

THE WEEK.

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THE WEEK: C. BLACKETT ROBINSON, MANAGER.

Current Topics.

Freight Capacity of the Canadian Pacific.

The enormous capacity of the Canadian Pacific Railway for handling freight is better exemplified at this season of the year than at any other time. The new wheat from Manitoba and the Northwest Territory has to be forwarded, and whether it goes through all the way to tide water by rail, or is transhipped to vessels by the way, it must all pass over the railway as far as Fort William and Port Arthur. During the latter part of October and the whole of November the Canadian Pacific docks are a scene of bustle without confusion. In the long railway yard on the shore of the Kaministiquia there are miles of freight cars, some waiting to discharge wheat into the elevators, some waiting to go back for another consignment. At almost any time one may see, besides the Company's own steamers, several large vessels from lower ports in Canada or the United States, waiting for cargoes. Those from Detroit, Buffalo, Cleveland, or Chicago are generally too large to go through the Welland Canal, even if the coasting laws did debar them from delivering freight from one Canadian port to another. The pressure on the carrying capacity of the Canadian Pacific Railway has been this year unusually heavy owing to the high price of wheat, but no glut of grain has been so far reported from any point.

A Bonus to Education.

The management of Upper Canada College has asked the corporation of the City of Toronto to give a bonus to that institution in the form of free water from the city's reservoir, and there seems to be a disposition on the part of the City Council to entertain the proposal favourably. This opens up for consideration the very interesting question, how far a municipal corporation is justified in subsidizing, by way of exemption from rates, an educational enterprise from which it derives some material benefit. In the case of Toronto the question

is very important as well as interesting, for there are within its limits many such institutions. Upper Canada College is now, for all practical purposes, a private undertaking. The endowment and equipment which it has received from the Province are quite insufficient to maintain it, and its future development depends on private liberality. Though situated outside of the city limits it is practically a Toronto secondary school. Within the city limits are several others to the funds of which the city contributes nothing by way of revenue, while they contribute a good deal to it in the form of taxes and water rates, to say nothing of the money spent here by students from outside who come to Toronto to live.

Gold in Ontario.

The Provincial Bureau of Mines, following the example of the Department of Agriculture, has wisely begun the publication of occasional "bulletins." The first of the series is a preliminary report by Prof. Coleman on the "gold fields of western Ontario." On this subject he is entitled to speak with the authority which comes of long technical training and of careful personal inspection. This bulletin is a mere sketch, of course, but it contains the announcement that "detailed results" of his work are reserved for the sixth annual report of the Bureau. In making his tour of the mines he started from Savanna, a station on the Canadian Pacific Railway, and traversed nearly 700 miles of lake, river, and portage before ending the summer's travels at Rat Portage. The names and characteristic features of the several mines are given in the bulletin, the palm in the matter of fame being unhesitatingly awarded to the "Sultana," in the Lake of the Woods. The general impression created by Prof. Coleman's statements is that gold in paying quantities is scattered over a large area extending 250 miles from east to west, and 130 from north to south; that nearly all of this gold district is in Ontario; and that the proper way to develop the auriferous region is to prosecute mining in a thoroughly business-like way. The fact that the country is already traversed by the Canadian Pacific Railway is very important in connection with its development.

The Ontario Educational Association.

The publication of the "Proceedings" of the Ontario Educational Association, in convention assembled, recalls the meeting of that body held in Toronto during the last Easter holidays. The topics covered by these proceedings are too numerous to be given in detail, and so are the titles of the published "papers" which make up the bulk of the volume. Suffice it in this connection to say that together they make up a collection so valuable that no practical educationist in this Province can afford to be without it. There is ample proof scattered through the "Proceedings" of the importance of the Association, and those who know anything of its history do not need to be informed that it has during the thirty-five years of its continuous existence exercised a potent influence not merely on the evolution of pedagogical methods but on the organization of administrative machinery. In view of this commanding influence it has been fittingly called the "Educational Parliament of Ontario." So far from showing any