronto stands for a sign—a sign of American example and influence. And here, perhaps, is a good place to say a word on that subject, because it is more visible in Toronto and the neighborhood than anywhere else, and is intimately connected with the industrial development of the district.

The American Influence

It is inevitable that Canada should in material things follow the example of the United States. The external conditions are identical on both sides of the boundary, which is an arbitrary line drawn across the country, and external conditions govern material arrangements altogether and human customs to a great extent. The soil produces the same things, the seasons are alike; so people eat the same kind of food, live in the same kind of houses, follow the same occupation, and have the same habits. They also use the same language and, being such close neighbors, carry on a constant and active intercourse in business, in social life and organization. Games and sports, institutions of philanthropy and culture, trade unions and other bodies are largely international. There are also many family connections by marriage and migration. It was inevitable that Canada, with all these bonds, should lean on the more fully developed powers, resources, and institutions of the United States, unconsciously imbibing their influence, look to them for inspiration, and mould her own to their model. The money unit is the same, and the dollar plays its great and silent part in drawing the peoples together. American newspapers and other periodicals have been a great influence; they circulate freely in Canada, and most of the world's news in the native journals still comes through them. Last year many Canadian papers were devoting far more space to the tedious and disgusting Thaw case than to the Imperial Conference. American advertisements are as thick on the ground and in the air in Canada as in the States, and they exercise far more power over the habits and ideas of the people than is commonly recognized. In industrial life the American influence has been very actively exercised; and its effects are conspicuous, especially in that industrial area of which Toronto is the headquarters. It owes much to American enterprise, and there can be no doubt that the ex-

tensive development of manufactures in this particular district is largely, if not principally, due to its close proximity to the great manufacturing States of New York, Pennsylvania, and Ohio, which lie just across the lakes. This part of Canada is certainly more American than any other, and the skyscraper in Toronto is a sign of it. I do not mean American in sentiment, but in ideas, habits, and ways. In sentiment it is just the contrary, and precisely because it is so like in other things. In Canada the national sentiment has grown strong with the consciousness of national power and a great future, and that feeling is strongest where power is most fully developed. It is very strong down in that industrial corner of Ontario where they are so close to the United States and so like them. They feel, and rejoice in the feeling, that they are no longer the followers of the other great nation over the way, but the equals and rivals. And with that feeling a reaction has set in against the American influence—a desire to shake it off and be themselves. There is a distrust of American civilization as the perfect model to follow, and a growing uneasiness among thoughtful men at the points of resemblance presented by Canada. In the industrial sphere it takes the form of a strong determination to work out their own salvation, and that sort of enterprise which consists in swallowing up Canadian concerns in a large American combination is not regarded with much favor or gratitude. Another thing is the tendency to look elsewhere for assistance and for the guidance of experience. Canadians are discovering that something may be learnt from Europe, and, as they mean to be second to none, they are ready to take all the instruction they can get from anywhere.

The Toronto Factories

The manufactures carried on in Toronto are, I think, quite as numerous and varied as those of Montreal, though there is perhaps less of the textile and more of the metal element. The list of members of the Canadian Manufacturers' Association under the heading of "Toronto" contains over 500 names; and, though many of these are only agents or represent very small concerns, some of the works are on a large scale and a great many others are of considerable size. They are increasing in size as well as in numbers and show great activity. Among the more important products are agricultural implements; foundry work of many kinds; boilers, engines, dynamos, tubes, hardware, stoves, nuts and bolts, wire and nails, ships, pianos, jewellery, silverware, watch cases, brass work, furniture, chemicals, soap, oil, wallpaper, leather, rubber, glass, bricks and

tiles, carpets, underclothing. The newer factories are well built and in every way adequate, and the general level is good, though I did not see or hear of any premises of an exceptional character. Particulars of some prominent establishments will best convey an idea of the industrial activity and capacity of Toronto.

