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Monday Morning, Jan. 21, 1884.

Principal Grant Against Himself. It is always embarrassing for a man to find himself face to face with past expression of opinion which is clearly and unmistakably antagonistic to his present publicly avowed attitude.

Speaking at Halifax as a member of the governing body of Dalhousie college, Dr. Grant took the ground (1) that higher secular education is properly the work of the state and not of the church; (2) that it is the duty of the legislature to carry out that work efficiently in properly equipped institutions; (3) that the task of providing for higher education should not be thrown by the state on the religious denominations; (4) that denominational colleges, as against "truly constituted national or provincial colleges" are wrong in principle; and (5) that the legislature "has no right to take the public money and give it to the denominations." These positions Dr. Grant reaffirms in his published letter of a few days ago, and in the same letter he states that he still adheres to them.

It is not worth while to try to make any clearer than it now is the utter incompatibility between the attitude above defined and the one assumed by the principal of Queen's college in all his recent utterances. Dr. Grant is not such a fool as to believe that he can be reconciled, and he would have stood better with the public if he had frankly avowed that either at Kingston in 1883 or at Halifax in 1876 or at both places, he was simply an advocate, pleading the cause of those whom for the time being he represented. If he has any fixed and intelligent standpoint on this great question of higher education what weight should attach to his utterances, any more than to those of a lawyer retained to plead a client's case in court.

We are inclined to believe that Dr. Grant spoke his honest convictions at Halifax, and that at Kingston he posed as the interested advocate. We may add, as a not unfair inference, that if he had happened in 1883 to be at the head of a provincial instead of a denominational college he would have been found reaffirming and emphasizing his Halifax views instead of countering them. But whatever may be his real opinion now the position he took at Halifax, as he has himself with his usual lucidity defined it, was the correct one on this great question. In Ontario, as in Nova Scotia, it is the imperative duty of the legislature to look after higher as well as lower education, to maintain in a state of efficiency any institutions it may establish for collegiate purposes, and to refuse to hand over to denominations, for the support of their colleges, funds that belong to the whole people. In Ontario, as in Nova Scotia, it is impossible for the denominations to keep up great secular universities or colleges, and it is unnecessary even if it were possible.

Even if it were possible for one or more of the larger denominations to undertake the task successfully, it is beyond the power of the smaller bodies, the members of which, under such a system as Dr. Grant now advocates, would be forced to contribute to the support of the institutions belonging to other churches. This truth was so clearly seen in 1869 and 1870 that all subsidies to denominational colleges out of the provincial treasury were deliberately discontinued, and no arguments of churchmen will avail now to have them restored. The hand on the dial of time does not go backward.

Dr. Grant and those churchmen who are working with him just now may as well mark up their minds that the issue before them is the simple one, whether or not an addition is to be made out of public funds to the income of the provincial university and college. An endeavor has been made to complicate it by making it appear as an alternative between granting aid to no college and granting it to all. Those who put the matter this way will find that rather than consent to any reopening of denominational grants, the friends and supporters of the provincial institution will make up their minds to go on and do the best work they can with the funds at their disposal. But is this the best solution of the question in the interest of the province. Already an exodus of ambitious young men to American colleges has set in, and as the latter become more and more efficient the volume of this exodus will increase. Does Dr. Grant think this a desirable state of affairs in a province boasting a surplus of five millions in its treasury? What is to become of it if the best blood is to be thus drawn away to such that of the great state on our borders

Have we any future worth a thought, or have we any pride or confidence in our own land and its institutions? In the narrower arena of Nova Scotia Dr. Grant could view this question from the standpoint of enlightened patriotism; how is it that when he comes to Ontario he becomes purblind and confused? Evidently there are depths in the university question which his plummet has not yet sounded, or else he is holding back from the public what he really knows and thinks.

The National Railway. It would be a profound mistake to look upon the Canadian Pacific as a private undertaking merely, even in the restricted sense in which ordinary railways may be so regarded. All railway companies hold their charters from the commonwealth, in virtue of their agreement to perform certain duties, and most of them have been aided with public money or grants of land, or both. The railway of our time is the king's highway of centuries ago, subject to government control for the general good. Even should we stop short of government ownership and management, this would only render government control the more necessary, in order to protect the people against invasions of their rights. The rights of the people, and the supreme power of the government acting for them, existed long before railways did, and are perfectly indefeasible. They cannot be signed away by any charter; but must remain as they have been recognized at English common law for centuries back. No railway can be a private commercial undertaking in the same sense that warehouses, factories and shipping may be held to be such.

