

PANORAMIC VIEW OF PORT SIMPSON—THE PORT ON THE NORTH COAST OF BRITISH COLUMBIA, WHERE THE GRAND TRUNK PACIFIC IS EXPECTED TO HAVE ITS TERMINUS.

Sketch of A. G. Blair's Successor.

The Toronto News, in a long article dealing with the appointment of Mr. Justice Kilham to the position of chairman of the railway commission, says that the choice is regarded with lively satisfaction in official circles in Ottawa. The News points out that Mr. Justice Kilham is going to a hard post, one which will demand a rather remarkable combination of qualities. The railway commission was only partially organized, and had made the merest commencement of its multitudinous duties when Mr. Blair threw its affairs into the utmost disorder by his precipitate resignation. Arranged development was the slightest portion of the evils which followed. Arrears of work have piled up mountain high. Some of the work done with much labor during the past summer may be wholly lost, for the western tour may have to be taken afresh. The railways have recovered from the respect which they conceived for the board during the first months of its work, and have commenced

Toronto university was brilliant, and Morgan relates with his wonted precision that he took the silver medal in mathematics, and "moderns," and was Prince of Wales prizeman as well. Though young in years, he was a leader of the Manitoba bar. He was a member of the legislature—was even for a season leader of the Liberal opposition to the Norquay government. Then he went to the bench and won the confidence of the profession. He became chief justice of his province, was brought to the Supreme court about a year and a half ago, and the choice made by the government in so doing has been warmly approved by those who do business before that august tribunal. But his new post is extensive as well as judicial, and there is general confidence that he will meet its exigencies of both descriptions. The formal facts of biography do not explain this confidence.

Still staying on the surface of things

nature is a subject which it pays to study, and justices upon the bench have been known to get out of touch with it. A working acquaintance with politics is not a bad means of acquiring that kind of knowledge, and the judge who presides over the railway commission must needs be a very human man, fully alive to the leading characteristics, and perhaps some of the peculiarities of human nature.

So far as mental characteristics go, Judge Kilham's reputation stands very high. He is credited by some with brilliance, by all with soundness of judgment. His attitude of mind is thoroughly judicial, and his manner of watching a case is spoken of with respectful enthusiasm by the profession. His interest is unflagging. His questions are to the point, though not very numerous. He never becomes the advocate and never argues with counsel. He constantly is seeking for the right of the case. "He never makes up his mind

of the chairman of the railway commission are almost as important as the legal attainments which he needs. Apart from public spirit and incorruptibility, which are to be taken for granted, there is the firmness which he needs who would bridge that modern behemoth, the railway corporation. The railways have shown a decidedly mutinous spirit of late. A great determination, coupled with a clear perception of just what can be demanded and enforced, caution, united with decision are the qualities the chairman must possess. The general verdict about Judge Kilham is that he has precisely the clearness of vision, the soundness of judgment, which are required. As for the firmness, there is no fear on that score. His temper, using the word in its ordinary sense, is mild. He has no self-advertising ways, and it is not anticipated that he will enter on his new work with any flourish of trumpets, with any talk of a new regime being instituted now that he is in control, or with any notice to corporations to turn handsprings. A quiet and unpretentious entry into his office is expected. What if the railway fight him? "I should like to see them do it," said one lawyer from the west, with a half smile, half chuckle. "He'll just curl up and sit tight." was a more youthful admirer's somewhat enigmatical forecast.

So far as personal appearance goes, Judge Kilham is a rather short, thickset man, with a fine head, rising abruptly above a pair of noticeably square shoulders. The hair very grey, the moustache startlingly black, eyes dark and piercing, face remarkable chiefly for its self-contained look. Those are the principal items. He looks like a silent man. Next to that air of reticent poise is the impression of intelligence which his eyes convey.

FEEDING GERMAN SAILORS.

Cook on Warship Is an Important Personage.

