



THE PHILOSOPHER

DURING the past month England did her utmost to entertain in a royal fashion the visiting French fleet. The Mayor and Corporation of Portsmouth entertained some of the officers at dinner in the Town Hall, while the Admiralty were the hosts of a thousand petty officers and men from the two fleets. More remarkable were the private dinners given to the French admirals and officers by the Secretary of State for Foreign Affairs, and by the Prime Minister. The Times, speaking of the banquets and fetes given in honor of the visitors, says: "Cultivated Frenchmen have the gift of historic imagination in an exceptional degree, and they can hardly fail to be struck by the memories that haunt the scenes in which they are now receiving the warmest and sincerest tokens of our respect and friendship. In the Guildhall they will see around them the effigies of the statesmen and warriors who have played the chief parts in the old wars we have waged against them. There stand Chatham and Pitt, Nelson and Wellington. There it was that in their day all the chief heroes of those memorable struggles received from the hands of the Lord Mayor, as the guardian of their sacrifices and their labors, the freedom of the City of London. There is, we believe, no precedent for such a demonstration of international friendship and good will even in the long annals of the Mother of Parliaments. It is a special honor devised for a special occasion. The two nations of Europe who, with many differences, have yet most in common in well-nigh every department of thought and every domain of activity, after centuries of rivalry, have sealed a close friendship directed to the protection and perpetuation of the world's peace."

THE FRENCH FLEET IN ENGLAND.

JAUNDICED CRITICS have often criticised matrimony and madness as closely connected, if not inseparable. They have, indeed, not been quite able to determine which is the cause and which the effect, and have frequently sought refuge in the confused explanation that if one does not cause the other, the other will cause the one. In other words, a man is probably mad to marry, and if he is not, marriage will make him mad. This obviously is more ingenious than veracious, and not very ingenious at that. The fact is that these "madness-marriage" jests were always thin and are now threadbare. Statisticians produce solid columns of figures to prove that it is the bachelors and spinsters who fill our asylums, that the high road to madness is not matrimony, but celibacy. But it does not need the gruesome argument of figures to demonstrate that it is time the old jokes were buried. In age, and perhaps in delicate taste, they surpass the companion stock concerning mothers-in-law. They were chestnuts in the stone age.

THE CORRESPONDENCE that has lately been exchanged between the British and Canadian Governments on the question of Imperial defence has been published. By this it is practically decided that Canada pays the whole cost of the garrisons at CANADIAN Halifax and Esquimaux, instead of DEFENCE. one-half, as at present, and that at the same time she takes over the entire control of the defences and troops at those places, relieving the Imperial troops with some few temporary exceptions. A prominent London paper, commenting upon this, says: "We extend a very cordial welcome to the patriotism of the Canadians in thus showing their readiness to participate in the defence of the Empire; it shows that they have at least grasped the fact that has evidently escaped some schools of political thought at home, that the Empire is not secured to the Empire by the mere possession of that they belong to it; there must be an efficient army and navy to guard the Empire by land and sea." But the same paper expresses a fear that such action on

the part of the Canadian Government may tend to withdraw the direction of the British garrisons from the supreme Imperial control. "It strengthens the link with the Mother Country to have British regiments quartered in the colonies. It is also surely obvious that in the event of a great war the army and navy must be directed homogeneously from headquarters; in a division of councils lies disaster."

MEN ARE SUPPOSED to be naturally cruel, and women pitiful, yet women are undeniably guilty of many little acts of cruelty from want of thought. One of these is the bearing-rein to which they subject their valuable horses. While a woman is inside a house enjoying herself, drinking tea, listening to music, trying on dresses, or shopping to her heart's content, her handsome high-bred pair of horses stand in the sun tossing their heads in pain, with foam-flecked lips, in an unnatural posture. No coachman is merciful enough to unbear the horses when they wait for hours. They are often seen thus strained up at night when their mistresses are at a ball, and the effect, if effect is aimed, could be seen by none. Another cruel practice women are guilty of in this hot weather is that of taking out their dogs to run beside carriages and bicycles. Sometimes they are tied up beneath a very smart dog cart which a fashionable young lady is driving. The horse trots fast and the poor little terrier, with tongue hanging out, is forced to run without any respite and accommodate himself to the rapidly trotting horse. These ladies, no doubt, believe they are giving their dogs healthful exercise, but in reality they are causing them deliberate torture. Yet women are supposed to be dog lovers.

THE SMALL CRUELITIES OF WOMEN.

