Gleanings From the Exchange Table

COUNTY COUNCIL STEAMERS

The End of a London Municipal Ownership Experiment

It is to be hoped that the vote at last Tuesday's meeting of the London County Council marks the definite conclusion of an unfortunate financial adventure, says Engineering. In general, advocates of municipal trading have been content to claim that municipal management was not much less efficient than that of ordinary private undertakers; but in the case of the Thames steamboat venture they appeared to have been under the delusion that it was possible for a municipality to work profitably a venture which for many years past had proved unremunerative even when directed by experts devoting their best energies to the work of management. The blissful dream was of short duration. The first foretaste of the troubles, which have now led to the definite abandonment of the steamboat service, was experienced when the capital cost of the undertaking turned out to be some 10 per cent. more than the £207,000 originally anticipated. The first year's working showed a deficit of £50,095, and it was then that the anticipations as to the profits to be reaped from the service began to be replaced by the contention that the object of the municipal trader should not be the reduction of rates by profits from industrial undertakings, but the provision of cheap services, the actual cost of which it was proposed to obscure as much as possible by mixing up together the accounts of the steamboats and tramways, so that the plain-man, inexperienced in municipal methods of bookkeeping, should not readily appreciate the magnitude of the losses. This theory that no municipal undertaking should be expected to pay received a further development at last Monday's meeting, when some councillors proposed that the steamboat service should be continued at a loss as a sort of popular amusement, much eloquence being expended on the thousands who, on a fine holiday, enjoy a trip on the river. Some sober-minded statesmen are already warning us as to the probable ill effects of a policy of providing panem et circenses, yet few, we imagine, were prepared to find that an important party in municipal politics has already got to the stage at which it is prepared to spend £40,000 per annum on a modern equivalent to a Roman circus. It is quite possible, nevertheless, that by raising fares a remunerative holiday traffic might be secured; and in this lies the best hope of finding a lessee or purchaser for some of the boats. The improvements which have been effected in the means of transport by rail and road on both sides of the river have been steadily depleting the ranks of those travelling on the river for business purposes, and by no practicable improvement of the service will it be possible to recall these to the steamboats, whether they are run by a public authority or by private undertakers. The report of the Highways Committee shows that the net deficit on the three years' working is £137,083. The total capital expenditure on the undertaking has been £301,080, of which but £23,524 has been repaid at the end of the last financial year. The outstanding capital expenditure is therefore £277,536, but the committee note that no allowance has been made for depreciation. The estimated annual deficiency of maintaining the service is £42,075, of which the debt charges amount to just under £21,000. These correspond, in effect, to a debenture charge. By laying the boats up, awaiting a purchaser, as is now decided, the deficiency will be at once reduced to £34,330, a fact which some appear to interpret as meaning that the total loss in maintaining the service would be only a little over £7,000, or one-sixth of its actual value.

Hon. J. J. Hill on the Future

It may have some significance for our older readers, says the Montreal Gazette, to be reminded that less than a quarter century separate the inauguration of the work of the United States and Mexico Boundary Commission from the appointment of Dr. G. M. Dawson as geologist and botanist to the North American Boundary commission. Bartlett's Narrative, published in 1854, was as much a revelation to Americans east of the Mississippi as were the records of Speke or Burton or Baker, not long afterwards, of their explorations in Africa to English readers. When one takes up either of Bartlett's bulky volumes and reads of the arid plains and deserts of North America as corresponding with the camel zone of the old world and in connection therewith the comparative merits of the Bactrian and Arabian camel, we realize how sweeping has been the change since then. When Dr. Dawson began his work under Major Cameron, the startling books of Captain (Sir) William Butler had not yet lost their fascination. The very titles—Great Lone Land and Wild North Land—suggested a sort of northern counterpart for Bartlett's "Camel Zone." Yet already the transformation had begun. It took a good deal of argument to convince statesmen of the old school that it would be anything but madness to attempt building a railway to the Pacific. But the marvel was accomplished at last and the day was even then approaching when the heart of Canada should be no longer, as the old Britons had once been, cut off from the whole living world. In "Ocean to Ocean" (a work that thirty years have not robbed of its freshness) we find both indications of the state of opinion in the years of transition and also joyous forecasts of the Canada that was to be. Of all our patriots in word and action, Dr. George M. Grant had the most assured faith in the greatness of his country's destiny. All his fine forecasts were not realized, but if there are among our educated men today more believers than doubters in our future, they largely owe the power that saved them from the slough of despond to George Munro Grant. He was one of the most effective leaders of the pioneers who grasped the meaning of federation and saw in the "great lone land" the future home of happy millions, rescued (many of them) from the wrath of old-world tyrants.

