

# THE WEEK.

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## THE WEEK :

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All articles, contributions, and letters on matters pertaining to the editorial department should be addressed to the Editor, and not to any other person who may be supposed to be connected with the paper.

OVER one hundred MSS. have been received by 'THE WEEK' for its Short Story Prize Competition. These are now in the hands of the judges; but some time must necessarily elapse before their labours can be completed. The awards will be announced in these columns at the earliest possible moment.

CANADIANS have every reason to be proud of the deeds of true heroism which are being not unfrequently performed within her borders. Two of these which have lately been brought to public notice are especially worthy of mention. While the city of St. John is preparing to erect a well-deserved monument to the memory of the young man who lost his own life in a noble attempt to save that of another, the thrilling tale of the heroic Joe Birse who went to the bottom at Lachine the other day, with his hand on the throttle of his engine, in a desperate and successful effort to save the passengers entrusted to his care from an awful fate, comes to our ears. It is easy to say of such deeds that they were the result of momentary impulse, but the unpremeditated impulse which rules in a moment of supreme danger reveals the character of the man. The misfortune is that in the case of so many the reigning impulse at such a moment prompts to the saving of self rather than of others. With how many would the impulse of self-preservation have prevailed over the sense of duty or of sympathy which prompted the young man at St. John to plunge into the dark waters of the harbour to attempt the rescue of the perishing. In how many cases would the same impulse of self-preservation have made the engineer spring from his cab, forgetful at the moment of all others, instead of forgetting self in a stern resolve to do his duty and save his train if possible. Such deeds tend to elevate the lives of all whose hearts are thrilled by their recital and whose better selves are stirred with ambition to emulate them. It is well that the story of such deeds should be embalmed in history and song, and the memories of those who have done them perpetuated in marble or granite.

MUST the people of Canada wait until the meeting of Parliament to learn the exact truth in regard to the result of negotiations for the fast Atlantic steamship line? A cablegram from England the other day announced that the contract for building these vessels had been awarded to the Naval Construction and Armaments Company, of which Lord Hartington is President, but made no state-

ment in regard to the rate of speed stipulated for in the alleged contract. On the other hand, the *Empire*, which is naturally supposed to be deeper in the confidence of the Government than other papers of this city, reprinted on Saturday last an article from the *Glasgow Mail* of November 11th, congratulating both the Dominion and the home country on the contract which, it said, "has just been made with Mr. Bryce Douglas for steamers equal to twenty knots an hour, to perform the mail service to Canada by Halifax." The *Mail* proceeds to expatiate, as well it might, if persuaded of the correctness of its information, on the splendid results which must accrue to Canada from an arrangement which would enable her not only to compete with New York, but to offer to the Central and Western States a route quicker and more direct than any New York could give. The news is, however, we fear, too good to be true. If otherwise, it is strange that we should, in these days of cablegrams, be left to hear it first by the slow course of mail and through the columns of a Scotch newspaper. And yet, why should the *Empire* republish so glowing an article, if not authentic, when it could surely have learned the fact by a telegram to Ottawa? The result is to leave Canadian readers in a state of bewilderment, which in most cases will, we fancy, settle down into incredulity. Twenty miles an hour is certainly so high an average to be maintained throughout a voyage across the Atlantic, that we are unable to believe it attainable on any financial terms which the Government and people of Canada could afford to make. Again, had such a contract been completed it is hard to conceive that the Government itself would not have hastened to make known the fact that its negotiations had resulted in so great a success. On the whole it seems safer to believe that no definite contract has yet been concluded, however hopefully negotiations may be going forward, and it is very unlikely that the Government will fail to let the public know as soon as its efforts have been crowned with success.