It would be impossible to give an accurate account of the perils of the German navy without describing the manner in which the food supply is managed. A main feature in the administration of rations to the Emperor's navy is the appointment of a boteller, who is a petty officer of character and ability, specially trained in the knowledge of the quality of food, its preparation and the best means of securing its proper distribution to the crew. As a whole, German blue-jackets are very contented, and complaints about the food are rare. The quantity of food supplied to each man is ample, but there is no waste. The food is served hot and well cooked. The quality of the food is also excellent, and the cooking and the tastiness with which the food is served up might well be copied by our navy. In English ships there is never more than one professed cook, no matter how large the ship's company, and the mates of the English sea cook too rarely have any knowledge of cooking. On German battleships the cooking staff consists of the boteller and his assistants, with three trained cooks. It is notorious that English galleys or kitchens are inadequate. On a German battleship bread is cooked in a separate galley. There are two large galleys for the mess one for the ward-room officers, one for the admiral and captain, and one for the midshipmen and the warrant officers. The crew always have fresh bread, both at sea and on shore. The

meals are at seven, twelve and six, with an extra issue of chocolate, cocoa or coffee on Sunday.

There is also a very successful system of daily inspection, for at 12 o'clock every day the captain, the admiral, or the Emperor himself, if he is on board, receives what is called a "proof"—that is, a specimen of the men's principal meal.—Cassell's Magazine.

"FATHER OF THE FLEET"

Sir Edward G. Fanshawe Has Lived in Five Reigns.

Sir Edward George Fanshawe, on whom now that Sir Erasmus Ommanney has passed away, falls his mantle as Father of the Fleet, was born, like Sir Erasmus, in 1814, and has lived in five reigns, for George the

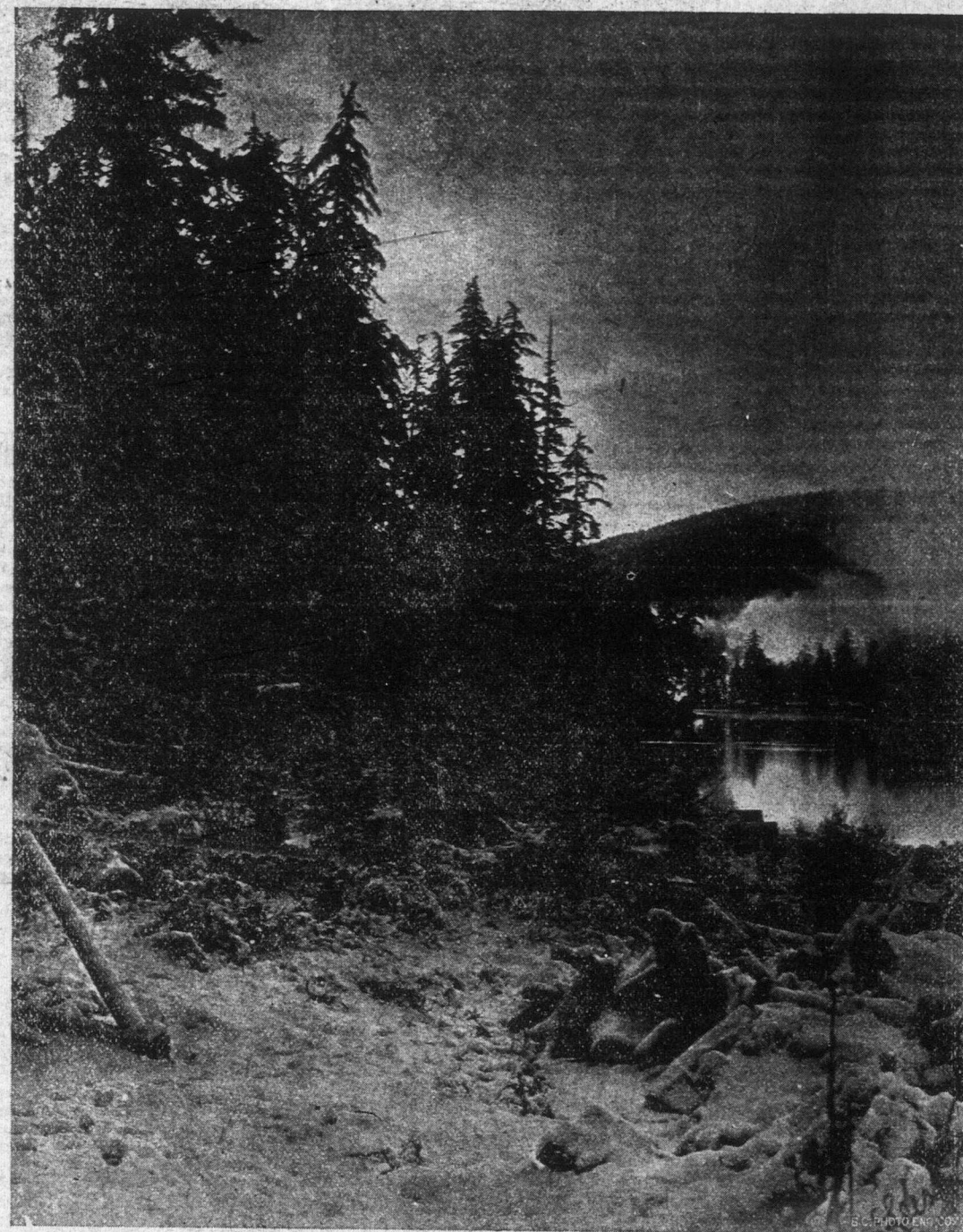
A Wonderful Discovery.

