

POET--LORE

THE MONTHLY MAGAZINE OF LETTERS.
196 Summer Street, Boston.

FEBRUARY, 1893.

- The Oldest English Lyric. Richard Burton, hP D.
- John Ruskin as Letter-Writer: With Extracts from Hitherto Unpublished Letters by William G. Kingsland.
- Goethe Will, Our Fellow. F. G. Fleay.
- Shakespeare; A Sonnet. Alice Williams Brotherton.
- The Nature of Poetic Expression. Dochester, Jr.
- Major Types of Lady Macbeth. Morris Ross.
- A Prophecy of America. From the Correspondence of — and ***
- A Review of Three Dramas by American Writers. C.
- Book Reviews. The Centenary Edition of Shelley.—The New Edition of Landor.
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Union Medicae gives a short account of the Pleurotus luz, a fungus that takes its specific name from its property of glowing in the dark, even for twenty-four hours after it has been plucked. It has lately been carried to Europe from Tahiti, where the women use it as an adornment in bouquets of flowers.

In April next a canal across the Isthmus of Corinth will be open to navigation and it will have cost \$20,000,000. It has been built with French capital and under French direction, the original concession having been granted some twelve years ago to Mr. de Lesseps. The announcement possesses a peculiar interest just at this time by reason of its contrast with Panama affairs. *Boston Herald*.

The African output of gold has grown rapidly of late. In 1891 it was a third as large as that of Australia, and Mr. Hamilton Smith, an American mining expert expresses the opinion that the Witwatersrand gold fields have quartz veins which ought to produce \$1,075,000,000, with another \$500,000,000 in adjacent regions. In other words, this field is expected to yield about as much gold as California did from 1850 to 1880. *Philadelphia Press*.

A Louisiana man says that the rice crop of that State this year will be fully one-half of the entire crop of the United States. "The raising of rice," he says, "has worked wonders for the interests of our State. It has practically opened up a new industry in the agricultural line, and farmers who thought their lands valueless when the cotton gave out now find themselves in a position that will soon place them in one year where cotton could not put them in five. It is really the most lucrative of all the new industries in the South."—*New York Tribune*.

The world's submarine cables now measure about 143,011 nautical miles, in 1,168 sections. Different governments control 883 sections, or 13,383 miles, France claiming 3,269 miles; Great Britain, 1,599 Germany, 1,579, and Italy, 1,027 miles. The remaining 335 cables, aggregating 129,628 miles, are owned by private companies. This length of cable has been nearly all made on the banks of the Thames but Italy now has a cable factory, and France will soon have two. To lay and repair the cables requires the constant service of a specially equipped fleet of thirty-seven vessels of 56,955 tons.—*The Great Divide (Denver)*

It seems that Governor Flower is very much in earnest in his advocacy of the equipment of the Erie Canal with the trolley system. The Governor estimates the cost at \$1,000,000, of which \$700,000 would be required for fourteen power houses along the line of the canal, and the other \$300,000 for line equipment. It is thought that the cost of the necessary outfit for each boat would not exceed \$200. The Governor believes that the State could furnish power to the boatman at about sixty cents per day. This amount is only a small fraction of what it now costs to feed and care for horses and mules. The constant repairs necessary in the tow-path would be done away with and many other incidental expenses would be curtailed.—*Electrical Review*.

The report of the British America Assurance Company, presented at its recent annual meeting, showed an increase in premium receipts over the preceding year. Though the profit of the year was not very large, there was an increase in net surplus over all liabilities, which is under the circumstances noteworthy. It is gratifying to know that this old and very respectable company is to continue its financial career unchanged in name and unabsorbed in any other similar institution. Of its future, the personnel of its new Board is an ample guarantee. The new Governor, Mr. George Cox, and his associates, Messrs. A. M. Smith, John Hoskin, Robert Jaffray, S. F. McKinnon, Thomas Long and Mr. Kenny, all stand in the forefront of Toronto's enterprise and wealth. A stronger or abler Board could hardly be selected in the community. We may expect great things from the British America hereafter.

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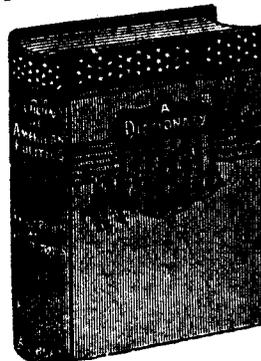
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