Only those who shared in the hopes of that cradle-time can be aware of the slowness with which our people came to realize the value of their heritage. And till they realized it, it could hardly be expected that aliens would do so. There were, moreover, setbacks through disastrous seasons and premature booms, recklessly persisted in, bred wide-spread distrust. Only the experienced and the expert never lost faith, knowing that our northwest was destined, in due time, to be a land of fulfilment as well as promise. They were not mistaken. When the true boom had ripened, the abortive boom was forgotten. The world at large acknowledged that even the eulogies that had once seemed extravagant fell short of western Canada's true deserts. Then men began to covet what they had formerly despised and companies, communities, groups and families vied with each other in acquiring land in the west and northwest. What had happened in the United States was evidently going to happen in Canada. The land that had once been deemed inexhaustible would, in the course of time, be obtainable no more—every acre being occupied—and the newcomers would seek farms in vain. So long as in the Northwest new horizons were ever unrolling, in limitless wealth, as the new comers advanced, economy seemed out of place. So long as the prairie yielded, as from the very lap of plenty, all the kindly fruits of the earth, there was no thought of a day when the soil should lack its life-giving bounties. And yet warning voices have been heard, "The reckless distribution of the land," cries one of them, speaking of the great Republic, has "absorbed much of the national heritage." Again the soil itself, he complains, has been deprived of its life-sustaining elements. The agricultural methods pursued have been most wasteful. Yet, while the acreage of the land has diminished till there is practically no more left for the genuine farmer to purchase and much of what is to be had is virtually worthless, the number of persons needing it has increased alarmingly.

And who, it may be asked, is this alarmist? Certainly one whose admonitions no Canadian is justified in disregarding. The weightiest words of counsel and reproof that for a long time have been addressed to the dwellers on either side of the border-line were contained in Mr. James J. Hill's speech at the Minnesota State Fair which is reproduced in the National Review for February. Mr. Hill is a native of Ontario, whose youth was spent in farming, but who has long been associated with the railway interests of Canada and the United States. He is at present president of the Great Northern Railway, U. S. A. Mr. Hill computes that in 1950 the population of the United States will be upwards of 200,000,000. Do the actual conditions of the country give sure promise that such a population will be able to win a livelihood? Mr. Hill has grave doubts on the subject. Some may urge that in the past the United States had no difficulty in supplying the means of subsistence to a growing population. He admits that such was the case, but he points out that in those times there was a vast area of unoccupied land. That asset of the national inheritance exists no longer. At the present rate of occupation every acre of public land in the United States will have disappeared in fifteen years. After that where are the children of the years to come to find standing room? Mr. Hill is too practical a man to ask such questions idly. He denies that he has drawn upon his fancy for any detail of the picture of exhausted mineral wealth, a vanishing public domain and a population to be more than doubled in forty years. The problem that he presents is one for thoughtful and patriotic men to solve. How far does this problem concern us in Canada? The question is one that we cannot wisely ignore.

Wooden Buildings Lead.

Notwithstanding the remarkable increase in the use of cement and other fireproof materials, the last reports of the building operations in forty-nine of the leading cities of the United States show that 59 per cent. were of wooden construction.

Even if the remaining forty-one per cent. of the buildings were built of brick, stone and concrete, vast quantities of wood are consumed, both in the construction and in the finish, though in the latter form metal is taking the place of wood to a very large extent. The amount of lumber given above does not take into consideration this item at all.

While this percentage is representative of the building industry in the United States, dealers point out that it does not include the large quantities of lumber used for the construction of dwellings, stores, and other buildings in the thousands of small cities and towns scattered over the country, and not included in the forty-nine cities on which a reckoning was made. In towns and small cities wood is usually the predominating building material, and it is safe to say that if the statistics had included figures for all places of whatever size, the percentage of wooden construction would have been greater. These figures, as a rule, are only for the corporate limits, and the suburbs of these cities have each very large amounts to be added. The cost, also, is relatively higher in these cities than in towns nearer the base of the supply.

In wooden buildings New York city is at the bottom of the list, though it leads with $18,075 as the average cost of buildings. Except at San Francisco, where abnormal conditions have prevailed since the fire, Boston shows the greatest increase of any of the cities in the total cost of building operations. The average cost of buildings is constantly increasing, having risen over $300 during the last three years. The average value of a building is estimated at $2,035.

