

The *Gazette* has taken this matter up in a very peculiar manner. It deals with the question in much the same way as "Nihil Verius"—accepts his position in general, and as to particulars, claims to know nothing, but yet ventures to talk of the questionable taste of "Nihil Verius," and calls him a "somewhat impertinent scribe." Surely "Nihil Verius" has just as much right to discuss this matter in the *SPECTATOR* as an anonymous writer in the *Gazette*! We all know where Canon Norman graduated because he has told us, but I am at a loss to know where the writer in the *Gazette* took honours for modesty and good breeding.

I am glad to hear that the stock of the Canada Consolidated Gold Mining Company is going well in the market. Canadians seem to have confidence in the scheme. The subscription list will not remain open longer than Thursday, 25th. Let us hail and help all these new efforts to develop the country.

I am glad of the chance to say a good word for the coloured singers of the Fisk University who are about to pay a visit to our city. I heard them about six years ago in Manchester, and they sang their quaint, weird, plaintive songs with splendid effect. These are no mere "nigger minstrels" trading upon their colour and the misfortunes of their race; they have a general education in letters, as well as a special education in music, and I hope we shall have no bigotry of the white-skin to show them. They are worthy of respect and esteem, and for myself I want no better treat than to hear them sing for an evening.

The object they have in giving these concerts is purely missionary. They have built Fisk University, Nashville, Tennessee, and paid for it at a cost of \$150,000. The University will accommodate 347 pupils, with 13 professors and tutors. A recent gift of \$60,000 has enabled them to build a Livingstone Missionary Hall, which will double the capacity of the University. Last year 10,000 pupils were under the instruction of its trained teachers. The money realized by these concerts will be used as an endowment fund for the theological department, and I hope they will have in Montreal all the success they deserve.

I gladly contribute my quota of praise in honour and glory of muscle. Edward Hanlan has conquered Trickett, and in him all the world of scullers, and will probably return to Canada with more money than Gladstone will get for a year's Parliamentary work and anxiety—more than Tennyson made by "In Memoriam," more than Beaconsfield will get for "Endymion," just to be published, and as much as would pay and satisfy thirty or forty editors in Canada. Some citizens of Toronto are anxious to purchase for him the freehold of the little island on which he lives, and to present him with the freedom of the city, so that he may henceforth have no taxes to pay. "Nothing succeeds like success" because nothing deserves it so well. If Edward had failed, and yet done his best, all the little dogs would have barked at him instead of wagging their tails. I am sorry the motion was not carried, for it would have been an honour to Toronto to have its first and only free citizen the champion oarsman of the world: and other cities would have been encouraged to honour their champion "heel and toe, go as you please," or lacrosse player, or Græco-Roman wrestler, or anything else of the kind. Toronto has lost a great chance. Poor, shortsighted Toronto.

The editor of the *Toronto Mail* said the other day, in commenting upon an article in the *Saturday Review*, that writers in daily papers have no time for writing spiteful things. That editor must be new to the country, and he will correct his views when he becomes a little more acquainted with our daily press.

The horror of the two deaths on the St. Lin Railway is pervading all our society as this is written, and forms a painful check upon the pen. The loss of Mr. Pangman will be deeply felt in his own neighbourhood and in Montreal, for he was the leading man of his district and President of the line on which the shocking occurrence took place. It is bitter to think of our enterprising men and captains

of industry being lost to our rising community through failures and wants in organization, that any calm and unprejudiced mind might be free to apprehend. Though waiting the close of the inquest, I am free to say that the calamity should form a lesson for Canada, and a lesson for the age in which it has occurred. We cannot restore to life these broken forms so suddenly called into the presence of their Maker; but there is not the shadow of a doubt that our railway organization, calculated as it is to gladden with prosperity generations yet unborn, might be and ought to be reformed by the constitution of a special branch, where none can now be said to exist, for the conservation of life by dealing with the active and passive causes of the various disorders in working a construction from which disasters spring. One shrinks from talking of expense in the construction—but the argument is urged against every reform—and so it may be broadly asserted that on the whole in place of expense there would be a great saving from the contemplated institution of safety officers on the railways. Of course before this proposal can be honestly discussed, the newspapers will take a long pause to see what other people have to say. But who are the "other people" likely to come forward not steeped in the prejudice of use and wont? It would be foolish to disguise the fact that we seriously need their help. There may be more hope of early action by the authorities who always have to pause and think than of movement by those organs of opinion. And in the very midst of our humiliation the Corporation of Montreal will be debating whether they shall allow a new railway section to cross seven streets in place of running unimpeded by the water side. *O tempora!*

"SIR,—As a postscript to the paragraph on heating and ventilation in last number, it should be observed that, if the neighbourhood of the stove on the ground floor is used as a sleeping place for an invalid or delicate person, there will most likely not be the same freedom for the admission of cold air on that floor, although there will be no reason on this account for altering the 'warm-air-chamber' arrangement of the doors. The heated air from the stove ascends and leaves the side of the room in atmospheric quiet. If the fire burns well, we understand that there is a constant admission of air from the outside with the house—much of it no doubt, coming in under the doors; according as such openings are left free or otherwise—one use of a special ground floor cold-air draft, supposing the weather to admit of it and no patient to hinder, is to enable the stove to give off cooler streams of air from its surface. This object may be attained also by the dampers. At any rate, it will not do to have the friend we are interested about, located in Florida only to catch cold for all the pains taken. The best practical test, as already indicated, will be the sleeper's own sensations on wakening—and we should not make it a too risky one."

An old and favoured correspondent of the *Witness* has written a sufficiently unpatriotic letter to that journal on the prospects of our great North-West, in which climate forms the chief engine by which he hopes to confound his adversaries. Climate will divide itself into two heads,—its effects upon production, and its effects upon mankind. It has also to be considered separately, as summer and winter. Field production in these regions is not much influenced by the winter's cold. The duration and the qualities of the summer are far more important. He has little to say about the fertility of the greatest wheat-growing tract in the world—nor about the limits fixed by nature to the wheat-belt on this continent—nor about the cattle-raising prospects—but a great deal on the excellence of certain routes into the United States and the value of intercourse with that country, all of which may be very desirable, but does not adversely affect the Canadian question; for, so far from the one branch of enterprise excluding the other, they will aid one another in the east by the common use of trunk lines, and a man of his experience and eloquence ought to have been able to discern this more plainly. What we ought to be more concerned about is to see that the option of possession of the railway and reversion of the lands are secured to our Government and people.

Parliament has been summoned to meet on the 9th of next month, and we may hope that in a few days after that Sir John will