Massey, Harris Company (Limited).—These famous makers of agricultural machinery are one of the oldest and largest firms in Canada; their record goes back for more than 60 years. I have observed in a previous article that agricultural implements are one of the indigenous manufactures of the Dominion and one that is particularly located in this district of Ontario. There are large works at Toronto, Hamilton, Brantford, and Woodstock, and the Massey, Harris Company is the most important of them. It is a purely Canadian concern, and at present represents an amalgamation of four single businesses—namely, those of Massey, Harris, Patterson, and Wisner, with a joint interest in two others, the Verity Plough Company, of Brantford, and the Bain Wagon Company, of Woodstock. They are the second largest makers of agricultural implements in the world, and employ over 3,500 men. They supply all parts of Canada, where they have agencies at Montreal, St. John, Winnipeg, Regina, and Albert; but they export 40 per cent. of their output to Europe, Australia, South America, and South Africa. They have agencies in London, Paris and Berlin, in all the Australian States, in Argentina, Chili, and Uruguay. The president and general manager of the company is the Hon. L. Melvin Jones, who is himself an inventor and has a thorough knowledge of the business. The factory at Toronto employs about 1,800 men, and is of a good type; the newest shops are excellent. The foundry is very large and employs some hundreds of men, but skilled moulders are in demand. All the departments have been enlarged from time to time, and that process was still going on; at the time of my visit the smithy was being extended to 300 feet by 100 feet, which will give some idea of the scale of these works. The installation of power and machinery is partly Canadian and partly American. I noticed several pieces of native mechanical capacity; among other things a very ingenious machine for making hay-rake teeth, invented by the foreman of the experimental department, and a hardening machine in the knife department. Wages run as follows:—Day laborers, 5s. 6d. to 6s. 6d. a day, but some on piece-work were getting 8s.; machine men, average about 9s. 6d.; grinders, woodworkers, smiths, slightly less; moulders, 11s. to 12s. All these are on piece-work. Hours are 59 a week

in winter, and 55 in summer. The "open shop" prevails throughout. The men are chiefly British-Canadian and a very good class.

Polson Iron Works (Limited).—This is another purely Canadian concern. It was established in 1883 by William Polson, a native of Montreal, and began in a very small way by repairing and making marine boilers and engines, and building yachts. Polson had been a mechanic in railway works, and was a practical man. His son, the present head of the company, Mr. F. B. Polson, had a similar training. In 1886 the business was transformed into the Polson Ironworks Company, which started a shipbuilding yard at Owen Sound. This proved an unfortunate venture and brought the company to grief. The present company was formed in 1905. They are steel shipbuilders, engineers, and boiler-makers; and they have lately made a specialty of hydraulic dredges. There is another shipbuilding yard in Toronto, belonging to the Canadian Shipbuilding Company. On these waters they can only build vessels of canal size—that is, up to 270 feet in length and about 2,200 tons gross. Polson's seem to have been very busy and to have done well in recent years; they have built light ships for the Canadian government, several dredgers, steam ferries on the lake and the St. Lawrence, and a cruiser for fisheries' protection. They also build tugs and yachts, and make all the machinery. They were preparing to erect a new machine shop, 350 feet by 80 feet, at the time of my visit. They get steel plates from Glasgow and from the United States Steel Corporation, but the latter have the advantage in cheapness and prompt delivery. They are put on the cars at Pittsburgh and run into the yard at Toronto. From 600 to 800 men are employed in the shops and yard. Wages:—Day laborers, 6s.; machine men and fitters, 9s. to 12s.; boiler-makers, 10s. to 12s. Hours, 55 a week. They make no iron castings; the Moulders' Union gave so much trouble that the firm gave it up and get their castings elsewhere. A good many men in the works are from "the Old Country"; some are very good; others not. The chief draughtsman is a Scotchman, and other skilled men in the drawing office are from England.

