

justifiable step. Hence I must say that I am extremely sorry that a gentleman of his inherited ability (for he has, in more sense than one, the good fortune to be the son of his father) should attempt a criticism upon an article coming from one who, though lacking greatly in either inherited or acquired ability, has had nearly six sessions' experience inside college halls. Now, Mr. Editor, I do not for one moment attempt to say that a freshman has no right to voice his sentiments in our JOURNAL, or any of our institutions. In fact I am pleased to see that the tendency is towards the extension of greater liberty toward those who come among us for the first time, but I do most emphatically state that in cases of this nature, a case which demands as a foundation broad experience, no man who lacks that essential experimental proof should attempt to contradict statements founded on the experience of one whose life in Queen's has had at least six sessions' duration. I must not make a mountain out of a mole hill, and I do want to say that I consider my contributions open to criticism from any one, but it gives me great pain (for his sake alone) to see a man of his undoubted ability take such a rash step in the sunrise of his college career, and my advice to him would be, "Remember the hare and the tortoise, slow and steady wins the race. Take time; your day will come."

Now, Mr. Editor, I did not mean to encroach so much upon your valuable columns, but perhaps this sacrifice of dignity may prove a warning to would-be offenders yet to come.

I may say, in conclusion, that my time is too precious to permit my giving any more attention to this matter, for I cannot afford to sacrifice any further consideration upon the "blank misgivings of a creature, moving about in worlds not realized."

As usual,

TAMMANY.

Contributions and Addresses.

FROM GLASGOW TO FORT WILLIAM.

GLASGOW, with a population of over a million, is the second largest and perhaps the most prosperous city in Britain. A general distinction between the two leading cities of Scotland is brought out in the statement that men make their wealth in Glasgow and go to Edinburgh to enjoy it. The cities of the Old Country in general give the impression that they are intended to last for ages, and their unbroken lines of massively constructed buildings strongly contrast with those of our American cities. They appear backward in having no electric cars. But the only way in which an electric car system could possibly be superior to

the tramway system of Glasgow would consist of its being of less expense to the capitalist. In a crowded city, where the people cannot be confined to the sidewalks, a horse car makes just as good time as one driven by electricity. It is of interest to the student of political science that the tramway system of this city is controlled solely by the Corporation and with the result that accommodations are better, the fare is cheaper—penny 'hree hapennies or tupence, according to the distance—the drivers are better paid and in other ways the work is more satisfactorily performed than when it was in the hands of different companies. Competition has not always been the life of trade nor the life of any healthy movement. If a man is in haste, and business men generally are, he takes the subway, that is, an underground cable system which goes round the city in thirty minutes, tapping it at over a dozen of the most important points. But this is "Trades Holiday" and we must not linger too long, else we shall lose our train. The North British Railway train leaves Queen St. Station, (low level) at 6:30 a.m. As you know, the cars are divided into compartments each of which can accommodate ten persons and can be entered by a door from either side. Now we are off, and were one to make but a passing remark upon everything of interest along the line he would wind up with a book and not an article for the JOURNAL. For there is scarcely a rock or glen, a loch or burn, a ben or brae in all Scotland but has some literary, historical or legendary interest.

The first place we stop at is Cowlairst, where important locomotive engine works are situated. A grim and rusty looking place like this does not appeal to the esthetic side of man's nature, as the forging of iron and the fashioning of huge locomotives are not conducive to the spread of an arcadian landscape. But, from another point of view, these works are of interest, this year especially, on account of the Engineers' strike which has been so much before the public for the last few months, which so stifled trade and which has now apparently ended so uncompromisingly and so unfavorably for the employee. The working day at all these great works is divided into three parts, from six o'clock to nine, from ten to one and from two to five, and always closes at one p.m. on Saturdays. The engineers wanted their legal working day to be eight hours instead of nine, rightly believing that as a man develops in skill he can do a definite piece of work in less time than formerly. For extra hours they receive double wages, many would be willing to put in extra time and their demand was thus almost equivalent to a demand for higher wages. What makes a labourer or any man rebel against the existing order of things