

ings to an end. During those days the vane of the little Signor's happiness veered, and he was harried by the seeming magnitude of the two worries which came and went as the occasion warranted.

As I was leaving on the morrow Mathison came over to my room to have a last chat with me, and during the conversation remarked that Macdonald had an open field and all the favor. I was then satisfied that the Church of the Good Virgin, which had almost gained a brother, would now lose him forever.

When the steamer began to recede from the quay of the pretty little harbor of Limpia, carrying me back to the merry England, I bade my final good-byes to Nina Madison and the little Signor, who stood contentedly together. And on that closing afternoon they waved their kerchiefs to their mutual friend, and cried "Good-bye, Carlyon, good-bye!"

The Little Signor was happily surrounded at last.

—WILLIAM H. INGRAM.

THE TORONTO ENGINEER COMPANY.

"I have stated it plain, an' my argument's thus,
There's only one Corps which is perfect—that's us;
An' they call us Her Majesty's Engineers,
With the rank and pay of a sapper."

—Kipling.

During the last few months, the King's uniform has become a familiar sight around the University, and to not a few it will revive memories of Varsity's first Rifle Company, viz.; the old "K" Company of Queen's Own Rifles, which was recruited entirely from University students. This company was commanded by the late Prof. Croft, the first professor of chemistry in Toronto University. It had also, as its officers, from time to time, Prof. Baker, Dr. Ellis, and Prof. VanderSmissen, the latter two of whom were on active service during the Fenian Raid. President Loudon also, was a private in this company, and possesses the medals for the invasion just mentioned. It is a notable fact that "K" Company has given more officers to the Canadian Militia, than any other battalion in the country.

On the breaking up of this company, interest in military affairs lagged, and for years the idea of another University Rifle Corps was not thought of, or if it were, no



CAPTAIN LAING.

company, and on the arrival of Prof. Laing, matters were expedited. On his suggestion, a request was made to the Government, for the formation of an Engineer Company. This request was officially granted last April, and the Council at once entrusted the organization of the Corps to Prof. Laing, who possessed the necessary qualifications, having been more than eleven years in the Engineer Volunteers in Scotland. As an assistant, Lieut. Burnside was transferred from the 48th Highlanders, and with the usual interest he takes in matters pertaining to the physical development of the undergraduate, he devoted much of his time and energy to the organization of the company.

No difficulty was experienced in obtaining recruits and in fact many applications had to be rejected. Owing to the wish of the Government that engineering students be chosen as far as possible, the majority of the recruits were picked from the School of Practical Science. During the summer, all the necessary stores and equipment for engineering arrived, and by the end of September, squads were in full swing, being trained in drill—because a "sapper" must first of all be a soldier before he can become an engineer. The result of a fortnight's training will be remembered by every one who witnessed the first public appearance of the company at the time of the Royal visit. Immediately following this preliminary drill, instruction was commenced in engineering work, which consisted during this term of what is technically called knotting and lashing. During the spring term, field-work proper will be taken up, a brief outline of which is as follows:

Military topography—including road surveying and map reading.

The uses of obstacles as a means of defense.

The defense of posts and bases of supplies.

Methods employed for defending houses, towns and villages.

Tracing and making shelter trenches, both hurried and deliberate.

The forming of gun-pits and gun-epaulments and the erection of platforms for large seige guns, such as Howitzers.

The formation of redoubts and bomb-proof shelters, such as those employed in the defense of Mafeking.

The planning and laying out of field kitchens and ovens, and the providing of an efficient water supply for large camps.

Spar-bridging and pontoon-bridging, and also the construction of temporary bridges over rivers and ravines.

For the benefit of the uninitiated we may here note, that pontoons for the pontoon-bridges above mentioned are constructed of barrels, and the method is considered the quickest of all for bridging a river, provided there is sufficient depth of water. A single pontoon can be constructed by fourteen men and a non-commissioned officer in the short space of two and a quarter minutes.

Last, but by no means least, we have the signalling section of the company. This is divided into sub-sections, one employing the heliograph, search-light and flags, and the other division using the ordinary telegraph. As yet no balloon nor wireless telegraphy sections have been formed, but it is to be hoped the Government will soon provide the necessary apparatus for so important a part of the engineer's training.

We have here given only a brief outline of the training the Engineer Company will receive, and in summing up, we may say, in the words of a well-known author, that our engineer must be able to "bore a hole with a saw and cut a plank with a gimlet."

WILL J. LARKWORTHY.

tangible results followed. Lately, however, the University Council contemplated the formation of another such