The development of the United States during the past decade has called for the use of nearly forty billion board feet a year. The largest quantity ever reported for a single year was for 1906, when thirty-seven and one-half billion feet, with a mill value of $621,151,388 was used. Including the value of the lath and shingles used with this amount, the total value of the wood used for buildings is brought up to $656,796,513.

"What sort of a table do they set at your boarding house?" asked the young man who was contemplating a change. "A table of weights and measures," replied his friend. "The first long and the latter short."—Chicago News.

MACHINES TO BRING SLEEP

Revolving Mirrors, Polished Metal Balls and Electric Batteries Used

"I call it a sleep mill," said the manufacturer, as he led the way to his huge plant. He opened a door into a long room where two rows of girls were boxing instruments like electric fans, the wings of the fans being studded with small round mirrors.

"Many insomniacs," he said, "can sleep at the window of an express train. The sight of the landscape rushing by them invariably brings on a refreshing nap. Well, this machine, with its whirl and glitter of revolving mirrors, acts on the eye and brain in the same soothing manner, and the insomniac whom a train ride helps is invariably helped by this.

"Here," he said, entering a smaller room, "we turn out slumber balls."

A number of young men were rounding and polishing balls of bright metal, and he took one in his hand.

"Fixed high above the head," he said, "so that it strains the eye to stare at it, this ball frequently brings sleep to insomniacs of a melancholic type.

"In the next room we make a small machine for clamping the arteries leading to the brain. It is easy to adjust and it very considerably diminishes the flow of blood to the brain centres. To certain nervous, feverish insomniacs—authors, actors, and so on—the clamp often brings sleep in a few minutes.

"And here we make a very simple battery that while the patient lies in bed sends a mild current up and down his spine. The battery treatment usually succeeds with female insomniacs.

"We employ," he concluded, "five hundred hands here. It is a tribute, isn't it, to the hectic activity of our twentieth century civilization, a great mill like this, devoted to production of sleep for those who are too tired and nerve-worn to rest naturally?"—New Orleans Times-Democrat.

An Extraordinary Affair.

Miss Leslie Gully, the ten-year-old daughter of the Hon. James and Mrs. Gully, and granddaughter of Viscount Selby, ex-Speaker of the House of Commons, has been carried off from the custody of her mother under extraordinary circumstances, says an English exchange.

The Hon. James Gully, who is Viscount Selby's eldest son, has been living apart from his wife. Their little daughter Leslie was made a ward in chancery, the order of the court placing her under the charge of her mother, but allowing her father to see her occasionally at Lord Selby's residence, 3 Buckingham gate, S.W. On Saturday, shortly after his daughter had been brought by her nurse to visit him, Mr. Gully was seen to place his daughter in a taxicab which was waiting outside, and drive rapidly away.

Since then, with the exception of a telegram purporting to come from the hall porter of the Langham Hotel and bearing the words "Leslie is all right," which Mrs. Gully received on Saturday night shortly after 9 o'clock, no inkling has been received of the little girl's whereabouts. This telegram, however, could not be traced as having been sent from the Langham Hotel, but at the Hon. James Gully's residence, 40a. Connaught street, it was learned that he had departed on Saturday morning with a quantity of luggage, and that he had left instructions for the house to be let, giving as his reason that he was going to Paris.

The extraordinary affair was carried a stage further on Mondoy morning, when Mr. Justice Warrington, in chambers, made an order, at the instance of Mr. Charles Russell—who is Mrs. Gully's solicitor calling upon the Hon. James Gully to return the little girl to her mother's care; and at the same time the Judge made a second order committing Mr. Gully to prison for contempt of court.

Mrs. Gully is grief-stricken at what has occurred, and is anxiously awaiting the result of the inquiries which are being made. She describes her little daughter's appearance in these words:

Leslie has long, light brown hair, falling below her waist. Her large, grey eyes are very bright, and she has a quick, pretty smile, which strikes everyone who sees her. She is a little small for her age, I think.

That Miss Gully and her father were not passengers by the boat train which left Charing Cross on Saturday night has been definitely established. The travellers should have been three—Mr. Gully, who has clean-cut features and a generally distinguished appearance; a lady probably in charge of Miss Gully, and the missing girl, one of the chief features of whose attire her mother remembers to have been an unusually high pair of black buttoned boots.

A slight clue has been received from Waterloo Station, where such a travelling party seems to have been remembered on Saturday. If they were at Waterloo their objective may have been the continent by way of the Southampton-Havre route. There is a possibility, also, that an American-bound steamer may have been boarded at Southampton. One of three names may, it is said, have been used by the travellers. These names are "Gully," "Grant" or "Grey."

