

lad to him. "No wonder," said the gentleman, "for this lad is a direct descendant of Oliver Cromwell, whose name, like this boy's was Williams before they changed it to Cromwell. It was curious that this type should reappear to remain after so many years.

When the head was in the possession of Samuel Russell he was frequently intoxicated when he showed it to his friends, and they cut off pieces of the hair, until the head was closely cropped.

A correspondent of the *Globe* of the 23th of September or thereabouts believed that the body of Cromwell after removal from the Abbey, was buried in Red Lion square, and another body substituted and sent on to Tyburn with Ireton and Bradshaw. But it is not probable they could have obtained and embalmed body for that purpose.

The embalmed head is now in the possession of Mr. Horace Wilkinson, Sevenoaks, Kent.

There is a small hole where the wirt was on his forehead, and the eyebrows met in the middle. The head has the appearance of hard, dry leather. There are other details, and there is other circumstantial evidence, and there are records printed and published at the time, but I feel I must not trespass on your valuable space any further, although it is a subject in which many of your readers may take as great an interest as I do.

### Pacific Railway Survey.

The report of the Minister of Public Works just issued, contains lengthy reference to the Pacific Railway. Mr. Sandford Fleming thus refers to operations for the fiscal year ending June, 1874:—With respect to the whole survey. I have the honor here to repeat the conclusions which I set forth in my report of January last, 1. That although the information respecting the Rocky Mountain Zone is not yet sufficiently complete to establish the line to the Pacific, several routes have, however, been found on which the obstacles met with, although formidable are not insuperable. 2. That there are reasonable grounds for the belief that the explorations in progress in British Columbia will result in the discovery of a line through the Rocky Mountain region which, taking everything into consideration, will be more eligible than any yet surveyed. 3. That it is now established beyond doubt that a favourable and comparatively easy route, considering the line as a whole, has been found from Ottawa to the northerly side of Lake Superior. This result is the more satisfactory, as unfavourable impressions have been created regarding this portion of the country, many having considered it even impracticable for railway construction. 4. That it will be possible to locate the line direct from the northerly side of Lake Superior to the prairie region without unusually expensive works of construction, at the same time with remarkably light gradients in the direction of the heavy traffic. 5. That the main line from Ottawa to Manitoba can be located in such a way as to render unnecessary the construction of a branch to reach the navigable waters of Lake Superior. 6. That there will be no difficulty in finding a comparatively easy route across the prairie region; that the bridging of the large rivers, with proper

care in location, will form no large proportion of the cost of the whole extent of the railways. 7. That the lakes and rivers of the prairie region may be advantageously used in the introduction of settlers and in the construction of the railway. 8. That with respect to operating the railway in winter, the chief difficulties will be found on the western slopes of the two great mountain chains in British Columbia; but except in these localities the Canadian Pacific Railway will have, on an average, considerably less snow than existing railways have to contend with. 9. That the practicability of establishing railway communication across the continent, wholly within the limits of the Dominion, is no longer a matter of doubt. It may, indeed, be now accepted as a certainty that a route has been found generally possessing favorable engineering features, with the exception of a short section approaching the Pacific Coast, which route, taking its entire length, including the exceptional section alluded to, will, on the average, show lighter work and and require less costly structures than have been necessary on many of the railways now in operation in the Dominion. Since the report of January was published, an efficient engineering staff has been organized for the purpose of continuing the surveys between the Rocky Mountains and the Pacific Coast, with instructions to make examinations in the following sections:—1. From the North Thompson, via River Blue, to River Clearwater, thence to Lac la Hache and River Fraser. 2. From Tete Jaune Cache, across the mountain chain to Lake Clearwater and thence westerly. 3. From Tete Jaune Cache, down the valley of the River Fraser to Fort George. 4. From Fort George, across the Chilicotin Counties to Tatla Lake and the Homathco Pass. 5. From Yale northerly through the canyons of the Lower Fraser. 6. From Yale to Burrard Inlet. 7. From Dean and Gardner Inlets, across the Cascade Mountains, to the interior of the country. 8. From Fort George westerly, through the unexplored region, to the chain of mountains along the coast. 9. From the North River Fraser, across the Rocky Mountain chain by the Smoky River Pass. In the prairie and woodland regions the following survey work has been inaugurated:—1. The location of the railway from the waters of Lake Superior, at Thunder Bay, to Lake Shebandowan. 2. The location of the railway from Rat Portage, Lake of the Woods, to Red River. 3. A trial location from Rat Portage easterly. 4. Examinations at various points in the lake region between Lake Superior and the Lake of the Woods. 5. Exploration from River Pigeon, along the coast, of Lake Superior, westerly to Nipigon Bay. 6. Explorations from River Pigeon easterly towards the eastern terminus. 7. Examinations and instrumental surveys, with a view of improving the portages between the navigable waters of Lakes Winnipeg, Manitoba and Winnipegosis and the River Saskatchewan. 8. Survey and trial location for the railway between the crossing of Red River and Fort Pelly. 9. Examination of the country between Georgian Bay, at River French, and the valley of the River Ottawa at Pembroke and Renfrew. 10. Examination of the country between the Georgian Bay, at Parry Sound, and the City of Ottawa. The several parties have been sent to the field of their operations, and the work of exploration will be pursued with vigor until the close of the season. New results can yet be announced from their examinations.

