

scholars, the relation of this substance to food may be explained, that it does not belong to the category of foods at all, and it is fallacious to think that it imparts warmth. But the great lesson of all will be taught by your own abstaining example. You will, as abstainers, have in your work serener minds, and minds less inspired to inflict punishment, and more thoroughly inspired to create peaceable and powerful impressions on those around you, than if you took into your system, even in moments of languor, this pernicious and mortal enemy."

### FASHIONS IN SCHOOL.

The New World has little trouble with fashions or class distinctions of any kind. In an American city it is possible to see barefoot boys going to the same school with children who are driven in luxurious carriages and attended by liveried footmen. The notions of some school boards in "Merrie" England are more strict in regard to customs, dress, &c. Even the apparently unimportant question of the method of wearing the hair has recently led to the rejection of pupils by at least two school boards, and in one case to litigation and the punishment of a refractory and determined parent, who threatened the complete overthrow of the school system in his district by sending his daughter to school with her hair in curl papers. She was refused admission, and her father was actually fined by an intelligent (?) magistrate because she was not at school.

Another young lady of sixteen was prohibited by a school board in Cornwall from attending school because she wore her hair fringed on her forehead. There would be a great many vacant seats in American schools if a similar rule were adopted in this country. We are almost afraid to think of the number of teachers who would have to resign if Cornish rigidity should be introduced into America. British liberty is a great blessing. What is the use of a Constitution, if it cannot prevent the introduction of curl papers and fringes into school.

—The question of remuneration to public school inspectors is one that should receive more liberal treatment from county councils than is generally accorded to it. The work done by energetic men in the position of Dr. Agnew who has charge of the whole county of Frontenac and Mr. Burrows whose district includes Lennox and Addington, involves a great deal of physical discomfort and hardship. Both of these gentlemen have to travel through long distances and over bad roads in the discharge of their duty as their districts include townships that have been only recently settled. The legal remuneration is ten dollars a school; but an inspector who has the oversight of such a district is worth more than the minimum allowed by law. No inspector is allowed to take charge of more than a certain number of schools even if there are more in his county, and this provision, proper enough in itself, limits his emoluments to a comparatively small sum. The remedy for a state of affairs which has existed too long lies in the hands of the county councils who in order to secure good men for the position should be willing to pay reasonable salaries and make liberal allowances for travelling expenses.

—The matter of appointing a conductor of teachers' institutes for the Province has been recently discussed in more than one teachers' convention. The creation of such an office is in the interest of Education very much to be desired. That the presence of some experienced educationist is needed at every institute is shown by the prevalent practice of inviting those who may happen to be available, but it is not possible in all cases to secure such aid and when secured it is not always so valuable as would be the assistance of one who made the working of teachers' institutes a special study. The institute is now a fixed and important feature of our school system, diffusing amongst those who have not had the benefit of long professional training some insight into recent methods, and enabling the most expert to improve themselves by the interchange of ideas. Any proposal calculated to make it still more useful to the teacher is well worthy of the attention of the Education Department.

### Geographical Notes.

#### THE CANADA PACIFIC RAILWAY.

The term "Canada Pacific Railway" has hitherto been a somewhat vague one, since up to a comparatively recent period the line had no fixed terminus at either end, while the route, except in a few short sections, was not absolutely determined. During the past twelve months considerable progress has been made in settling the final location of the main line and some of its more important branches, and the work of construction is now going on at several points. The franchise of the whole road, with power to build branches, was transferred a year ago by the Government of the Dominion to a private Company, but part of the work of construction is still, and will continue for some years, under Government auspices and be carried on at the public expense.

The western terminus of the main line has been settled for the present at Port Moody, on Burrard Inlet, near the mouth of Fraser River. The eastern terminus was formerly fixed at Callander, near the east end of Lake Nipissing, but during the past year it has by the amalgamation of the Canada Pacific with other lines been virtually transferred to Montreal. As Montreal harbour is open for navigation only in summer, the company will no doubt seek a winter port terminus somewhere on the Atlantic sea-board, the places most frequently mentioned in this connection being St. John in New Brunswick, Portland in Maine, and Boston in Massachusetts.

The extension of the Canada Pacific from Callander to Montreal has been partly effected by amalgamation with the Canada Central, which connects Ottawa city and the town of Brockville with the valley of the Upper Ottawa. This line has been running for many years as far north as Pembroke, and will be opened for traffic to Callander within the next few months. The extension from Ottawa to Montreal is intended to be effected by means of the western section of the Quebec, Montreal, Ottawa, and Occidental railway, which has been purchased by the Canada Pacific Company from the Quebec Government. At present the whole of that part of the road east of Callander goes by the title of the "Eastern Section."

The route of the main line from Callander westward has been located as far as Algoma Mills, a port on the north shore of the Georgian Bay midway between Bruce Mines and Spanish River. It passes to the northward of Lake Nipissing running up the valley of the Sturgeon River and down that of the Spanish River to a point