The North-West Passage.

Had the Northwest Passage been discovered a hundred years ago the world would have rung with the name of its illustrious discoverer; yet on a quest in which Sir John Franklin lost his life, and where Sir Leopold McClintock failed, a Scandinavan named Amundsen, in a tiny sealing craft named the "Gjoa," with a little crew of six men all told, has in the twentieth century unostentiously succeeded.

Singularly and strangely silent, eoo, has the journalistic press been upon this remarkable achievement, and I doubt, beyond the great minority of interested geographers, if the great world of sensation hunters are evene aware that this noteworthy landmark in the world's history has at last been reached.

Two instances, one of self-abnegation and the other of foresight have been pointed out in connection with Amunsden's action in the expedition.

First, he voluntarily spent two winters in the neighborhood of the North Magnetic Pole for purpose of making observations, that science might be the richer on his return by his investigations, instead of proceeding on his way when the tempting bait of making the Northwest Passage he felt intuitively to be within his grasp.

And, secondly, that in obedience to his correct judgement, the course of the "Gjoa" was directed southward, for, having skirted the further coast of Greenland to the extreme northwest, where was a channel leading north, he decided not to proceed on, but directed his course to the south of Beechy Island. As Captain Creak remarked, "Fortunately, he had an excellent signpost in his magnetic instruments. Theorists said 'Go north,' but the magnetic instruments said 'Go south.'" He accordingly resisted the temptation to follow the northerly route, which presumably others had taken and failed, and directed his course southward. Consequently, in pursuing the waterway to the south he struck the passage, whereas, had he followed his first inclinations and proceeded in the northerly direction he in all probability must have returned by the way he came.

It is a curious coincidence that both the Northwest Passage and the Northeast Passage have been made by Scandinavians, the latter by Baron Nils Adolf Erik Nordenskiold, a Swedish explorer and scientist, and, as Dr. Nansen points out, that ever since the eighth century the Norseman has been in quest of the same goal—the Northwest Passage. From the time the Vikings had visited Iceland and Gunbiorn had discovered Greenland (about A.D. 981), whither his countrymen had pressed forward and formed settlements, on to A.D. 1000, when the Norsemen proceeded on a voyage of discovery, visiting various parts of North America, including Newfoundland and Labrador, their trend had been in a Northwesterly direction through Davis Strait into Baffin Bay, and again still further north until all trace was lost of them. Yet these only were the pioneers, and not till over one thousand years afterwards, in this new twentieth century, had the feat been regularly accomplished, though this still had been by a Norseman!—Alfred Smythe, in the Nineteenth Century.

Vanity Wrecked Empire.

By the Peace of Tilsit, that remarkable compact made between Napoleon and the Tsar in a tent on a raft moored in midstream of the River Memel, Bonaparte because the master of Europe.

Prussia, the Rhine Provinces, Italy, Spain, were all his, and it has always been somewhat of an historic puzzle why he should have gone out of his way to break an agreement which must have satisfied even his ambitions. The best authorities agree that it was wounded vanity.

No sooner had he compelled the Tsar to hand him over Europe than he conceived the idea of marrying Alexander's sister. Trusty ambassadors were sent to St. Petersburg on this delicate mission. The Tsar received them courteously, but showed disinclination to favor the marriage. This he was entitled to do without giving offence; but it is said that a court busybody heard Alexander privately say that nothing should induce him to allow his sister to marry "the Corsican parvenu."

This was assiduously reported to Napoleon, who, from that moment, plotted that mightly invasion of Russia, which cost him 15,000 troops left in the snow, and proved "the beginning of the end."

Infants Who Ruled Empires.

Manuel II., the new king of Portugal, is a young monarch as monarchs go.

Indeed, had the murder of his father and his elder brother occurred only a few days before it did, he would have been at one and the same time a king and an "infant" in the eyes of the law. But by Portuguese custom the Crown Prince attains his majority at eighteen, and "Master Manuel," as he was until quite recently, is just over that age.

Even so, however, he is the youngest of living European rulers; although, of course, not the youngest to be proclaimed king. That record, as all the world knows, belongs to King Alfonso, of Spain, who was born a king.

Wilhelmina of Holland, too, was a queen de jure when a little girl in short frocks, although she was not formally crowned until her eighteenth birthday.