M. Doyen, the celebrated surgeon who cut the ligament that bound Radica to Doodla, the Siamese twins, was proceeded against, recently, by a rich American for the recovery of fees. Dr. Doyen had charged \$4,000 for a serum treatment for cancer for the plaintiff's wife, and the lady had died. "Post hoc, ergo propter hoc" was, of course, the argument of the bereaved husband; but the doctor said, "No; it was because of her removal to New York." This private quarrel developed almost into an international incident. The Paris papers took it up warmly, and columns were printed on medical etiquette (1) as to whether

Such a result is of immense importance to suffering humanity, and, perhaps, will place Dr. Doyen on a pinnacle with the great healers of the world, with Pasteur, and Jenner, and Harvey.

Human Credulity.

"There is no limit to human credulity," said M. Joseph Reinach to me the other day, when we were discussing the Syveton case and the persistence of some part of the public in looking upon it as an assassination by the Free Masons. "We have seen that kind of story believed in, in the Revolution, in the Dreyfus case, and other instances. People will believe in anything. Look at Lourdes—and the



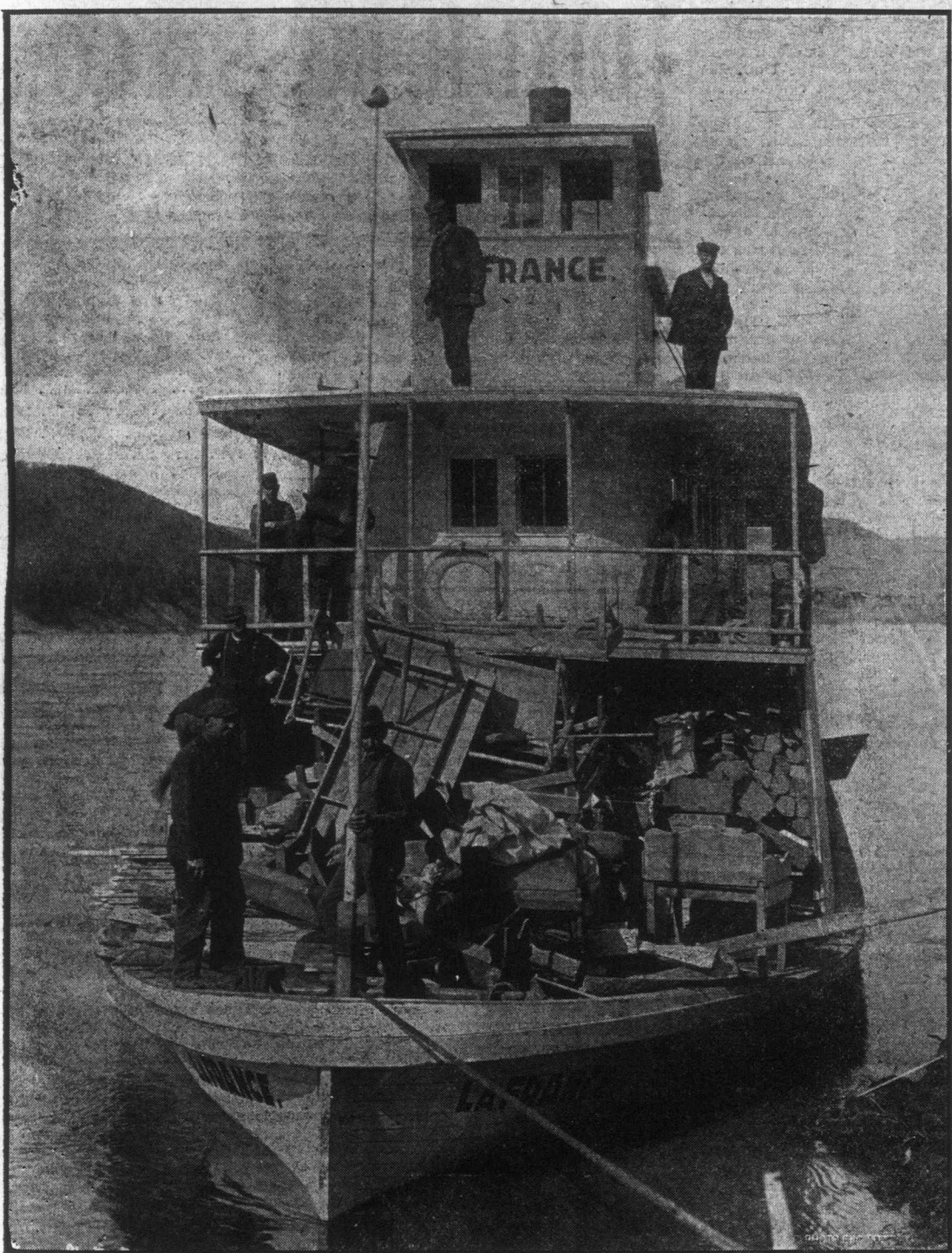
A WINTER MORNING, QUATSINO SOUND, VANCOUVER ISLAND.

Third was still on the throne when he was born. Sir Edward entered the navy two years later than Sir Erasmus Ommanney, and so missed Navarino, not getting his baptism of fire, in fact, till 1840, when he won the Syrian and Turkish medals for his services at the bombardment of St. Jean d'Acre. Five years later he was blowing Dyak pirates into the water off the coast of Borneo, and destroying their famous stronghold at Malloodo. In Crimean days he captained the Cossack in the Baltic, and was present at the bombardment of Sveaborg. In 1865 he was a Lord of the Admiralty, and from 1870 to 1873 was Commander-in-Chief on the North American and West Indies station. Then he came home to be president of the Royal Naval College at Greenwich, and for two years prior to his retirement at the end of 1875 he was Commander-in-Chief at Portsmouth.

