

Christ's College Anniversary.

Christ's College, Cambridge, last month celebrated the 400th anniversary of its reformation by Margaret Beaufort. This ancient College was founded as "God's House" in 1448 by Henry VI., owing to "a great scarcity of masters of grammar." It was the alma mater of John Milton and of the famous "Cambridge Platonists." Mark Pattison's theory that Milton turned Puritan through antipathy to his Laudian tutor, Chappell, by whom he was "whipt," seems unconvincing; for the poet in the "Apology for Smeectymmus," refers to the "courtous and learned Fellows" of his old College. Five poets, including Milton, are claimed for Christ's by Dr. Peile, the Master and Historian of the College. C. S. Calverley might be accorded a sixth place on the list. It would be interesting to record the names of other Christ College graduates, who attained distinction in more prosaic walks of life, did time and space admit of it.

Missions to Seamen.

The 49th report of the above society, of which the Archbishop of Canterbury is vice-patron, is inspiring reading. The report says that "19,300 services were held last year in special Seamen's Churches and Institutes, and there were 301,000 attendances of seafaring men at them. Few of those sailors would have been found in any other churches at those times. Brought within the sound of the Gospel, they had the opportunity of worshipping God in Spirit and in Truth, with holy reverence and godly fear. Notwithstanding the great difficulties which sailors experience in obtaining confirmation in the brief and uncertain intervals of voyages, 418 merchant sailors and sailor lads were confirmed in fifteen ports. Of these, 201 were in the Port of London, 119 in the Mersey Mission, 39 at Bristol, 28 at Plymouth, 10 at San Francisco, U.S.A., and the remainder at Cardiff, Yokohama, Portland, in Oregon, the Tyne, Capetown, Hartlepool, Sunderland, Swansea, and Tacoma, U.S.A. On the evening of the Bishop's confirmation at a home port, the ship of a young seaman candidate was suddenly ordered to sea a few hours beforehand. He told the captain that he was going to be confirmed that evening, when the captain most considerably put off sailing until the following morning-tide, so that the seaman was able to be confirmed. It is interesting to be able to add that a few months before, this confirmee had saved a child's life by jumping into the sea. When communicants of the sea are on shore, they naturally prefer to communicate with their families, in parish churches, rather than in a mission church. Their living example in "showing the Lord's death" is thus lost to their comrades. Nevertheless, there were 1,485 celebrations of the Holy Communion in special seamen's churches last year, at which there were 5,122 receptions by sailors alone. This is exclusive of administrations afloat."

Wandering Derelicts.

A writer in McClure's Magazine has gathered some striking information on a subject of especial interest to our Canadian sea-faring population: "The American schooner, 'Fannie E. Walsten,' was adrift four years, and travelled nine thousand one hundred and fifteen miles. She was abandoned on October 15th, 1891, off Cape Hatteras, and drifted north with the Gulf Stream. A gale, however, drove her southward, and she trailed into the Sargasso Sea, where she is supposed to have remained more than two years, as she was unreported for eight hundred and fifty days. Then she was sighted again off Florida, and pursued an erratic course northward, describing two great circles off the Virginia coast, and coming within sight again, two miles off the New Jersey shore, where it is supposed she went to pieces, as she was never heard of again. She was one thousand one hundred and seventeen days adrift altogether, and was sighted on forty-four occasions. In her erratic wanderings, she crossed her own track twelve times, and, despite her long battle with the elements she was,

when last seen, apparently as staunch as ever. Scarcely less amazing are the records of some other famous derelicts whose movements have been 'logged' by the Hydrographic Offices. The 'Fred. B. Taylor,' a peculiar wreck because floating bow up, was adrift for ninety-three days in the summer of 1892, and in that time traversed three hundred and forty-two miles, being reported forty-seven times or once every two days. The 'Hyaline' was abandoned in February, 1896, and in August was set on fire by a passing ship, but was sighted five times afterwards, the last report of her being on September the 10th. She had drifted over one thousand miles in her truant cruise. The 'Canaria' was run down off Cape Cod on June 1st, 1902. Three months later, she was seen off the banks, a distance of over four hundred miles from where she was abandoned. The 'Ebenezer Haggett,' which became dismantled on November 10th, 1902, was towed into the Azores on April 15th, 1903, having travelled two thousand miles during the hundred and fifty-seven days she was adrift."

Bishop Walsham How.

