

of more than twice across the Atlantic. The Mackenzie River is 2,500 miles in length, and is only exceeded on this continent by the Mississippi. The extent of this vast district has been brought before Canadian readers of late by Mr. William Ogilvie, F.R.G.S., of the Department of the Interest, in a series of articles, "Down the Yukon and up the Mackenzie," in *The Canadian Magazine*.

The capital of Austria, which has a population of probably a million and a quarter, is beautifully situated on the right bank of the Danube. Vienna is one of the most beautiful and interesting cities in Europe, and has improved wonderfully of late years by the construction of magnificent squares, streets and buildings. Numerous palaces, belonging to the Austrian and Hungarian nobility or to rich burghers, and interesting partly by their age and art collections, adorn the city. The imperial library contains over 300,000 volumes and about 20,000 manuscripts, among which many are very rare and interesting. The churches, hospitals, etc., are numerous and handsome.

Vienna is a great railway and industrial center; situated at the head of navigation of the Danube, it controls a large water traffic. Several branches of industry have been carried to a high degree of perfection, such as the manufacture of leather, carriages, furniture, meerschaum and amber goods, etc. Great quantities of furniture are made here, and exported especially to the Balkan peninsula and the Polish provinces. The Viennese also make musical, mathematical, optical, and physical instruments of a high quality. The principal articles of commerce are wool, cotton, silk, fur, paper, leather, metal and glassware, objects of art, chemicals, spices and colonial ware.

In ancient times Vienna was a Roman camp, called Vindobona. Charlemagne established a margrave here in 791. In 1237 the German emperor Frederick II. made it a free city of the empire, and under Ferdinand I. it became the residence of the German emperor. Sultan Solymán attacked it in 1529, but it was successfully defended. The Turks besieged it again in 1683; it was saved by King John Sobieski, of Poland. In 1704 a new line of fortifications was formed, including also the suburbs. The city suffered much during the contests between the revolutionists and government in 1848. Since that time, however, it has been so improved that every trace of the damage has been effaced — *The School Journal*.

THE TROLLEY.—In a paper read before the meeting of the American Street Railway Association at Atlanta, Mr. B. C. Foster, referring to the electric heating of cars on trolley lines, stated that his experience showed that to raise the temperature of such cars 40° F. above the outside air, as much energy was required as to propel the car and hence is not economical.—*Public Opinion*.

Be profoundly honest. . . . It would cut down the range of what you say, perhaps, but it would endow every word that was left with the force of ten.

Call it eloquence; call it magnetism. . . . It is the power by which a man loses himself and becomes but the sympathetic atmosphere between the truth on the one side of him and the man on the other side of him.—*Phillips Brooks*.