Canada Foundry Company (Limited).—This large concern is a branch of the Canadian General Electric Company and an instance of American enterprises which have become Canadian. About 1886 the Edison General Electric Company of Shenectady and the Thomson-Houston Company of Lynn, both in America, Canada, the former establishing works at Peterborough. They were not very successful, and in 1892 the Canadian General Electric Company was formed and took them both over. About 1899 the Canada Foundry Company, a small concern previously founded at Toronto, was taken over by the General Electric, and in 1901 the present works were begun. They have grown to large dimensions and cover 88 acres; and they are extremely active. They make boilers, girders, bridge material, tubes, nuts, bolts, screws, steam shovels, and many other things. A department for producer gas plant has recently been added under the charge of Mr. Chapman, a young English engineer. The pipe foundry is an important feature; its capacity is 60 to 80 tons a day, and very large pipes are cast. But they have been hit by Scotch competition in this department. In the boiler house I saw boilers of great size being constructed, and extreme activity prevailed in the nut and bolt shop. These works are equipped to undertake large contracts. The installation of machinery and tools is chiefly American and Canadian, but I noticed heavy drills and punches from Glasgow. Wages:—Handymen, 6s. to 7s. a day; machinists, 11s. and 12s. Hours, 55 a week. A good many of the men are English in these works, and they are "not the best"; but I am not sure that it is altogether their fault. They may be too thorough, for American hurry seems to be rather the rule in some of the shops. At any rate, men were badly wanted last spring, and the manager would have taken hundreds of competent English mechanics if he could have got them.

Toronto Carpet Company (Limited).—This is a very flourishing concern, started a few years ago by Mr. David Murray, who had been in a warehouse business and had no knowledge of manufacturing. Nevertheless he has built up a large mill, which is extremely busy and has excellent prospects before it; there is a great demand for carpets, which seems to me one of the most promising openings for manufacture in Canada. The finer qualities, but for the cheaper ones there is a large field. This mill has been extended several times, and is ready to extend again if it can find the capital. The rooms are good and it is in every way a fine mill. The machinery and the workpeople are chiefly English; spinning frames by Prince Smith of Keighley, looms by Hutchinson, Hollingsworth, and Co. and by John Crossley & Co. of Halifax. Many of the weavers are from Kildermister, Keighley, and Halifax. The men earn, when in good work, £3 a week; girls spinning and winding earn 24s. to 36s. a week. Hours, 55 in winter and 54 in summer.

Workpeople who think of going to Toronto should note that rents are extremely high, and rising. A four-roomed house of the lowest class is 10s. a week; a good six-roomed workman's house is from 15s. to 20s. a week, and I have heard of cases in which 24s. was asked. Food also is dearer than in Montreal, and rising. But a single man can board for 14s. to 16s. a week.

Count Leo Tolstoy's Birthday



On August 28 next by the Russian calendar, a date which corresponds with September 10 of our own, Count Leo N. Tolstoy will complete his eightieth year, and there is a plan afoot for giving the event an international celebration, says the London Times. It will be an event of international interest. Home-loving, home-keeping, most Russian of the Russians, of all great authors, perhaps, the one who owes least to the literature and civilization of other countries, Tolstoy is read and discussed and quarrelled about all the world over. There are plenty of causes for quarrelling. To some, his Socialism is not only abhorrent, but a betrayal of his great artistic gifts; to others, it is the essence of his worth. To some he is a renegade, a reactionary, one who would pull the world back into a darkness from which it only emerged after ages of effort; to others, he is the apostle of a new light and truth. To some he is the first great philosopher of art; while others declare him completely ignorant of the rudiments of aesthetics. And while some find two Tolstoy's, and are ready to acclaim the author of "War and Peace," of "Anna Karenina," of "Childhood," "Boyhood," and "Youth," of "The Cossacks," and "Polikoushka," but have no good word for him after his "conversion" late in the seventies—for the Tolstoy of "The Kreutzer Sonata," "What is Art?" and "My Confession"—there are others who maintain that the two Tolstoy's are one and the same, and that the later works, the Socialistic, the religious, and contra mundum writings, are merely the inevitable development of the earlier, though it is possible, indeed, to fix the date at which that development took a marked and sudden stride forward. It might, perhaps, be expressed in this way. From his earliest days there were two Tolstoy's, the boy who lashed his back with a rope, and the boy who lay in bed and ate sweet things and read novels. The spiritual and the physical in him were both acute, and always in opposition. Circumstances ruled that until he was fifty he should regard the antagonism chiefly from the physical side; and so we have the great novels, crowded with brilliant figures of men and women whose physical presence is so keenly noted and so vividly expressed as to seem sometimes almost oppressive. Then came what looks like a revolution, but was only a shifting of the point of view from which the old antagonism was regarded; and thenceforth we have the doctrine

