

The danger of a diphtheria epidemic is pretty well over now. The disease has not been making as much headway during the last two weeks as it had been doing before, and the precautions instituted to check its spread are still being enforced. Strict quarantine of families, where there are cases of diphtheria, or any other disease considered by medical men to be infectious, does much towards the safety of the community, if other precautions, attention to sanitary conditions, etc., are also attended to, but it should be remembered that it is a great hardship to poor people to be quarantined. Take for instance the case of a man who is able at ordinary times to support his family comfortably by his daily work. The weekly wages are depended upon for everything, and if the man and other grown-up members of the household are prevented from going to work, these are cut off at least for a time, and perhaps in some cases the situation may be forfeited altogether. In cases like these the community should pay the breadwinner his ordinary wages, not as a charity, but as a right. If work is suspended for the good of the community, the community should certainly see to it that no want is suffered in consequence.

When we reflect that ocean steam navigation was only commenced within the present century, and that the time consumed in travelling from St. Petersburg to New York by the steamer *Savannah* in 1819, was 26 days, the present rates of speed are astonishing. The following is given as the record of ocean greyhounds for the past nine years, showing how the Atlantic ferry is being steadily shortened:

			Days.	Hours.	Minutes.
Oct.,	1881	<i>Arizona</i> , Guion.....	7	7	23
May,	1882	<i>Alaska</i> , Guion.....	7	4	10
June,	1882	<i>Alaska</i> , Guion.....	7	1	50
May,	1883	<i>Alaska</i> , Guion.....	6	23	48
Sept.,	1883	<i>Alaska</i> , Guion.....	6	21	40
Sept.,	1884	<i>Alaska</i> , Guion.....	6	16	38
Oct.,	1884	<i>Oregon</i> , Guion.....	6	10	10
Oct.,	1884	<i>Oregon</i> , Guion.....	6	9	22
Aug.,	1885	<i>Eturia</i> , Cunard.....	6	5	31
May,	1887	<i>Umbria</i> , Cunard.....	6	4	42
May,	1888	<i>Eturia</i> , Cunard.....	6	1	52
Sept.,	1888	<i>Eturia</i> , Cunard.....	6	1	50
May,	1889	<i>City of Paris</i> , Inman.....	5	23	7
Aug.,	1889	<i>City of Paris</i> , Inman.....	5	19	18
Aug.,	1890	<i>Teutonic</i> , White Star.....	5	19	5

The fastest locomotives now in use are quite speedy enough to suit most people. It is asserted however that a speed of 100 miles an hour by steam locomotives is practicable and may be attained, and that even greater speed than this will be attained by electricity. Professor Elihu Thomson declared in a recent lecture before a scientific club, that he considered from 100 to 150 miles possible to be traversed when electricity furnishes the motive power. While in the steam locomotive there are reciprocating parts that must be put in motion, stopped and reversed continually, in the electric locomotive there is simply a rotary motion, which makes it possible to run with economy at much higher rates of speed. The Professor believes that if we could come back after another hundred years we would find 150 miles an hour to be the speed of travelling. He added, "It simply depends upon finding the necessary method of applying sufficient power, and building the locomotives to suit, arrangements being adopted to keep the cars on the track." The possibilities thus held out are not very enticing. There is something frightful about a velocity of 150 miles an hour and most people will be content to do their travelling at a more safe pace. The next generation may possibly, if educated up to it, enjoy being whirled through space at the rate Professor Thomson predicts.

Owing to the brilliant success of the Military Exhibition at Chelsea, England, it has been determined to hold a Naval Exhibition next year. The Queen has consented to be the patron, and has signified that she will be pleased to allow any objects of interest in her possession in connection with the Navy to be exhibited. The Prince of Wales has consented to be President of the Provisional Committee, and the Duke of Edinburgh will act as one of the Vice-Presidents. Among the various sub-committees formed is one to which is entrusted the duty of obtaining from private collectors the loan of pictures, historical relics and manuscripts, while another committee will assemble and arrange models showing the progress of marine architecture and engineering. The Exhibition will probably be held at Greenwich. Although the Saxon, Danish and Norman Kings of England had their warships, the ascertainment record of the British Navy as a Royal force may be said to date from the accession of Richard I in 1189. Cœur-de-Lion had taken the Cross prior to his ascending the Throne, and soon after that event he agreed with Philip of France that they should rescue Jerusalem from the Saracens. A fleet was formed which rendezvoused at Dartmouth. They were partially armoured by additional bulwarks formed by thick shields. Among other projectiles they were armed with certain brazen tubes which vomited forth the terrible Greek fire invented by Callinicus, which is supposed to have been composed of naphtha, pitch and sulphur. Unlike any other combustible, water aggravated its fierceness; it could only be extinguished by vinegar or stifled with sand. The old chroniclers give a gorgeous description of the entrance of the English fleet into Messina. James II as Lord High Admiral worked wonders in the re-organization of the Navy. The other Royal seamen are: Prince Rupert, (nephew of James II,) the Duke of Grafton, (son of Charles II,) Prince William Henry, Duke of Clarence, (afterwards William IV,) the Duke of Edinburgh, and the two sons of the Prince of Wales. The Exhibition is immensely popular in England.

