

climate is desired we wonder how the new comers stand the alternate tornadoes and blizzards that we occasionally hear of in the North and West of the United States, where they have temperatures quite as extreme as ours. The desirable British emigrant—and we prefer the British emigrant—does not wish to live in a land where it is “always afternoon.” He is a strenuous man, and would like the bracing climate of Canada if he knew it. But he does not know it, thanks to the folly and prejudice that have exaggerated certain features to cause unreasonable dread in the minds of people abroad.

MOURNING FOR A GOOD MAN.

The proclamation from Ottawa that the day of President McKinley's burial should be observed as a day of general fast and public mourning in Canada, was a proper tribute to the sorrow of a neighboring people. And there was a very general disposition among us to mark the day with solemnity. The tolling of bells, the memorial services in many churches, the closing of the banks in the afternoon, the stoppage of business for a time in the leading shops, all served to show that the feeling of mourning had a basis of reality. Deeper, we believe than even the disposition to sympathize with the nation was the feeling, among Canadians, of admiration for the character of the dead man. His real nobility of nature came out with great clearness after he had received the fatal wound. Consideration for others was always first. For his wife, lest the news should distress her; for his assassin, lest the crowd should tear him in pieces; for the citizens of Buffalo, lest the villainous act of Czolgosz should injure their exhibition—his first words were for these. And the words mark the true gentleman. His words, too, when death was made known to him to be imminent, were: “It is God's way; His will be done,” revealed him as a God-fearing man. There is good reason, then, for sorrow at the death of William McKinley.

AN ENGINEERING EVENT.

A feature of the present month has been the great International Congress of Engineers in Glasgow. There is something eminently appropriate in an engineering assemblage in the commercial capital of Scotland, for that great port on the Clyde has long been an exemplar of engineering and shipbuilding on a great scale. The occasion was one of decided import to the practical scientists of the world, for many eminent men from several continents came together to discuss moot points in engineering construction and practice. Not far from 3,000 members joined the congress, and the number of papers submitted exceeded one hundred. These figures give an idea of the scale of the affair, which was organized by the members of the profession connected with the Institution of Engineers and Shipbuilders in Scotland.

Lord Kelvin, than whom there can be none more worthy of honor by scientific men, was chosen the honorary president, and Mr. James Mansergh, president of the Institution of civil engineers, and widely known as an authority on water supply, occupied the presidential chair, at the meetings. Among chairmen of sections may be mentioned Sir Benjamin Baker, of Forth bridge fame, chairman of the Railway Section. Sir John Wolfe Barry, engineer of the Tower Bridge, of the Waterways and Maritime Works. The editor of “Engineering,” Mr. William H. Maw, was chairman of the Mechanical Engineers' Section, and the Earl of Glasgow of the Naval Architecture and Marine Section.

The presidential address at the Mining Section was by Sir W. T. Lewis, Bart., of South Wales; a celebrated man from London, George Livesey, presided over the Gas Section, while the Electrical Section had for president, W. E. Langdon, of the Midland Railway. There was also a Municipal Section, which of itself is a sign of the times, suggestive as it is of the wider responsibility accepted by public authorities and corporations in connection not only with public health requirements, in the former limited sense, but with waterworks, tramway undertakings, and the like. The chairman of this section was Mr. E. George Mawbey, municipal engineer for the burgh of Leicester. Among the papers which commanded wide interest and attention may be mentioned one upon points of naval construction, by Monsieur A. Normand, the distinguished French shipbuilder. There were many papers in the Mining Section, and in the Municipal Section much attention was given to the treatment of sewage. There was also a paper on the metric system, and possibly service was done thereby to the British public. In section 1, that of Railways, attention was directed to electric instead of steam traction, and cheaper railway fares was a subject of universal interest discussed on the occasion. Workshop management and the remuneration of labor were practical matters debated in the Mechanical section. Not least among topics of the occasion were the Clyde and Harbor of Glasgow, and the Lighting of the Scotch Coast. There were papers, we are told, from Australia, France, Russia, Germany, Sweden, Holland, Belgium, Canada and the United States. For example, Mr. Obalski had one on the minerals of Quebec, and there was one on Canadian field machinery. American papers were on the Chicago Drainage Canal, the improvement of the Mississippi, the manufacture of coke in Pennsylvania. It will be interesting to learn at greater length of the proceedings of this memorable gathering. Meanwhile we can only presume from the eminence of the men engaged in it that results beneficial to the world of industry may ensue from their deliberations.

NEWFOUNDLAND.

The increasing interest with which the resources and the possibilities of Newfoundland are being watched just now is exemplified in an item of a despatch received from St. John's a few days ago, to the effect that a prominent Scotch lumberman, operating in Sweden for 20 years past, having exhausted his forest reservations there, has removed to that island, where he has secured 800 square miles of forest, which will enable him to supply, without any dislocation of trade, the markets in England and Scotland, where he has sold his produce for years. He proposes to cut 80,000,000 feet of lumber every year. It is stated that a log which in Sweden would cost \$1 to be laid down at the mill will in Newfoundland cost only 25c., owing to the cheapness of labor and to the ease with which timber can be floated down the rivers of that island. In addition to producing deals and boards of the ordinary grades this lumberman expresses his intention of turning out immense quantities of spruce staves and headings to be manufactured in Scotland into barrels for the famous Scotch herrings. At all the leading fishing centres in Scotland there is a great demand for such material. To Hamburg will be shipped steamer loads of small wood to be worked up into packing boxes. Another venture will be the providing of immense stocks of similar material for bicycle crates. The growth of the trade in this class of product has been amazing in recent years, and Sweden, the chief centre of the traffic, has latterly been unable to supply the demand.

Newfoundland contains large tracts of good pine, besides great areas of splendid spruce, suitable for pulp, and its fir is also being used for pulp-making. This fir has been found by exhaustive tests to make just as good pulp as spruce. The