

A Canadian Scholar
Honoured,

Three names have been submitted to the Pope by the directors of Washington University, with a view to securing on his appointment a suitable successor to Bishop Keane. The first of the three is the Rev. Father Conaty, of Worcester, Massachusetts. He is of Irish descent, but was educated in the Sulpician Seminary at Montreal. As a writer and lecturer on religious and philosophical subjects he is already well known, and he has been for years a prominent advocate of temperance reform on the lines laid down by Father Mathew. Dr. Conaty's educational work has been done so far mainly in connection with the Summer School of Philosophy at Plattsburgh, New York.

The Anglo-Turkish
Treaty.

Mr. Gladstone, in a short article contributed to one of the English monthlies, puts his finger with unerring accuracy on the weak point in the present relation of Great Britain to the Turkish question. In 1878 a treaty was entered into between her and Turkey, by which the latter bound herself to carry out certain internal reforms, and the former bound herself to see that this was done. An essential feature of this agreement was the transfer of Cyprus to Britain, to which it still belongs. Obviously, if Turkey fails to do what she undertook to do, it is Great Britain's duty to apply force if that should prove to be necessary. Turkey has never granted to her Christian subjects the promised reforms, and for two years past the Sultan has been systematically massacring the Armenians with the most deliberate and fiendish cruelty. It is clear that Britain cannot honourably retain Cyprus, and it is equally clear that the Island must not be allowed to revert to Turkey; perhaps it would be best to hand it over to Greece. Britain seems bound in honour, as by treaty, to intervene forcibly for the protection of the persecuted Armenians, but this she cannot usefully do at present. The only course open is to take action in concert with Russia and France, and this seems likely to be done.

The Russian
Railway System

Prince Khilhoff, "Minister of Ways of Communication" in the administration of Russia, has been for some weeks journeying through the United States for the purpose of observing the railway system of that country. His sojourn was cut short by a summons to St. Petersburg to attend an important meeting of the Czar's Council, but during his visit he saw much that interested him and carried off many ideas that will no doubt be reduced to practice. He was greatly impressed with the cheapness of steel rails, which cost twice as much in Russia as they do in the United States. Russia has 34,000 miles of railway, and this mileage will be rapidly increased. It is expected that the Siberian railway, which will be 7,500 miles long, will be completed by the end of the century, and it will then form an important part of the fastest route around the world, the trip taking only thirty-three days instead of the present sixty-six. The Russian Government owns about half of the roads in the Empire, and it guarantees the other half. Many of them are built to open up new districts and to promote the agricultural industry in accordance with the persistent peace policy of the administration.

German Colonial
Policy.

Dr. Kayser, the chief director of the colonial policy and schemes of Germany, has found himself constrained to resign his official position, and in retiring from it he has given the public his opinions as to the wisdom and utility of German colonial projects in general, and of those in Africa in particular. Of their value to the Empire he is very doubtful, and outside

observers will regard this attitude as exceedingly moderate under the circumstances. Germany can never become a great colonizing country because the individual German does not take kindly to the task of developing a new country, and because there is no large area of the world left unappropriated in which to carry on colonization experiments. The German emigrant prefers the United States, where he can secure the advantages of a highly developed civilization, including abundance of cheap lager of excellent quality, to the German districts in Africa where he will for many years to come have no neighbours but untutored savages. As the British people, who make excellent colonists are of Teutonic descent, the difference between the British and German temperaments in this respect seems to be due very largely to the fact that for fifteen centuries the one has been developed in a sea-girt land, while the other has been developed in the heart of a continent.

Home-Made
Ships.

The German Emperor is reported to have expressed his determination that Government subsidies shall hereafter be paid only to steamships built in German ship-yards. The motive is to check the practice of getting vessels constructed in Great Britain, for which country the Emperor has a dislike that seems to be rapidly developing into a frenzy of hatred. In the present temper of the German people it may be possible for him to have his way, but sober second thought will ultimately condemn such obscurantist chauvinism. British experience long ago proved incontrovertibly that a nation's best policy is to treat all vessels alike in the matter of subsidies, so far as their place of production is concerned.

The French
Army

The insane military rivalry between Germany and France is to be kept up, the French Parliament having just ordered an addition of 8,000 men to the army. This brings its effective strength up to 550,000 soldiers. Each nation might just as well do with 100,000. Their huge standing armies make it necessary for Italy, Russia, and Austria-Hungary to burden themselves in the same way, though Italy has been reduced to the verge of bankruptcy by her efforts to fulfil her obligations as a member of the Dreikönig. The maintenance of a costly armed neutrality in Europe is the chief cause of the hard times from which the whole civilized world has been suffering during the past few years. The ability of Europeans to purchase the food products of America has been enormously impaired by the withdrawal of so many men from the work of production, and by the heavy burden of taxation necessary to keep so many millions of troops in idleness, to say nothing of the permanently demoralizing effect of military life.

Princeton
University.

This will henceforth be the correct title of the great seat of learning which has its site in the famous little New Jersey town, and which has for two centuries and a half been officially named the "College of New Jersey." During several days of last week the "sesquicentennial" anniversary of the institution was celebrated, its first charter having been granted by the Governor of the Colony in 1746. It would be impossible to give here any idea of the very interesting proceedings, but some of the incidents may be mentioned. One was an address from the President of the United States. Another was the announcement of donations aggregating nearly \$2,000,000. A third was a banquet at which speeches were made by foreign academicians of world-wide fame, including Prof. Seth of Edinburgh, Prof. Klein of Göttingen, Prof. Hubrecht of Utrecht, Prof. Moissau of Paris, Prof. Dowden of