At the recent consecration service of the extension of Wakefield Cathedral, in memory of the late Bishop Walsham How, the Archbishop of York spoke feelingly and lovingly of that great and good Bishop, whose life and writings have so endeared him to this generation of Churchmen: "You all knew him," he said, "and you all loved him, for he was a truly lovable man. I had known him many years ago as a parish priest in an outlying village of Shropshire, absorbed in all its interests, and devoted to the members of his flock. I had seen him in his happy home; I had been associated with him in the service of the Church of God. It was a somewhat secluded life; but he had given himself to it, and was content to remain where God had placed him; although he must have been often conscious of ampler capacity for larger spheres of labour." "When at last Dr. Walsham How was offered what was practically the Bishopric of East London, his first thought was of his unfitness for a work so arduous, but he was humbly ready to accept the call, which he could only feel had come from God. They would remember his personal appearance and the manner of his life, and how there was in him a pleasant combination of the deepest seriousness with the most attractive personality. When he spoke to his people there was always a sweet persuasive smile, which seemed to find its reflection in the countenances of those who listened to his words. With a simplicity of language there was a gentleness of manner which was always present, and those who knew him in his private life, and many who were less acquainted with him, could remember the play of humour which mingled with his more serious thought, to be, as it were, the feather which guided the arrow to its mark."

Old Houses in Edinburgh.

We read in the Scotsman that lovers of old Edinburgh will welcome the effort Mr. William Hay, High St., is making to preserve some authentic record of the historic houses of the ancient city before they are "reformed" off the face of the earth. A few weeks ago, Mr. Hay issued the first of a series of fine pencil sketches of buildings of antiquarian interest, drawn by Mr. Bruce J. Home. These were accompanied by an introduction written by Professor Baldwin Brown. The second part of the series has now been published, containing drawings of Advocates' Close, the back of Bakehouse Close, and Kinloch's Close. Short descriptions written by men skilled in these matters are appended to the sketches, which are artistically reproduced and hung on cartridge mounts. Some of these closes are dreadful places, dark and unsanitary, and their removal is a needed reform. Antiquarians regret their loss for many reasons, and a record fails to supply it. The destruction of such old places, if followed by light and air, can only do good. Many of them recall the old French

connection, and others the Reformation period. One block in High Street, opposite the buildings above mentioned, is distinguished by a small, narrow window regularly appearing in each flat. This window lights a closet which the pious architect provided in order that the owner could enter in, shut the door, and pray in secret.

OUR NORTHLAND.

Each new year will bring into bolder relief the salient features of the great stretch of territory which the Grand Trunk Pacific Railway will freely throw open for settlement and development—the Empire over which the great company held sway with factor, fort, and fur trader; scene of romantic story and thrilling adventure, by lake, river, forest and prairie, which for long years has stirred the blood and fired the imagination of many a boyish reader; where formerly the wandering aborigine, the venturesome sportsman, the hardy trapper, or the daring discoverer, such as the gallant Hudson—whose name and tragic fate will ever be linked with our noble northern sea—or the intrepid Mackenzie, whose memorial river pours its flood into the Arctic Sea, were wont to penetrate the vast solitude, is gradually revealing its rich and varied resources and inviting the young, the strong, and the adventurous to go forth and possess the land.

The Peace River.—One of the important water-ways which will figure largely in the rapid progress which will set in with the building of the railway, is the Peace River. Mr. W. F. Bredin, a successful pioneer of that district, has, during a visit to Ottawa, been giving most interesting and timely information with regard to that almost unknown land to a Globe correspondent. As this northern land has a great future, its settlement is most desirable, and it is not easy to get clear, concise, helpful and reliable information about it. We consider Mr. Bredin's statement to be of unusual importance: "The whole trade of the Peace and Mackenzie districts will go," said Mr. Bredin, "by the Peace River, as soon as the transcontinental line passes through Athabasca. The waters of the Peace are navigable from the foot of the Rocky Mountain portage at Hudson's Hope to the chutes, below Vermilion, a distance of 600 miles by river. Below the chutes it is navigable for a distance of 300 miles to Smith's Landing. Below Fort Smith, which is at the north end of Smith's Rapids, there is uninterrupted navigation for 1,300 miles into the Arctic Ocean. This line of navigation connects at Chipewyan with the Athabasca Lake and at Fort Resolution with Great Slave Lake. At Fort Norman, on the Mackenzie River, by making use of Bear River, it connects with the navigation of Great Bear Lake."

Great Bear Lake.—Great Bear Lake is now estimated by geographers as the fifth largest in area in the world. The navigation is good for steamboats in the river, from the time the ice goes out in the spring until the fall. The ice disappears about the 10th of April, and the river closes about the end of November. The country lying along the Peace River is well adapted for settlement. The navigable waters of the Peace start in British Columbia west of the Rockies. There is steamboat navigation for seventy-five miles west of the mountains, to where the Finlay and the Parsnip rivers come together. Each of these is navigable for York boats for seventy-five miles above their confluence. The Peace River is the most southern one on this continent, which has its source west of the Rockies. There is big timber on the river west of the mountains, also on the Finlay and the Parsnip. Last year there were a great many mining claims located near Mount Selwyn. At the confluence of the Finlay and Parsnip there is a large tract of very fine farming lands."

Settlements on the Peace River.—"At Moberly Lake, near Hudson's Hope, south of the river, there is the nucleus of a white and a halfbreed settlement. There is also a settlement at St. John. This is the headquarters for 'D' division of the North-

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