RECENT gales on the Atlantic have caused an enormous loss of life amongst several cargoes of Canadian cattle on the way to England. The result is that certain Canadian steamships, found or believed to be unfit for the traffic, have been debarred by the British authorities from carrying cattle across the ocean. This action threatens disaster to those engaged in the trade, and is naturally causing a good deal of excitement and anxiety. It would be both useless and unwise to attempt to lay the blame upon the British authorities. The facts speak for themselves. The danger is that the circumstances may give such an impulse to the views advocated by Mr. Plimsoll and other humanitarians that measures may be adopted unnecessarily severe and disastrous to a traffic which, properly conducted, cannot fail to be profitable to both countries. The Ottawa Government seem to have taken up the matter with commendable, and we may add with characteristic energy and promptitude. The proper and the only way out of the difficulty is clearly to second the action of the Imperial authorities, so far as may be necessary, to prevent the abuses and cruelties which have resulted from shipments in unsuitable vessels, and without proper arrangements and safeguards. Instead of denouncing Mr. Plimsoll and his helpers for their praiseworthy anxiety to save the poor animals from suffering in consequence of the cruel carelessness or greed of cattle dealers or ship-owners, it behooves the shippers and all concerned to enquire carefully into the facts and to govern their action accordingly. It is evident that it is in the interests of all parties that the best ships shall be secured and the best arrangements insisted on, no matter at what cost, in order to free the trade from the suspicion under which it has unfortunately fallen of being fraught with horrible cruelty to the poor brutes. Nothing short of this can save it from danger of virtual prohibition. It surely must be possible to secure the transportation of cattle in comparative safety and comfort, even in stormy weather. The activity of the Government and the enlightened self-interest of the cattle-dealers may no doubt be relied on to effect this, and to see to it that no more shipments are permitted in any but the most suitable and seaworthy steamships, specially fitted up for the purpose.

A MEMORIAL recently presented to the Senate of the University of Toronto, by the lecturers in Latin, French, German, Italian and Spanish, calls attention to a feature in the organization of the Councils of the University and University College which is, to say the least, anomalous. The statements of fact on which the memorialists base their appeal are that the departments named constitute a very large and important part of the Arts course of the University, whether account be taken of the numbers of students in these departments or of the difficulty of the courses prescribed in them; that the memorialists have sole charge of these departments, and are as entirely responsible for the teaching done in them and for their proper and efficient administration, as the professors in charge of other departments are for the teaching and administration of those departments; and that in the Councils of University College and the University of Toronto, questions of university administration and policy, directly and indirectly affecting the interests of lecturers and students in these departments, are discussed and disposed of, while in these Councils the aforesaid departments are without voice or representation. The first two of the facts stated are so well known to all who take an intelligent interest in the University and its work, that the very complete and convincing statistical evidence by which the statements of the memorialists are supported seem almost unnecessary. The third will be a matter of genuine surprise to those whose attention has not hitherto been directed to the matter. It is scarcely an assumption that representation of the various departments of instruction in the Councils of the teaching institutions is useful and desirable. It is clearly essential to the proper discharge of the functions of those Councils and to the very objects for which they exist. It is therefore not surprising that the memorialists should feel that the withholding of representation on the Councils relegates their respective departments to "an inferior and anomalous position," and is prejudicial to the interests of the University itself. It is difficult to conceive of any plausible, not to say sufficient, reason for the existence of this unfair discrimination. The explanation apparently hinted at in the memorial, viz., that the lecturers in question have not the professorial status, and are in consequence in receipt of smaller salaries than their more fortunate colleagues, cannot surely be the true one, seeing that it is about equivalent to holding that two acts of seeming injustice are to be considered as warranting for a third. We prefer to believe that the state of things complained of is simply the perpetuation of some custom adopted at an earlier stage of university development, when it may, perhaps, have been reasonable enough; that it has been continued under changed circumstances simply because the attention of the proper authorities has not hitherto been formally directed to its unfairness; and that with the memorial before them the Senate will give prompt heed to a complaint so well founded, and hasten to do away with an anomaly and injustice of long standing, but indefensible.

FEW persons in England or elsewhere seem now to doubt that General Booth will receive the sum for which he stipulates, as a condition of putting his great scheme of rescue in operation. If any one had predicted a few years ago that the Founder of the Salvation Army would one day write a book which would command the attention of the English-speaking world, and propound a project which would elicit the spontaneous sympathy and the liberal donations of men of every rank, class and creed in England, the prophecy would have been scouted as incredible and absurd. The explanation of the phenomenon is well given by an English Exchange. It is not that philanthropists and Christians have become suddenly enamoured of the methods of the Salvation Army, but that everybody who has any conception of the appalling depths of misery and degradation which General Booth so graphically describes feels "that something great ought to be done, and that the man who essays to do it deserves to be helped." Those, and their name is legion, who cannot admire either the religious teaching or the devotional ritual of the new order are bound to admit that Mr. Booth has displayed not only an almost unique genius for organization, but an understanding of the character and needs of the lower