The Swiss military authorities are about to adopt khaki for soldiers' uniforms.

the fees were not excessive, even given the wealth of the client; (2) as to whether it was proper to have used a serum, the efficacy of which was not established. Out of so much publicity on a delicate matter has, strange to say, come a great deal of good. There is a serum for cancer, and there is a microbe. Both of these points have been made good by a committee of experts chosen by the Societe de Chirurgie, and by the independent research of the famous bacteriologist, Professor Metchnikoff, of the Pasteur Institute. The Doyen microbe, whose classical name is "micrococcus neoformans," has been obtained by culture, and a favorable modification of the malign neoplasm has resulted from the anti-cancer treatment in the cases under observation. This means that operations can now be performed where they could not before the discovery of the serum, and a definite cure is at last clinically, if not, as yet, scientifically demonstrated.

revival in Wales," M. Reinach added, laughingly. "Of course, there is nothing political in this affair; it is merely private." Trading upon the same limitless faith of the people are various prophets and soothsayers, who claim to have foretold Syveton's death. Mme. de Thebes, for instance, predicts in her almanac for this year—printed, of course, long before the death of the deputy—the violent end of a public man in December. It is astonishing the vogue of the fortune-teller in France. Napoleon had a belief in their ability to peer into the future. There was Benedictine monk, Paul le Clerc, who was supposed to have that power. He predicted an empire for the consul and mapped out the future of the Duc d'Orleans, Charlotte Corday and Robespierre. To this day there are numerous seers in Paris, each with a rich and fashionable clientele, though nominally the traffic is against the law.



RIVER STEAMER ON UPPER REACHES OF THE PELLY RIVER.

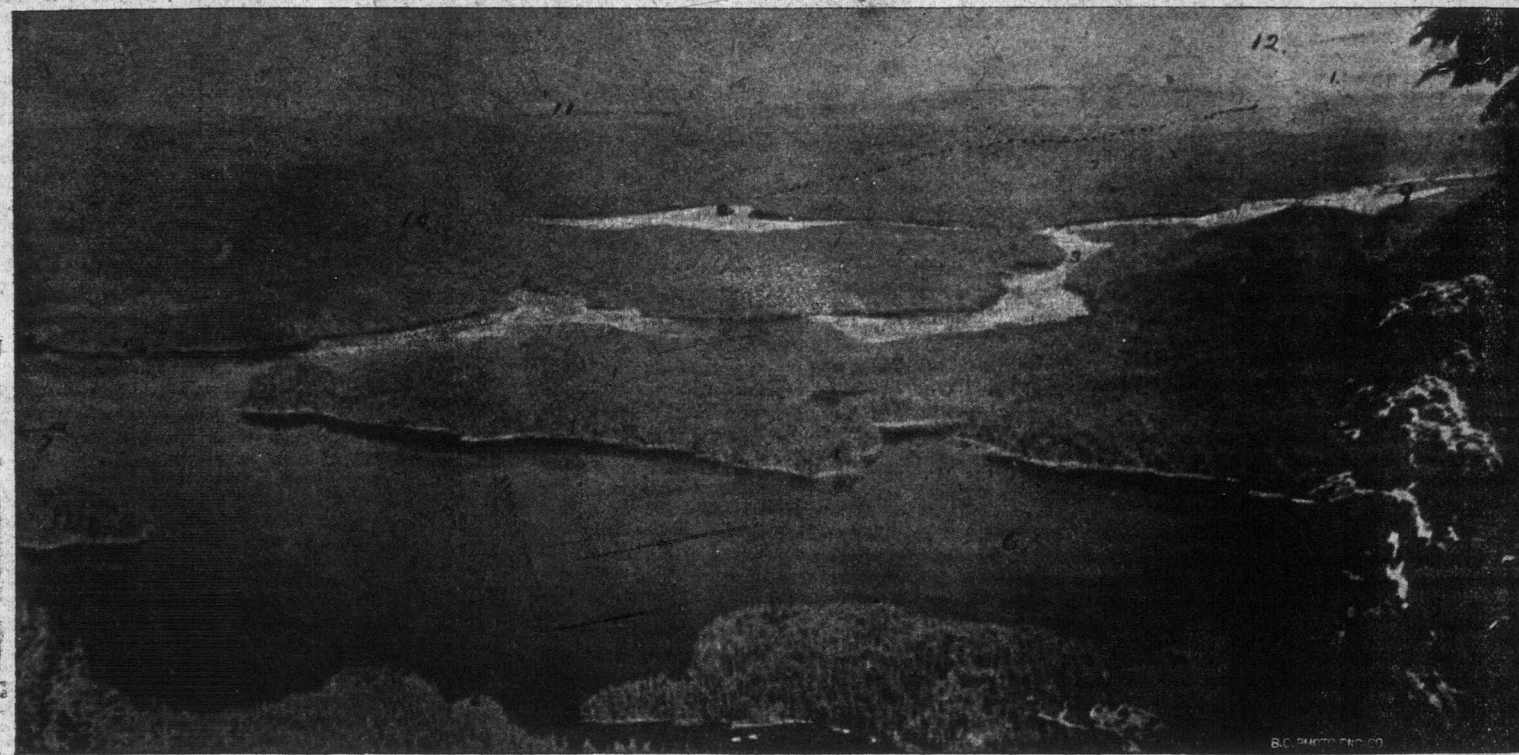
ed to snap their fingers at it. The interior organization remains chaotic. Thus the new chairman will first of all be required to make up lost ground, to impress the public and the corporations with his strength and turn his combination of court and bureau into an efficient engine, able of investigation and administration. Beyond that, the fields of progress stretch limitlessly. A body of railway law and practice to be built up—there is a field for the jurist. A department of public control of the country's transportation service to be established—there is a task for the publicist. Public confidence to be gained at the price of no injustice to vested interests—the stubborn and subtle resistance of well-served corporations to be beaten down—the post offers a career second only to that of Premier.