THAT was an influential meeting held at Buckingham Palace last month, over which Her Majesty, Queen Alexandra, presided. The business was to consolidate the various Red Cross Societies, which exist for the sake of the sick and suffering in time of war. That the necessity for the active work of this organization may not arise for many years to come must be the earnest hope of all classes alike, but, as the Queen pointed out in a very clear speech, this is woman's work, and the arrangements to carry it must of necessity be made in time of peace. The organization remains strictly of a voluntary character, and in peace time works upon its own lines. Under conditions of active service, the Red Cross Society places itself under the directions of the War Office or the Admiralty, and acts as subsidiary to the military or naval organization, devoted to the care of the sick or wounded. The new Red Cross Society is an amalgamation of the National Aid Society, and the Red Cross Council. It is to be maintained by the Empire at large. In time of war the organization would be at the service of the British army and navy, while if help were needed by any other belligerent powers, the propriety of giving such help to the sick and wounded of other nations would be considered as each occasion arose.

THE RED CROSS SOCIETY RE-ORGANIZED.

IT WILL BE a distinct deprivation to many if a new regulation said to be contemplated by one of the largest omnibus companies of London comes into force. This, according to the Daily Telegraph, will take the form of an order to be issued to drivers prohibiting them from conversing with passengers during the journey. The chief sufferers will be the visitors from America, or the rural districts, who are especially numerous during August. To them the "bus driver" is invaluable as a guide to the "lions," not to mention the mere attraction of a personal intercourse with an individual of such exalted responsibility. The idea is, of course, that talking distracts the driver from his duty. But a London "bus driver

THE MAN ON THE 'BUS.

is no ordinary man. He can carry on an apparently absorbing conversation with a lady at his side, wink to a fellow-driver, and at one and the same time shave all the surrounding vehicles by the accustomed inch as calmly and dexterously as usual. If a driver has a conversational turn it cannot be quelled in this summary manner. The only result of the regulation if it is imposed will be, we imagine, an increased interchange of courtesies with cab drivers and others whose conduct may call for remark.

THE LONDON COUNTY COUNCIL are registration and licensing of agencies for promoting a most excellent bill for the employment of servants and of instructors of youth. There are some perfectly sound and honest agencies which carry on business of this sort, and on the other hand there are too many that are practically bogus agencies, full of snares for the unwary and trading fraudulently. Various methods are adopted by the agent who is bogus, for want of a practical clientele. Too often a purely fictitious advertisement is issued propounding a want or offering a situation. This brings in scores, maybe hundreds, of replies. To one and all a stereotyped answer is sent, "on receipt of our registration fee we shall be happy to place your name on our list, and to send you particulars of all vacancies which we have to offer." Then shoals of such fees pour in, and to each dupe is sent the address of the one and only (if any) genuine applicant. In some of these bogus offices a stock applicant is kept salaried—say a nominal cook out of place—to ensure against any charge of false pretence. Hundreds of mistresses pay their fees and interview her; but either she is too exacting in terms for them, or, if engaged, dismisses herself in a week, and goes back to her agent employer to renew the role of decoy duck. The Council's bill professes to make this trade dependent on license and registration, and, of course, the license will be revocable on unsatisfactory report. The genuine registry office will be protected by this procedure.

THE BOGUS EMPLOYMENT BUREAU.

THE SUPPLY of horses for the army is becoming a very serious question, but apparently consideration of it is being put off till we are face to face with immediate necessity, such as that of 1899. There has been much pessimistic talk about English horses having deteriorated, but this deterioration is more or less imaginary. England has as good race horses, as good hunters, and as good hackneys as ever she had, if not better, and there is no doubt about the improvement of heavy breeds. One of her expert horse breeders says: "What we have not is a supply of the best equal to the increased, and rapidly increasing demand, and herein lies our danger." The omnibus was a good source of supply at one time but we are told that within five years there will be no horse cars in England, so that source will no longer be left. Foreign countries recognize the danger of a scarcity of horses in time of war, and provide for it in time of peace, and many suggestions are made to the British Government. Unfortunately there seems nothing practical in the suggestions.

THE SUPPLY OF ARMY HORSES.

Here is Canada's chance. we do claim that we can raise as good a general utility horse as can be found anywhere. Our Government should be alive to this industry.

PROF. STARR, of the University of Chicago, is one of the savants who are much concerned about the conduct of young people who persist in getting married because they happen to fall in love. He regards the custom as reckless and reprehensible in the highest degree. He would have it displaced by a method of procedure which would be merely an application of the science of anthropology. Instead of breaking soft vows under the moonlight, the young man, having first consulted the standard authorities, would set forth to the girl of his choice that he adored her on high and scientific grounds. "Angelina," the proper form of proposal would run, "I find that your temperamental qualities, anthropological measurements, and cranial characteristics make you the one girl in the world for me; will you be mine?" If she agreed with his theory, they would be wed. If she did not like his facial index, or preferred another cephalic type, she would read him a thesis setting forth her views and promise to be a sister to him.

ANTHROPOLOGY AND LOVE-MAKING