

which should be gotten out of the way as speedily as possible, is not the proper one, especially when the basement of the buildings so occupied is the scene of operations. We have no desire to have our room heated from such a crematory, if it may be styled as such, when we can get warm another way; nor do we want to occupy rooms over a repository for excreta which should be elsewhere. The system as applied to heating may be all right if properly managed, but for doing the double duty of scavenging and heating we cannot see why it should be the best. Nor do we see that the germs of disease when carried up by the stack are entirely gone, as has been said, for when the atmosphere is dense, what is to hinder them from passing down and mingling with the air passing through the rooms, to be inhaled by the teachers and scholars. Since science has determined that bacteria or germs in some form or other is the foundation of nearly all our diseases, we should be extremely careful in our sanitary arrangements; we have a pretty healthy country and want a healthy city. What would the health of Chicago or any other city be if every house and public building had a Smead-Dowd, or some other system equally the same, to perform the duty it is expected to do? Plenty of water with good sewerage is the best process we know of to keep things sweet and clean. Then let us have it, and leave the drying up evaporating process to the past generations.

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The Toronto Globe has at last discovered that the much talked of Hudson's Bay Route as projected from Winnipeg is not practicable. Numerous reasons are advanced by that great moral daily why such a scheme is not feasible, and the article of Major Ruttan, C. E., on "The Waterways of the Northwest," published a year ago in the *Manitoban*, has only

recently been discovered by the *Globe* editor. Why Toronto should be the better place from which to build the Hudson Bay Road, we are at a loss to imagine. Perhaps they want a direct line to bring in ice to keep them cool. While Toronto may be a great city, and a very ambitious one, she is not by any means the future metropolis. To Winnipeg the "bull's eye" of the Dominion, belongs that distinction, and geographically situated as she is, being the gateway of the greatest agricultural country on the continent. No other city stands in the same position. Major Ruttan's figures has set the *Globe* man thinking, and like the schoolboy trying to solve a problem on the black-board he knew nothing about, he has failed. There has been considerable discussion as to the practicability of the route, but it hardly seems consistent to declare in the same breath that it is not feasible in Manitoba, but in Ontario only. Why we should ship our grain to Toronto, thence to Liverpool via Hudson's Bay, instead of to the latter place direct, is more than the average Manitoban can understand. The *Free Press* sized up the position taken by the *Globe*, when it exposed the ridiculous idea that the C. P. R. or any other one road, would be able to carry all our grain to the sea-board in a few years time. Toronto is evidently something like the Yankee who wanted the earth with a fence around it, but if she gets it by way of Hudson's Bay, it won't hurt our own little railway, not in the least.

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THE position of the Provincial Board of Health recently formed has not been by any means a sinecure. Between small pox and the Smead-Dowd system investigation, they are kept pretty busy and it looks as if they were starting off with a good deal of business for young