Kwang Su, the present Emperor of China, was only a few months past three years old when he was proclaimed ruler over more than four million square miles of territory and four hundred millions of human beings. King Chulalonkorn of Siam ascended the throne at fifteen. His powerful neighbor, Mutsu Hito, was acclaimed Emperor of Japan soon after his fourteenth birthday. King Alexander of Servia, whose recent terrible death is still fresh in public memory, was only thirteen, at his accession, and barely seventeen when he brought off of his own initiative, the coup d'atat that made him absolute monarch in everything but name.

Married 100 Years.

A world's record has just been created by the celebration in the little village of Isonbolgi, Hungary, of the anniversary of a wedding which occurred just 100 years go. All Hungary is interested, and the emperor has asked the authorities to forward to him official particulars, so that he can personally congratulate the couple. The long-wedded couple are named Szathmari. The husband is 120 years old and the wife 116. They have hundreds of descendants in and around the village. A score of years ago there was a celebration in honor of the man's 100th birthday, and application was made to the Hungarian government for a pension. It was granted, after the records of the village had been examined and the man's age verified. Four years later the woman also was granted a pension. The old people live in a modest cottage, and are well looked after by relatives. They are neaply blind and deaf, and sleep nearly all the time. The man, however, still enjoys his pipe and glass of wine, and neither is bedridden. It is a strange fact that in all their years they have never left the village, and know nothing of the great world outside of Isoubolgi. They were both born there, and have lived continuously a quiet and peaceful life. The celebration of their 100th wedding day was participated in by the entire village, which is proud of having established, without any doubt, a world's record.

Mrs. Bronson—Really, I think you ought to know this. Your husband kissed your cook.

Mrs. Woodson—Yes; I told him to do it. In that way, you see, the cook thinks she is getting ahead of me, and so she never thinks of leaving.

KILLED THE FAMOUS SNAKE

Students Put to Test Superstition of an Ancient Chinese Temple

Across the river there is a temple, famous for its idols and charms. Among its charms were three snakes that the temple keeper jealously guarded and watched. They were renowned far and wide and visits were paid to them regularly by officials, scholars and all classes of people. They were said to possess cures for all diseases, salvation for all troubls and degrees for all students. All that was necessary was to worship them. A few months ago the subject of their efficiency together with the idols, etc., was discussed by the students here, which resulted in a visit to the temple and the killing of one of the famous snakes. The news got around later that the student that had killed the snake had died as a result of his folly, because had not the snakes power to bless and to injure? The rumor was kept up for a long time, and so the "face" of the temple was restored.

It is said that these snakes are over a hundred years old.

A few Sundays ago a number of students went over again to the temple to have a look at the idols, and no doubt the sight brought back old scores, because they proceeded to pull the idols down from their places and to smash them up, and not content with this, they proceeded to the place where the remaining two famous snakes were kept and with stones killed them. The temple keeper ran out into the market, crying that foreign devil students had killed the snakes, and calling together the people, they chased the students out of the market. Alas now for the famous temple! its snakes are killed, its idols desecrated, and those who did it are still living, and the subject is regarded as a huge joke by the students here.—Linchow correspondence South China Post.