The Grand Trunk, the Great Western and Northern railways had certain privileges granted to them by parliament, and were all aided with public money. Very reasonably, therefore, may they be held to the proper performance of those duties to the public, which formed the grounds upon which their charters were asked for. They may be called private concerns in the main, but still held and firmly bound to the performance of certain public duties. The Canadian Pacific had quite another origin, and stands for all time on quite another basis. That company assumed a public road, in great part built by the government, and from the beginning intended to accomplish a certain public object. The Canadian Pacific railway never became the property of the company as the Grand Trunk is the property of its English shareholders. The syndicate merely became the agents of the government to do what the government supposed it could not so well do itself; with the opportunity of making money by the agency. Throughout the whole negotiation, and in the charter from beginning to end, runs what lawyers call the *raison d'être*, consideration, for the sake of which the people of Canada parted with direct control of the road, and handed the same over to the syndicate. The country is bound to see that the undertaking does not fall through; and the syndicate may properly ask for public assistance, if this be clearly indispensable. But attached to this is the corresponding condition, that the government may not interfere so as to secure that public interests are all satisfied. To say that the country may be responsible for upholding the way in which it is run, is not another way of saying that parliament has power to control the railway for public good. The two things must go together; they cannot be separated. Responsibility implies power; to talk of responsibility where no power of control exists would be bad law, bad morality, and in fact utter nonsense. The present time, and in fact utter nonsense. The present time, and in fact utter nonsense.

More Power to Your Elbow. It is cheering to observe that Mr. McCarthy has already given notice of his intention to introduce a bill respecting carriers by land; also a bill to constitute a court of railway commissioners for Canada, and to amend the railway act. We hope that he will stick to it in spite of the powerful opposition he has encountered in the past, which will doubtless be continued in time to come. The people are with him, not unquestioningly; and he will effect something at last if he only perseveres. The truth is that efficient government control over railways is part and parcel of any sound national policy, and one policy which goes by the name is incomplete and unsatisfactory until railways and telegraphs are either managed by the government or put under close and efficient government control. It is a striking proof of the opposition's allure to comprehend what the people really want, that they stand aside from this highly popular movement, and allow it to be taken up by a man whom they call a Tory. Government control of railways is a genuine reform measure, and one urgently wanted to relieve the public from the oppression exercised by money-making monopolies. Along with protection to some industry, it should long ago have been put among the principal planks in the liberal platform; but so far the liberal leaders could not see it. They held the teachings of English political economy doctors of more account than the voice of the Canadian people, and for this blunder they have been punished, with five years' exclusion from power at Ottawa, with some years more to come. It cannot yet be said that Sir John has taken up the popular demand as regards railways and telegraphs, but certainly the people have in this respect more to hope for from him than from the opposition. Sir Charles Tupper did say once that the government might in certain circumstances feel it necessary to come to the relief of the country by building and operating telegraph lines of its own, whereas Mr. Mackenzie sneered and sneered at the proposal could scarcely be approved of

anywhere outside of a lunatic asylum. There may be some hope that the government which gave us the N. P. will complete the system by interposing the hand of the state between the people and the companies; though we wish that the indications were a little more decided in that direction. But to look for this great public reform from the party chiefs who call themselves reformers seems to be hopeless altogether. Meantime Mr. McCarthy has made out as good a beginning as could be expected by a private member, and we say to him, "Go ahead; and more power to your elbow."

The Pullman Must Go. The Montreal Gazette and Herald agree for once in demanding that no more contracts be made for the use of foreign cars on Canadian government railways. The existing contract for running Pullman cars, and the Intercolonial will soon expire, and it is recommended that the government should in good time make arrangements for running all its own cars, and having the whole traffic under its own control. This is national policy, and we hope to see it carried into effect at the earliest possible moment. The Gazette says: The Pullman car is no longer a monopoly from the highest sources, both in England and America, and was republished in the United States without my consent. I did assist in preparing the "Canadian Readers," and as they have been authorized for use in Quebec, Manitoba and Ontario, I am not ashamed of them. I did prepare the "Practical Speller," which is very largely used throughout the dominion, and I am by no means ashamed of it. Mr. Gilray shows a lamentable lack of general information when he tries to be funny by insinuating that this book was "completed by an American proofreader." He does not seem to know that authors and editors are not bound to give any undertaking in any way. I do not know that testimonials were ever sent for signature; I certainly never had anything to do with preparing any such testimonials. I have been at a loss to understand what could lead Mr. Gilray to speak and write as he has done, and can only account for his course now on the supposition that he does not clearly understand the nature of a teachers' convention and a school inspectors' convention. If he had said that I visited certain school inspectors to explain the educational matter of school books, I would have admitted the charge to be correct, but I would have resented his course in making my private business a matter for public discussion. I visited these inspectors during my legal holidays, and I claim to have a perfect right to do so. My inspectors' duties and authority are of a public kind, but a private individual, and any influence I may have is of a purely personal character. If I use any official position to give any unfair advantage to any publisher, I have no right to complain if I am brought to task for doing so. Will Mr. Gilray say that I have done so? He says that "he does not wish to prolong the discussion," I did not begin it, but I claim the right of defence when I am attacked. Mr. Gilray is a very first-rate lawyer, but it would be more manly to lay a formal charge before the school board, if he believed me to be guilty of wrong doing. He has not done so, but his sense of honor has not been sufficiently strong to refrain him from privately misrepresenting me to the members of the Board. JAMES L. HUGHES. Toronto, Jan. 19, 1884.