The *English Mechanic* comments on the importation of Canadian Cheese into Great Britain as follows:—"It is not generally known what an immense quantity of cheese now reaches this country from Canada. Last year the imports amounted to nearly 90,000,000 lbs. weight, and up to the middle of August the shipment from Montreal numbered 665,865 boxes, as against 553,449 in the same period in 1889, and 500,005 in 1888." This shows a satisfactory growth of the industry, and should stimulate our cheese makers to greater efforts.

The fears which were expressed by industrial papers some time ago that the supply of camphor was being exhausted are now somewhat allayed. The prices in Europe were very high last year for this germ, and a great impetus was given in consequence to the exportation of it from Japan. It may be that the supply is giving out in some districts, but it is stated that as fast as it does so, new forests of camphor trees appear to become available in others to an extent which prevents any diminution in the aggregate export. In Japan, Hiogo now exports more camphor than Nagasaki, owing to the exhaustion of the supply. In regard to using substitutes for camphor, a highly refined naphthaline is said to be an excellent substance for the preservation of woollens, furs and other articles from destructiveness of insects. The naphthaline is produced in several forms, the more useful being balls, tablets, scales, and granulated.

The Comte de Paris, fresh from conspiring against the French Republic, is meeting with every attention, in fact is being made quite a lion of, in the United States. At first this looks a little inconsistent, but as the Comte has always been on good terms with the United States, it is probable that the people of that country regard the French matter as altogether out of their jurisdiction—to use a slang term, "not their funeral"—and so they show those attentions due to a titled foreigner, who has borne arms in their cause. The Comte de Paris is reported to have said regarding his visit to America, that he returns only as a soldier seeking old friends and comrades of camp and field, and to revisit those scenes of the war in which he showed such devotion to the nation by placing his sword at its service. The *Philadelphia Ledger* says:—"In its time of need the Comte de Paris placed at our country's disposal his life and services, and it should, upon the coming opportune occasion of his visit, testify in generous welcome and hospitality its sense of indebtedness to him. That indebtedness is not represented alone by what he did in tent and field for the Nation during the War of the Rebellion. He has rendered larger and greater service since by giving to the world that comprehensive, faithful history of the war, which first gave to Europe a veracious statement of the cause for which the North fought, and of the patriotism, skill and courage with which it fought. The Comte de Paris' history of the Civil War in America is justly said to have revolutionized the opinion of Europe with regard to the contest between the North and South. For what he did as a soldier, and for what he has written as a historian, the people of America owe the Comte de Paris a great and lasting debt of gratitude. They should endeavor by the warmth of their welcome to show that they are sensible of their enduring obligations to him."

The Canadian branch of the Imperial Federation League has adopted the view that one most important part of the federation that would undoubtedly solidify and strengthen the British Empire, were it accomplished, is to promote such tariff changes as would give to each part of the Empire advantages in the markets of all. This is an eminently practical issue, and the present state of our commercial relations with the United States makes it of great importance. Canadian trade has hitherto been divided principally between Great Britain and the United States, but the fact that the latter country has passed a tariff bill that will unfavorably affect the trade of Canada is an argument for hastening the better condition of affairs that would be brought about by Imperial Federation. If the United States sees fit to rely on its extent of territory and general "greatness" in the matter of money and resources to supply its own needs, and shut out not only Canadian trade to a large extent, but also the trade of the Mother Country, it points to the conclusion that now is an opportune moment to bind the different parts of our Empire more closely together, and so make the loss of the United States market less severely felt. New channels of trade with the scattered colonies of the Empire and with Great Britain itself might be opened, which would not be interfered with by sudden and uncontrollable foreign legislation. The League holds that Imperial Federation would settle and end the uneasy restless feeling which is now injuring trade and checking enterprise; that it would strengthen the national confidence and security; that it would spread the trade of Canada, the world's fifth maritime power, over every sea and to the most distant land; and that it would be a guarantee of peace. These are reasonable contentions, and now, when necessity is driving us to look for new markets, it is well to consider the question in all its bearings, and Imperial Federation as a means to an end is surely not to be lightly passed over. In this connection the words of Prince George of Wales, in replying to the address of welcome from the citizens of Quebec during the recent visit of the fleet to that port, are significant. His Royal Highness said: "Nothing can diminish the close connection which must ever exist between the Dominion of Canada and the Royal Navy which guards its shores." This from the lips of Royalty implies that the sentiment of Great Britain towards Canada is one of confidence and hope. Annexation to the United States is out of the question—it is not desired, neither would Great Britain calmly part with one of the most precious of her possessions. Our sailor Prince, by his geniality and good feeling towards Canadians, has endeared himself to many, and those words of his at Quebec will help to spread the impression that Imperial relations are likely to be more firmly cemented than ever. The signs of the times point that way and the end is a desirable one.