Destroyers and Submarines

Our new destroyers of 790 tons displacement steam 34 knots for 11.36 tons of oil fuel per hour, and continue thus on official trial for six hours, while ten years ago, says Engineering, the boats of limited radius of action, because of only 360 tons displacement, required 8 tons per hour for 30 knots, and even then could only keep this up for three or four hours. The engine power has had to be trebled, and yet the fuel weight is only increased by about 4 per cent. A paper read by Mr. E. C. Given, at the Liverpool Engineering Society, indicates that corresponding progress is being made with submersible boats. He deals with the vessels built for all Powers. In the British boats, which have increased in displacement from 120 to 500 tons, the surface speed has been increased to the extent of about 75 per cent.—from 8½ to 15 knots—while the submerged speed has increased 30 per cent., from 7 to 9 knots. It will be realized that great difficulties are associated with increases of speed, especially submerged. The power then used is electric, and the current must be stored in batteries. Thus while the engines used for propulsion, according to Mr. Given, weigh about 56 lbs. per brake horse power, the weight of the electric mechanism is 225 lbs. per horse power. Strategists are not, however, agreed as to whether high speed, when submerged, is necessary. Mr. Given says: "The surface speed is the strategic speed, enabling the vessel to quickly reach or leave the fighting zone; whereas the submerged or tactical speed is of less importance (except for attacking moving vessels), as when submerged they are unseen; and it is thought that the only means of attacking a submarine is with a spar torpedo, and this is very difficult to carry out, as the submarine can dive or manoeuvre out of reach if the water be deep enough." With increased length there is a possibility of increased surface speed, but the fine ends of the ordinary surface boat cannot be approximated. The proportion of length to beam in submersibles has undergone a great change. The earlier British boats, continues Engineering, had a length of about five times the beam, and the later ones of about ten times the beam. The The increased length tells against the diving and the manoeuvring, especially in shallow and confined waters, so that the problem of speed is one of great difficulty, particularly if the success hitherto achieved—notably in British vessels—in connection with manouvring and quick diving is to be continued. No doubt the speeds will increase, and increase, and we shall at an early period see submarine boats corresponding in speed to the battleships, with equal radius of action and good sea-going qualities. That being so, there is the greater need for an active policy at the Admiralty in connection with torpedoes, without which the submarine or surface torpedo-boats are practically worthless, and Engineering shows that there is an absence of such progress, since a torpedo of 45 knots speed now adopted by foreign Powers is not used in preference to existing 35-knot torpedoes. We (Engineering) have no doubt that Parliamentary pressure would result in a more courageous policy in this matter. We cannot believe that the question is one of economy. No doubt the replacing of the existing torpedoes of deficient range by the latest instruments would involve a considerable sum, but when it is considered that the efficiency of vessels, costing millions of pounds, is greatly lessened by the absence of the best torpedo, only "economists at all costs" would oppose any proposal for adopting the new torpedo.

Earnings of Liners

Referring to the agreement as to Atlantic liner fares, Engineering says the rates are complimentary to the superiority of the new British ships; but there is another point of view, and the return of passengers landed at New York reflects directly upon this result. For several years there has been a steady advance in the total number of passengers landed at New York, analysed in Engineering. In ten years this number has increased more than fourfold; but, at the same time, the number of cabin passengers has not increased pro rata. In other words, in the past four years, while the total number of passengers has increased about 75 per cent., the first-class passengers have only increased by 38 per cent., and the second-class by 68 per cent. In the same period there has been a rapid increase in the accommodation of Atlantic liners, not only in the steerage, but in the cabin accommodation. Speed only appeals to a portion of the passengers; it is difficult to fix the proportion, but in view of the splendid accommodation afforded in what may be termed intermediate boats, and the advantages they offer, in common with all large ships, fast or slow, in respect to steadiness in a sea-way, it may be assumed that the proportion of passengers who favour excessive speed is not on the increase. For some time there was an understanding amongst the owners of Atlantic liners regarding the rates which should be charged on vessels of various sizes and speeds, but the facts indicated seem to suggest that speed is by no means the only factor which appeals to passengers, and, consequently, continues Engineering, it is difficult to determine the relative popularity of an Adriatic and a Lusitania. One has an enormous advantage in speed; both are splendid sea-boats, and both afford complete comfort. In view of this, difficulties have arisen between the companies as to the extent of difference in rates. One is inclined, from the public standpoint, to say that every steamship ought to be entitled to fix its own rates, and the British nation in particular must support the Cunard line in the the maintenance of that independence which has always been a characteristic of the race. The Lusitania and the Mauretania were built to maintain British shipping and shipbuilding prestige. As the maintenance of high speed necessitates, from financial considerations, a full passenger list, the management is entitled to do everything in their power to ensure this end. So far they have done so; and although the results are not available, there seems every indication that financial success has been achieved, and will continue to attend the enterprise. The extent of the responsibility of the management is suggested by the great cost of high speed. Twenty years ago, when fast vessels of 20 knots were introduced on the Atlantic, it is said that the cost for each voyage was about 9,000 pounds to 11,000 pounds; ten years ago when 22½ to 23 knot ships were put on the service, this was increased to about 19,000 pounds; and it is now calculated that the expense of a 24½ knot Mauretania or Lusitania trip cannot be short of 30,000 pounds. It might be urged that higher rates should consequently be charged, but the alm must be to utilise to the fullest extent the accommodation available, and this suggests the fixing of a reasonable rate relative to those charged by other steamships. That the public do not always favor the high speed ship is shown by the average number of passengers per ship of the principal lines. It is shown that the White Star company top the list, so far as first-class passengers are concerned, with an average of about 219 per ship sailing from Southampton in the later part of the year, and of 165 per ship from the Mersey in the early part of the year: and it should be remembered that none of their ships can now be classed in the first rank as regards speed. The second place, as shown in Engineering, is taken by the Cunard company, which is consistent with the high reputation of the line. The third place, again, is taken by the Hamburg-American line, with about 143 and they only possess one fast ship. The North German Lloyd takes fourth place, with 124 passengers on their express service. The American Line, which has always taken a high place, has 124 passengers per ship.