of renunciation, the declaration of war on the body, the definite attempt to foster the spiritual life by the mortification of the physical. But this was a tendency that may be clearly traced throughout the "pre-conversion" writings; it was not new, any more than the capital point of Tolstoy's philosophy was new—the brotherhood of man. That idea can be traced in his writings long before the emancipation of the serfs in 1861 or the efforts to improve the education of the children on his estates which the young landed proprietor and ex-officer made by teaching in the schools in person as well as by writing. It lies at the bottom of his most hideous pictures of peasant-life like "The Power of Darkness," as well as of his highest dreams of the future; it is the mainspring of that bombshell "What is Art?" the explosion of which set all but the most level-headed scampers for protection to old formulae; it has been the principle guiding his life since days long before he discovered that it was useless to give away money while you had any money left, to give anything, unless, like Ibsen's Brand, you gave all. The exact degree to which he has succeeded in carrying into practice his doctrine of equality and renunciation is a question that does not concern the value of his teaching to the world.

In spite of the many disputes, then, which have long raged round his name there is a Tolstoy whom men of all shades of opinion may unite to honor. A great novelist; a great writer who has consistently regarded literature, not as a remote art, but as a means for the expression of what he had to say, who has dared to regret that some of Matthew Arnold's poems were not written in prose, and has braved the charges of Philistinism and aesthetic barbarity for the sake of being true to himself; a profound and original thinker, who has thrown off all bonds of tradition, use and respect, and tried every opinion and principle in life and art by the touchstone of his own great intelligence; a social reformer who, whatever the value of his theories, has consistently preached one invaluable truth—he is one to whom homage is due alike from men of letters, from philosophers, from plain men, and from the humblest of those whose cause he has championed.

It is significant that the movement for celebrating his eightieth birthday has its origin in Russia, where the central committee (which includes men of all shades of opinion, among them even a brother of M. Stolypin) has formulated the proposals. "Peace" is to be the watchword; political differences are to be buried, and opponents in politics and social science are to meet on the common ground of

what all may admire in Tolstoy. We learn that it is even possible that a bill may be introduced and passed in the Duma making the day a public holiday. In Paris a committee has been formed which includes M. Anatole France, M. Leroy Beaulieu, and the Marquis Melchior de Vogue; and in consequence of a flying visit paid to London by M. Stakhovitch, the secretary of the central committee, an English committee, of which Dr. Hagberg Wright, of the London Library, is the honorary secretary and Dr. Edmund Goss the president, is now in process of formation. It includes already the names of Mr. George Meredith, Mr. Thomas Hardy, Mr. Henry James, Mr. H. G. Wells, the Hon. Maurice Baring, Mr. John Galsworthy, Professor Gilbert Murray, Mr. H. W. Nevinson, Mrs. Garnett, Mr. C. Bernard Shaw, Mr. Laurence Irving, Sir Donald M. Wallace, Mr. Aylmer Maude, and Professor Vinogradoff, while a "Tolstoy Fund" has been opened at Messrs. Barclay's, 1 Pall Mall East. The central committee invites representatives of literature and social progress to unite in St. Petersburg or Moscow, and to present an international address to Count Tolstoy. It is possible that Yasnaya Polyana, his home, may be secured as a public possession; and a third part of the scheme will have the warm approval of his admirers—that a cheap edition of his principal works should be published in the leading languages of Europe. Few authors have suffered so much as Tolstoy from the censorship at home, and premature and unauthorized, not to mention willfully falsified, translation abroad.

CAMPBELL-BANNERMAN'S CABINET

Sir Henry Campbell-Bannerman's cabinet colleagues from first to last totalled thirty-five—exactly half the number that Mr. Gladstone could reckon on when he retired. But then, says the Daily Chronicle, the whole period of Sir Henry's cabinet service amounted only to a few months more than the life of Gladstone's 1868-74 administration alone. Sir Edward Hamilton records that Gladstone set himself in 1894, as a test of memory, to write down the names of his ex-colleagues, and enumerated sixty-eight of the seventy correctly. He was disappointed to find that he stood only third in this respect, Lord Palmerston's total of cabinet colleagues having been seventy-six and Lord Lansdowne's seventy-four. If the Marquis of Ripon retires now, Mr. Morley will be the only surviving member of the present ministry who sat with Sir Henry Campbell-Bannerman in the Cabinet of 1886.



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