

(having now free access for large ships to the Atlantic); and hence it bids fair to outstrip New York (which has 2,000,000 inhabitants) both as a city and as a port.

2. What country or colony has the largest mileage of railway and of telegraph?

The first gives a trustworthy comparative idea of the wealth of a country and of its travelling habits; the second gives a fair idea of the extent of its business. An exception to the latter statement is Russia—more than half of whose telegraphic messages are on the part of the Government, and represents no business but the barren bureaucratic.

3. What are the chief conditions of the prosperity of a commercial river?

(a) It must flow from a colder to a warmer climate. The Mississippi flows from north to south, and carries the products of several climates. The Mackenzie and the Yenisei flow from south to north, and have hardly any traffic. (b) It must flow from a manufacturing to an agricultural region. The Rhine flows from Switzerland to Holland. The Danube flows from manufacturing Germany to corn-growing Wallachia and Roumania. (c) It must have a tide. The Thames has two currents: that of the tide which carries the traffic up; and that of its own stream, which takes boats down.

5. What are the functions of islands in the commercial life of the globe?

(a) If an island lies between two continents, it will probably trade with both. Great Britain trades with Europe and with America. Japan is beginning to trade with Asia and with North America. Sicily used to trade with Africa and with Italy. (b) It may be a good coaling station. Hong Kong and Singapore are coaling stations for the commerce of the east.

(c) It may be a telegraph station. Valentia, off the coast of Ireland, holds one end of the Atlantic cable. Christian Island, in the Pacific, supports the cable from San Francisco to Australia, etc.

Or let us suppose that the teacher selects an article of commerce as the subject of research. Then the line of study might be something like the following:—

1. Iron:

(a) Where found most largely; (b) Where consumed most largely; (c) How consumed most largely (in ships, or in houses, or in machinery); (d) How conveyed; (e) Sold to what countries, etc.

2. Wheat and Rye:

(a) Where chiefly grown; (b) Where most largely consumed; (c) How conveyed (cart, boat, rail); (d) What determines their prices, etc.

3. Railways:

(a) What countries have most for square mileage; (b) What countries have most for population; (c) What countries charge cheapest fares, and why; (d) What countries box you up, and what give you the free run of the whole train, and why, and with what social results; (e) What countries are entirely without railways, and why; (f) What parts of England are most densely railwayed, and why; (g) Why the railways in Australia all run from the east coast to some point in the interior, and stop there; (h) Whether agriculture or mining, commerce or manufactures foster the making of railways most, etc., etc., etc.

It would also be useful if there were painted on the wall of the class-room a set of units of measurements, or standards for reference. Thus we might have:—

1. A standard of size for countries (taking England or Scotland as the unit).