Detective Photography

Some years ago the Argentine authorities had reason to suspect that smugglers in Buenos Ayres were receiving gems though the mails. The police and post office officials were at first in some difficulty as to how to proceed against the suspects. Under the Argentine regulations mail matter in transit could not be legally opened, so it was decided to enlist the aid of the X ray. By this means some seventy registered letters and parcels were examined, disclosing the fact that they contained many thousands of dollars worth of precious stones.

Another instance of the use of the X ray in the detection of crime was that of a diamond thief in Calcutta, in which no evidence against the arrested person could be obtained. An official familiar with the wiles of the native criminals suggested that an X ray photograph be taken of the man's throat This test revealed the stolen diamond. By a trick which the Hindu thief learns after years of severe practice, the fellow had "side swallowed" the stone.

Frequently the taking of a photograph has accidentally lead to the detection of crime. A curious instance of this occurred in Philadelphia a year or so ago. An amateur taking long distance views from one of the upper windows of a tall office building on Broad street, caught the picture of a passing express wagon with a man behind in the act of "lifting" a package from the load. The thief got away with his booty unnoticed by the driver or anyone in the street; but the photograph, when sufficiently enlarged, identified and convicted him.

One of the passengers on board an English liner running to Rio de Janeiro took a large view of the harbor of the Brazilian city, which view included a number of vessels, among others a small yacht. Two men, Linares and Grayson, had gone out in the yacht that morning. Only Grayson returned alive. According to his statement his companion had fallen from the mast and been killed; but, as the story was not believed, he was tried and sentenced as a murderer. The trial had been fully reported in the papers and among the interested readers was the passenger who had taken the marine view, spoken of. It occurred to him to have his picture greatly enlarged, in order to discover the character of a small dark spot on the sail of the yacht. This, it was clearly to be seen was the figure of a falling man. The amateur reported his discovery, and as soon as it had been officially verified Grayson was released.

Million Prohibition Votes

Chicago, according to Charles R. Jones, national chairman of the Prohibition party is from the point of view of phohibitionists the worst city in the United States, with New York a close second. New York State, however, carries of the palm as the State least amenable to prohibition influence, while Pennsylvania is second in backsliding. Mr. Jones took an optimistic view of the future of his party yesterday in an interview at the Hotel Belmont. He predicted that every State in the Union would declare for prohibition in time.

"The Prohibition party," he said, "has increased 100 per cent. in eight years. In the same time the Republican party has gained only 7¼ per cent. while the Democratic party has fallen off 19 per cent. Prohibition territory during the year just passed has more than doubled. Last year Georgia, Alabama, Mississippi, Texas, Florida and Oklahoma were added to the three prohibition states, Maine, North Dakota and Kansas. I predict that in the next two years we shall have won over to prohibition ten more States, namely, Arkansas, Kentucky, Missouri, North Carolina, South Carolina, Tennessee, West Virginia, Colorado and Vermont. The others will follow soon after. Last in the list will come New York State."

The Prohibition party, Mr. Jones declared, will be a strong force in the coming Presidential election. Through the organization of national issue clubs voters were being recruited for the Prohibition ticket. Thousands of these clubs, he said, had been organized since the first of this year. Prohibition was now sure of 500,000 votes. By the time of the Presidential election Mr. Jones was sure the number would be doubled.

"Bryan," said Mr. Jones, "will undoubtedly be the Democratic candidate. But I do not think he runs a chance of being elected, for the Southern voters who have been Democrats and are now Prohibitionists will not vote for him unless he has a prohibition plank in his platform. The Prohibitionists would fight Taft were he the Republican candidate, for he opposed Prohibition in the Constitution of Oklahoma. Mr. Taft, too, is on record as favoring the restoration of the canteen."

The Prohibition convention is slated for July 15, at Columbus, Ohio.—New York Sun.

The coinage issued by the Royal Mint during the past year was gold £12,165,000, silver £1,705,070, and bronze £184,520.

COMMON CURRENCY.

Republican Leader Wants International Coinage for Canada, U.S. and Mexico.

