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The Week.

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CONTENTS OF CURRENT NUMBER.

TOPICS—	PAGE.
President Cleveland's Message	631
Death of Sir John Rose	631
Public School Inspection	631
The Proposed International Marine Conference	631
Progress of the "Trusts"	631
Distribution of Profits in England	632
Are British Politics Degenerating?	632
Separate Schools and Dual Languages	632
President Eliot on School Programmes	632
The United States Surplus	633
Boulangism Reviving in France	633
The German Press on Boulanger	633
The Tibetan Difficulty	633
The Novel in Modern Life	633
REPUBLICAN AND DEMOCRAT	633
WASHINGTON LETTER	634
DIDOMI (Poem)	634
LONDON LETTER	634
MINING IN CANADA	636
PROMINENT CANADIANS—GEORGE PAXTON YOUNG, M.A.	637
VIR DE BOHEME: OR THE NOCTURNE IN G (Poem)	638
THE EVOLUTION OF WOMAN; A PHANTASY	638
READINGS FROM CURRENT LITERATURE	639
OUR LIBRARY TABLE	641
LITERARY AND PERSONAL GOSSIP	641
CHESS	642

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.

PRESIDENT CLEVELAND has certainly given Canadians a genuine surprise in his latest message to Congress, a remarkable document which has largely occupied the attention of the press on both sides of the line since its publication. Though the message is obviously an electionary manifesto, constructed with a view to effect in the pending Presidential contest, and though that aspect of the case cannot fail to modify our respect both for the President personally, and for the political system whose workings he illustrates; though it constitutes, moreover, an important factor in the formation of any reliable estimate of the true meaning of the policy advocated, it is, nevertheless, a matter with which it may be said that we, as Canadians, have strictly nothing to do. The message itself emanates from the supreme executive authority of the United States. Should its recommendations become law, a consummation which is still, at least, doubtful, the injury it is designed to work to both peoples will be none the less real, because the policy which inflicts it may have been the outcome of narrow partisan motives. Canadians would be unworthy of their origin and their country if they could yield to compulsion or menace of any kind that which they would refuse to a sense of justice and neighbourly feeling. Theirs is but to assure themselves that they are in the right in every respect and go forward, fearless of consequences. If, on a dispassionate review of the whole case, they find themselves occupying at any point a position indefensible on the grounds of justice or neighbourliness, they should not for a moment suffer any feeling of natural resentment to prevent them from putting themselves at once in the right. We have repeatedly said that we believe the Canadian Government to be in the wrong in the matter of the Canal tolls. Some of our statesmen and publicists, whose opinions are entitled to the highest respect, think that in standing by the letter of the Treaty of 1818 and denying to American fishermen the privilege of sending their fish in bond over our railways, all Canadian Governments have conceded too little to changed conditions and the spirit of the age. If this be so, a broader view should immediately prevail, regardless of the fact that the treatment of our own fishing vessels in Behring's Bay by the United States cruisers has been vastly harsher than any of their fishermen have received at Canadian hands, and has neither treaty right nor international usage to warrant it.

SIR JOHN ROSE, whose sudden death in England is announced, was one of a number of Canadians, who, after having attained distinction at home, have returned to the Mother Country to occupy prominent positions in business and social life. Sir John, setting out from the humble position of a village school master, rose by degrees through the various grades of Canadian public service until he became a Minister of the Crown, and a confidential adviser of the Imperial Government in the Nova Scotia difficulty in the early days of the Confederation. He was possessed of superior financial abilities which would have insured him an influential career in Canadian public life, had he not chosen rather to devote his strength to the affairs of the great English and American firms of which he became a member. Though he had for many years previous to his death resided in England, he never ceased to take a deep interest in the welfare of Canada, and has still many personal friends in this country by whom his loss will be sincerely deplored.

A CORRESPONDENT invites our attention to a letter which appeared in *The Empire* a few days since, in which very grave charges of inefficiency and neglect of duty were made against certain of the Public School Inspectors of Ontario. It may not be amiss to remark at the outset upon the very objectionable method in which the charge is brought. The letter is anonymous, it gives no means of identifying the inspector or locality, and its publication in a paper hostile to the administration of which the Minister of Education is a member, suggests a suspicion of political motive or partisan bias. If it should be retorted that the last remark reflects unfavourably upon the system which puts a partisan Minister at the head of the educational institutions of the Province the force of the criticism is admitted. But would not "Observer," whoever he may be, have rendered better service to the cause of public education with less injustice to the whole body of Public School Inspectors, of whom we are sure but a very few can be of the class described, had he manfully addressed his letter to the Department of Education, over his own signature. In regard to the subject matter of that letter, it is none the less true that, if such a state of things can exist for any length of time in any school section; if the duty of careful inspection is shirked in a ten-minutes farce; if schools and departments of schools are left without even a show of inspection for two years; if unqualified teachers are continued from year to year under "permits"; if the Statute is violated in the matter of payments, and if the Department has really no means of ascertaining whether Inspectors do or do not perform the duties for which they are appointed and paid, it is high time the facts should be made known. Now that attention has been publicly called to the matter it may be expected that the Minister will investigate and reform. Should he fail to do so, those cognizant of the facts will surely know their duty to the public.

SOME weeks since a Bill was passed by the United States Congress authorizing the President to invite the maritime nations to send delegates to an International Marine Conference, to appoint delegates to represent the United States in such a conference, and to fix the time and place of meeting. The *New York Tribune* observes that "the importance of holding the conference and laying down rules for securing increased safety at sea is loudly proclaimed by the Thingvalla-Geiser collision." There is little doubt that such a conference might agree upon some amended regulations which would tend to lessen the frequency of such disasters. It is very probable that the new conditions of marine commerce, particularly the great increase of speed on the part of passenger steamships, renders a revision of the old code and the adoption of new precautions highly desirable. At the same time, it is clear that no perfection of code or signals can prevent the officer in charge from losing his head and fatally blundering in sudden emergencies, in which the thinking has to be done and the order given within the space of a few seconds. Such, rather than either want of a sufficient rule, or ignorance of it, seems to have been the cause of the late fearful disaster.

THE "trusts" which Mr. Blaine thinks are mainly matters of private concern are making steady headway over the border. It will soon be difficult to mention any one article of common use or necessity to the million the production of which is not limited, or its distribution regulated,