To this exacting position Justice Kilham goes with a rather remarkable endorsement of liking and confidence. The surface reasons are quickly stated. He is in the later prime of life—on September 18th last he was 55 years of age. He is a Nova Scotian—that seems a necessary adjunct to eminence. His career at

we may note that he is a westerner, and that the west is peculiarly interested in the solution of the railway problem. Presumably his long residence in Winnipeg, the gateway and virtual capital of the west, to some extent the centre of the grain trade, should familiarize him with the western point of view. Perhaps this is not very important, for it is the business of a judge to approach innumerable subjects in which he has no previous information, to master all the facts germane to the case, to appreciate every point of view, and to decide which view point is the more correct. Judge Kilham, moreover, is credited with this power in a special degree. He is reputed to enter upon a case with no prepossessions, and in the mental attitude of one knowing nothing about it, and at the end to know all about it. Granting this, the appointment will have its good initial effect, that his prestige stands high in the west, and that confidence in the railway commission will be inspired in an important portion of the Dominion. Moreover, it is not a disadvantage that His Lordship has political life experience behind him. Human

until the last moment," is the way one highly-placed lawyer puts it. His habit of working up a case is unexceptionable. He approaches it devoid of prejudices, and of desire to show familiarity with it; he absolutely masters it from the ground up. Back of these excellent mental habits is a mind—a mind which has made a strong impression on those who have encountered it. Further, that mind is equipped with a profound knowledge of law. He is a thoroughly strong judge. Indeed, he had in Manitoba one trick which lawyers regard as highly reprehensible. He would occasionally carry a case away with him, meditate upon it, and then render judgment upon a point touched by neither of the counsel! Such conduct was a left-handed compliment to the gentlemen paid to argue the case, and it conceivably would land the judge into errors and difficulties. But it was the trick of a strong judge.

One speaks with hesitation of the moral qualities possessed by a man who is addressing himself to such a work. It savors of cold blooded dissection. Yet the moral qualities demanded



BIRD'S EYE VIEW OF QUATSINO SOUND, VANCOUVER ISLAND.

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