Mr. John Appleton Stewart, the president of the League of Republican Clubs of the State of New York, and a close personal and political friend of the President, expreses himself as strongly favoring an international currency for the every day use of the Dominion of Canada, the United States of America and the Mexican Republic, says the Montreal Gazette. Although he does not come accredited by President Rosevelt, Mr. Stewart will talk the matter over with the Finance Minister of Canada during a coming visit to Ottwa. At the Windsor yesterday he pleaded guilty to being a third termer, because he believed Theodore Roosevelt to be the one man in the United States able to complete the solution of the many important problems which the President has already undertaken and which require his honesty, his integrity, his fearlessness and high public spirit to carry to a successful issue. Mr. Stewart declares that the President is perfectly sincere when he says that he does not want a third term, but he says Mr. Roosevelt will be simply drafted into the White House next fall by the people of the United States and he will have to serve. While it was an unwritten law that no man should have a third term as president, social and political conditions over the border had so changed since the days of Washington and Grant that all such things would be forgotten by the people of the Union in their overwhelming desire to re-elect Mr. Roosevelt. The New Yorker said, in fact, that Rosevelt would get the Republican nomination in Chicago in June and would be elected. Quite likely, he added, Taft would get a plurality of votes at the first ballot, but later on the name of Roosevelt would carry the convention by storm and his nomination would be made unanimous.

The President would, no doubt, refuse the nomination, but that would be one of the occasions when no would not be accepted as an answer. He would be nominated and elected in spite of himself, opined the president of the Republican League, which is a thoroughly Roosevelt organization, and with its 170,000 members has been considered as a buffer, holding the balance of power between the rival factions.

"What do you think of Mr. Bryan's attitude in case Mr. Roosevelt is the Republican candidate?" was asked.

"Nothing will ever induce Mr. Bryan to oppose the President. If Mr. Taft were nominated Mr. Bryan would appeal to the country as the natural exponent of the Roosevelt policy, but you will see that when Mr. Roosevelt gets the nomination next June in Chicago another than William Jennings Bryan will be nominated by the national Democracy at Denver a month later."

Mr. Stewart has just arrived from the Southern States, where he went on private business, but he did a little organizing as well, and he declared that any other sentiment than that favorable to Roosevelt's re-election had to be manufactured throughout the South. The new South, he adds, is solid for the President, and he also claims that Roosevelt will carry the States of Virginia, North Carolina, Kentucky and Tennessee, hence this inroad into the "solid South," together with the certainty of carrying New York State by two hundred thousand, would ensure the President's re-election by a very substantial majority of the electoral college. He claimed that the white Republican vote of North Carolina had increased from sixteen to eighty thousand, and that the business men of the Southern States were almost sure to favor the third term. As a manufacturer, Mr. Stewart said he is one of the men who opposed the policy of exterminating all individual effort and enterprise for the benefit of abnormal aggregations of capital. He would rather see a great many thousands of men in the United States worth each a million dollars than have five or a dozen worth $500,000,000 each, and this was the view which had taken hold of the people, and they looked upon Mr. Rosevelt as their natural champion and spokesman.

He did not think any of the great railway magnates, except, perhaps, Harriman, would openly oppose the President's re-election. Questioned as to the part the election fund would play in case Mr. Roosevelt were chosen by the Chicago convention, Mr. Stewart said that all the money required for legitimate purposes to put the President back to the White House would be forthcoming, and he did not have any apprehension that the "barl" would prevail to any great extent against him.

Mr. Stewart remarked that while talking with the President a few days ago he was struck with Mr. Roosevelt's friendliness towards and interest in the Dominion of Canada. They had, in fact, discussed the proposal to appoint a commission, such appointment to come from the governments of Canada, the United States and Mexico, to take up the question of an international currency to be used in those three countries. He, of course, wanted it to be understood that he had no special mission in this matter, but when in Ottawa he would be glad to go over it with the Hon. Mr. Fielding, minister of finance.

Mr. Stewart was entertained at luncheon on Saturday at the Mount Royal Club by Mr. Alexander Lacoste, who invited a number of friends to meet the Republican leader.

Bravery of the Smallest Birds.

Fearless birds are humming birds. So unafraid are these charming creatures that they readily will enter open windows of houses if they see the flowers within.

They have even been known to visit the artificial flowers on a woman's hat when she was walking out, and other writers speak of their taking sugar from between a person's lips. In a room they become confused, and being frail, they are apt to injure themselves by striking against objects.

It is of no use to try to keep them in captivity, unless possibly it were in a greenhouse, where there were plenty of flowers, for no artificial food ever has been found which will nourish them. Yet even in a grenhouse they would gradually kill themselves by flying against the glass.