FINANCE AND TRADE. TORONTO, Saturday, Jan. 19. Dry goods travelers now on the road report business almost at a standstill throughout the province. The petroleum market continues weak. Refined is quoted at 12c. f. c. b. Petroleum, and buyers are only purchasing for immediate wants. A cable to Cox & Worsley quotes Hudson Bay at 62 1/2 and Northwest Land at 65. Advice from Chicago report wheat, corn and oats selling lower. Pork and lard continue firm. The New York stock market was weaker, although Canadian Pacific kept firm. The New York bank statement reports an increase in the reserve fund of nearly three million for the week. It is confidently asserted that Dominion will reach 200 in a few days. Confidence characterized all departments of the wholesale trade during the past week. Orders from country merchants were lighter than anticipated, and travelers business was greatly retarded by the bad state of the roads. Remittances are not satisfactory although better than the limited trading that is being done fairly warrants. If general trade were a little more active there would be a big boom in tea. In New York the market is buoyant and strong, and an advance of two to four cents per lb. has taken place. Large sales of low grades of cotton have been made at 12c. to 12 1/2c., which two weeks ago could have been purchased at 10c. to 12c. The English cheese continues firmer, an advance of 1/2 and 3/4 cent. being reported by cable. Flour has declined from 6d. to 5 1/2 in Liverpool. A lot of 7500 bushels of ungraded Canadian wheat was sold in New York on Tuesday at 35c. Toronto Stock Exchange. CLOSING BOARD.—Montreal 178 1/2 to 178; sales 2 at 178. Toronto 109 1/2 to 109; sales 10 at 109. Commerce 120 to 121; sales 10 at 120. Federal 127 1/2 to 127; sales 10 at 127. Standard 110 to 109 1/2; sales 30 at 110. Northwest Land company 64 to 63 1/2; sales 25 at 64. 90-25 at 61. Canada Permanent 60 new stock 1 at 191. Union, sales of 20 at 121. Montreal Stock Exchange. CLOSING BOARD.—Montreal 178 1/2 to 178; sales 2 at 178. Merchants 108 1/2 to 108; sales 33 at 108. Commerce 120 to 121; sales 10 at 120. Federal 127 1/2 to 127; sales 10 at 127. Standard 110 to 109 1/2; sales 30 at 110. Northwest Land company 64 to 63 1/2; sales 25 at 64. 90-25 at 61. Canada Permanent 60 new stock 1 at 191. Union, sales of 20 at 121. The Local Market. ST. LAWRENCE MARKET.—This market was fairly active today. Following are the prices of produce:—Wheat, No. 1, 1 1/2; No. 2, 1 1/4; No. 3, 1 1/4; No. 4, 1 1/4; No. 5, 1 1/4; No. 6, 1 1/4; No. 7, 1 1/4; No. 8, 1 1/4; No. 9, 1 1/4; No. 10, 1 1/4; No. 11, 1 1/4; No. 12, 1 1/4; No. 13, 1 1/4; No. 14, 1 1/4; No. 15, 1 1/4; No. 16, 1 1/4; No. 17, 1 1/4; No. 18, 1 1/4; No. 19, 1 1/4; No. 20, 1 1/4; No. 21, 1 1/4; No. 22, 1 1/4; No. 23, 1 1/4; No. 24, 1 1/4; No. 25, 1 1/4; No. 26, 1 1/4; No. 27, 1 1/4; No. 28, 1 1/4; No. 29, 1 1/4; No. 30, 1 1/4; No. 31, 1 1/4; No. 32, 1 1/4; No. 33, 1 1/4; No. 34, 1 1/4; No. 35, 1 1/4; No. 36, 1 1/4; No. 37, 1 1/4; No. 38, 1 1/4; No. 39, 1 1/4; No. 40, 1 1/4; No. 41, 1 1/4; No. 42, 1 1/4; No. 43, 1 1/4; No. 44, 1 1/4; No. 45, 1 1/4; No. 46, 1 1/4; No. 47, 1 1/4; No. 48, 1 1/4; No. 49, 1 1/4; No. 50, 1 1/4; No. 51, 1 1/4; No. 52, 1 1/4; No. 53, 1 1/4; No. 54, 1 1/4; No. 55, 1 1/4; No. 56, 1 1/4; No. 57, 1 1/4; No. 58, 1 1/4; No. 59, 1 1/4; No. 60, 1 1/4; No. 61, 1 1/4; No. 62, 1 1/4; No. 63, 1 1/4; No. 64, 1 1/4; No. 65, 1 1/4; 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