### Army Reform in France.

Writing on the discussion of the military law which is still going on in the National Assembly, the Paris correspondent of the *Times* says:—

"As I mentioned a short time since, the point which has excited the greatest difference of opinion from the moment when the discussion on the military scheme commenced in the committee itself, and which has been continued at the Tribune, was whether a French infantry battalion should consist of four companies or six. I stated some time ago, at the time when the committee's report was about to be distributed among the Deputies, the reasons put forward by the partisans of the division of a battalion into four companies and those adduced in support of the division into six. The truth is, that the reasons on one side are as conclusive as those on the other. On several occasions I have conversed with the most authoritative defenders of both systems, and I confess I was alternately convinced by both, for the two opinions are defended and attacked by equally convincing reasons. The Minister of War vigorously supported the system of six companies, while the Reporter of the Committee defended with equal vigor the system of four companies, the Assembly declaring in favour of the latter. There must then be grounds which militate for or against one of the two systems, and after attentively following the defence and the attack, I think the people will arrive at the following conclusion. The Minister defended six companies for four reasons;—1, Because it is the system already existing; 2, because the officials at the Ministry of War are indignant at seeing 'Perkins' presume to interfere in military organization; 3, because during the transformation necessitated by the change the reorganization of the army will be suspended; and, 4, because the change will retard the promotion of officers and augment the already considerable number of what are called 'officers *a la suite*'—namely, officers who are in possession of their rank, but who cannot be actively utilized, and who, while retaining their positions as officers, are forced to wait for vacancies to enter the active *cadres*. This last inconvenience is the most serious, but it will be remedied according to the declaration of the Minister and the adhesion of the Committee, by doubling the present number of captains, by styling them first captain and second captain, the latter being something like a lieutenant captain. The Reporter of the Committee's scheme, on the other hand, defended the division into four companies:—1. Because it does not exist; 2, because it is objected to by the officials of the Ministry of War; and, 3, because it approximates to the division adopted in the German Army, which since the war of 1870 has been most looked to as the model of military organization. As for the Assembly, it has voted for four companies—first for the sake of opposing a minister, next to show the officials that the 'Perkins' understand military matters, and lastly, to back up the Committee nominated by itself, against the Minister whom it does not nominate. In to day's sitting on the other hand, it rejected the reduction of the battalions of the infantry Chasseurs against the advice of the Committee. A decision was taken—first, because the Infantry Chasseurs are a very popular branch of the army, and, secondly, because since the last war it is a very prevalent opinion that number con-