

and with great formality founded the present city under the name of "Santa Fe de Bogota." Later the "Santa Fe" was dropped, and it remains simply Bogota. Its population is estimated at about 60,000.—*Guardian*.

AN electric omnibus has been seen threading its way through the maze of metropolitan traffic. The new vehicle has room for twelve persons inside. The door is placed at the back in the ordinary way; but there is no "knifeboard," nor garden-seats upon the roof; neither is there a box-seat, which used to be so popular with suburban riders. Instead, the driver, who need not be a mechanic, occupies a platform, which is provided with steering gear, and the coachman known as "the man at the wheel." He can calculate to a nicety the course which he should take, his perch being sufficiently lofty to give him a good look-out. His helm controls levers which are connected with the front pair of wheels. These latter are underneath the bus, and they are protected by an arrangement corresponding to the cow-catcher of the American locomotive. The electric omnibus is the invention of Mr. Radcliffe Ward, who has propelled the machine for upwards of 200 miles in London thoroughfares, and has satisfied himself that it can be managed with perfect ease, whether in climbing up Ludgate Hill or the Haymarket, or turning in and out amongst the hucksters' stalls of Leather Lane. A mechanical brake brings the conveyance to a standstill at command, and the speed can be regulated at will.—*The School Newspaper of English*.

WHERE THE DAY BEGINS.—According to the way in which this arrangement is now carried out, the first land that the new day dawns upon is Easter

Island, about 230 miles west of the coast of Chili, South America. That is to say, the 2nd of July breaks there within a little time of the first having broken on the American coast to the East, and the two days run alongside—the second in Easter Island and places West, the first in all places on the American Continent. We may, therefore, realize this idea—that at 7.20 o'clock any morning of our lives in Great Britain, the next day is commencing in the world, and is to be found at this little island in the Pacific Ocean, whence in due course it will travel round to us. But to have thus the start of the world is not an unmitigated advantage to these islanders. Suppose one of them sails east to America, what is the result? He will find that they keep the day there under a different date, and he will have to reckon one day in his calendar twice over to put himself right with their notions. On the other hand, if an American crosses from east to west, this wonderful magic line where the day begins, he will find the dates to this fresh part of the world are one in advance of him, and he must needs strike a day out of his calendar to keep up with the times. The fact was curiously illustrated in the case of Magellan, the Portuguese captain, who sailed around the world from east to west in 1522, and having crossed the magic line of "day's birth" in his wanderings, his calendar became, of course, a day in arrears. The sailors were completely ignorant of this, and finding, on landing at home, that their Sabbath was falling on Monday, they accused one another of tampering with the reckoning. It was not for some time that the true and simple explanation of the wonderful loss of time was discovered.—*Pittsburgh Christian Advocate*.

CARDINAL MANNING having been asked by an American correspondent