

form of a command, a law is apt to remain dead words; but when a human being brings it home in the form of a tale, it is found to take root quite readily in the young receptive heart. But it is not to inculcate morals alone that the fairy tale should be cherished. Life conducts every man over brilliant heights and through dark depths; and whence does the heart in its old age seek comfort? Why, in the reminiscences of childhood. Friendly memories call up the once favorite pictures of fairyland, and there is nothing consoling, elevating, instructive, or delightful, which the child's fairy tale can not give.

To drive it out of the nursery is not only to break down the ladder which unites childhood to a happier world, it is to sadden men's lives when they grow old. There is no fear that our children will grow up dreamers, the school takes care of that. Leave them the fairy tale then.—*The Review of Reviews.*

BOOK GOSSIP.

A pamphlet on British Sports, by Mr. Walter Leigh, of Halifax, has recently made its appearance in the bookstores. This is a slightly-revised re-publication of a series of articles which appeared some time ago in the daily press. Although we cannot agree with the author in some of the technical points brought forward, yet, upon the whole, we think the brochure creditable, and doubtless it will prove of interest to our young sportsmen, for whose entertainment and instruction it was written. Short chapters are devoted to shooting, dog-breaking, racing, fishing, cricket and tennis. It were well if all young gunners paid particular attention to the three rules which are given in order to prevent accidents with fire-arms. With the experienced sportsman such precepts have been so engrained into his nature that they have become instinctive. Unlike most analogies, men do not become careless by the constant handling of loaded guns; it is one of the few cases in which familiarity increases respect. The great maxim of the careful sportsman should be: "Always treat a gun as if loaded and at full cock." It is a pity that Mr. Leigh has not drawn more of his anecdotes and illustrations from this country, instead of having to refer so frequently to the British Isles for subjects for such interspersions. As it is, his remarks on shooting are often more applicable to English than to Canadian sport. We also imagine we can detect a slight contempt for our Provincial sportsmen, which, if so, is rather ungracious, and altogether undeserved. Although, of course, abuses will creep into every thing, yet we quite agree with Mr. Leigh in defending all true and manly sport against the charge of cruelty which has so often been brought against it. The chapters upon cricket and dog-breaking are excellent, and that relating to fishing is also good. We go hand in hand with the author in recommending the advantages of sport to the reading man.

A very charming story is "DR. ZAY," by Elizabeth Stuart Phelps. Dr. Zay is as fine a character as one need wish to meet, either in book life or real life. The fact that the doctor belongs to the gentler sex is sprung upon the reader early in the narrative, and has the immediate effect of creating an interest in her career. Her very interesting young gentleman patient, Waldo York, was almost killed in a run-away accident, and the course of events from the time he discovered that his medical attendant was a young, lovely and high-spirited woman will be closely followed by every reader. The book is evidently written for the purpose of helping on the cause of lady doctors, a cause we have always taken a great interest in, and we hope it may be successful in its endeavor. The finale is foreseen almost from the first, and although Dr. Zay is as stubborn a lassie as one ever reads about, in the end she falls a victim to the shafts of Cupid, the wounds of which all her skill was powerless to heal. There are few characters besides, but they are well drawn and have very distinct individualities. It is almost a pity Mrs. Phelps called her hero Waldo, for we in Canada are beginning to think that every second man in the States must be called Waldo or Emmerson. One thing that sounds queer to English and Canadian ears is to have the word "ride" used instead of "drive" in every instance, but as it is purely an Americanism, and the book in question is an American book with the scene laid in Maine, we must not criticize it too harshly. However, we have a prejudice in favor of driving than riding in a buggy or the "frikky wagin" in which the "caryatid" went her daily rounds. Published by Houghton, Mifflin & Co., Boston.

INDUSTRIAL NOTES.

NOVEL ENTERPRISE.—*Timber Railway Constructed by a Nova Scotia Lumberman.*—Says the Amherst Sentinel: Mr. Angus McPherson of Conn's Mills, has built 1½ miles of railway into his lumber woods this summer and is now running a train on it. He has already taken out about 100 cords of hemlock bark, and is now ready to begin to carry out logs. The rails he uses are round spruce poles, probably six inches in diameter at the large end tapering down to half that size, and neatly joined at the ends. The sleepers are small round poles on which the rails are spiked. The rolling stock consists of a small upright engine, 8 h. p. and two flat cars, manufactured by A. McPherson & Co., Oxford. The tires of the wheels on engine and cars are made with a flange on both sides to prevent them from leaving or spreading the rails, and the wheels have play enough on the axles to accommodate themselves to any inequality in the width of the rails caused by the difference in size of the poles used. Mr. McPherson has gone to no unnecessary expense in grading his track. He has followed around the hills, and says he has a comparatively level track. The engine is placed between the two cars he uses, so he has no trouble in making up his train. He expects the engine to do the work of eight horses, and he can carry on his work all winter even if there should be no more snow than there was during the last two or three seasons. It was the scarcity of snow in late winters that prompted Mr. McPherson to adopt this means of getting his logs out to the river. It cost about \$300 to lay his track and the engine cost \$400.

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