hat

wear well, wash them before
new, as the washing slightly
erefore strengthens them. If
e worn too long they are apt
pairs of clean stockings will

uld have a medicine cupboard
ould always have all sorts of
simple ailments or accidents.
remedies for those ills of a
all poisons should be carefully
kept strictly under lock and
accidents will result.

—o—

S" FROM POETS

May

des of old romance
hite cloud-fleets of the May;
e guileless children dance—
ws of your heart today!

s of remembered dreams;
s where love bloomed of old,
ng forest-streams
touched her wildwood harp of

crimson every rose;
e claimed each roving bee,—
day, for no one knows
g of hope and melody.
in The Canadian Magazine.

Morning

ght billows
nple the sea
ripple of gladness
gh of the free,
O shallop.
would be.

re calling
nrades who hail;
e breeze that is
the sail;
messenger,
the tale.

in shadowland,
rd is night,
ie promise
rpose and sight—
the haven
and delight.

h cares that would
d control!
rink deep of the
that console—
the light that is
the soul.

—Arthur L. Salmon.

mestic Problem

he weather turneth mild,
fearsome furnace in the grate,
owing coal is neatly piled,
ed to a melting state
action make thy heart elate,
thy load of care beguiled.
my miserable fate?
it so?
ause I want to know.

the winter wind is keen,
less of the coalman's bill,
e are lifeless ashes seen
e prospect more Siberian still,
n I'm feeling cold and ill,
way with haughty mien,
nay catch a fatal chill?
it—why?
mped, I pause for a reply.
—C.E.B.

hen to Wed.

the year is new,
ng, kind and true;
ary birds do mate,
d, nor dread your fate;
when March winds blow,
ow both you'll know.
pril when you can,
den and for man.
he month of May,
rely rue the day.
June roses blow,
and sea you'll go.
n July do wed
always for their bread;
e in August be
es are sure to see;
eptember's shine,
will be rich and fine.
r you do marry,
ome, but riches tarry.
in bleak November,
ll come, remember,
mber's snows fall fast,
true love will last.

her Lore for Anglers.

wind is in the east
shes bite the least;
wind is in the west
shes bite the best;
wind is in the north
shes do come forth;
wind is in the south
bait in the fishes' mouth.

Home Song.

ander they know not where
e, my heart, and rest;
rts are happiest,
vander they know not where
le and full of care;
at home is best

ick and distressed,
they wander west,
and beaten and blown about
nd the wilderness of doubt:
at home is best.

e, my heart, and rest;
t in its nest;
itter their wings and fly,
ering in the sky:
at home is best.
—Longfellow.

Bride's Welcome

, was my sister sayin'?
where the eyes are green."
' turn it strayin',
ckiest color seen.
for the eyes to rest in?
of the same sweet hue?
hen she starts her jestin',
s if your eyes were blue.

le brother shoutin'?
natch our red cow's tail."
n' stop his flourin'
e word from the tip of a flail,
air where the sunshine ranges,
n light on the beechen track.
wantin' changes?
s if your hair was black.

r old mother croakin'?
nd hens but few."
is sore provokin',
hat they've left to do,
e back, there at her knittin',
n, and sad to be old—
hen she starts her twittin',
s were you hung with gold.
—Alice Fleming, in The Academy.

Political History

Story of the Missing Dispatch—By D. W. Higgins, Author of "The Mystic Spring," Etc.

AS is well known, British Columbia entered the Confederation on the 21st of July, 1871; for the sake of uniformity it was determined to celebrate its incoming as on the 1st of July, the day on which all loyalists commemorate the birth of the Canadian Confederation which had occured exactly four years and twenty days before. The battle for the seat of government was long and arduous, but it was as nothing in intensity compared with the conflict that arose as to the best line for the overland railway.

The cherished desire of Vancouver Islanders was for the adoption of a route through the Yellowhead Pass to Fort George, and thence via the Chilcoten Plains to Bute Inlet with a terminus at Esquimalt. The mainlanders favored the selection of the Fraser River route with a terminus at Coal Harbor, then known as Granville and now as Vancouver. The contest was waged with vigor and determination on both sides. The press of the two sections were filled with "information" that colored the advantages of the route they favored in vivid hues, and the representatives at Ottawa were on their feet several times during each session to extol their favorite route and decry the other.

In 1873, Sir John Macdonald retired, and was succeeded by Hon. Alex. Mackenzie, as premier. The battle of the routes which had begun in his predecessor's time was continued during Mr. Mackenzie's reign, and, as the months and years rolled on the discussion increased in bitterness and force.

Under Sir John's administration surveying parties were sent into British Columbia to select a route for the railway. Fraser River was traversed from source to mouth, and the country from Bute Inlet to Yellowhead Pass was carefully explored. Preliminary lines were run through both sections and explorafory surveys were made of the country that lies between Port Simpson and the Rocky Mountains. An Engineer named Micholet, examined the waterway at Seymour Narrows, took soundings and prepared data for a bridge. To Mr. Marcus Smith was entrusted the task of surveying the country between the head of Bute Inlet and Yellowhead Pass. These operations consumed several years and it was not until the spring of 1876 that a decision was reached at Ottawa, and the route selected.

The choice fell on the Bute Inlet route, which fixed the terminus of the Canadian Pacific Railway at Esquimalt. The decision was communicated to Mr. Joseph Trutch, then Lieut.-Governor of British Columbia, by the medium of an official dispatch. The dispatch was received by Mr. Trutch on the 4th of July, 1876, and its receipt acknowledged by His Honor in a dispatch to the Ottawa government, dated two days later. The minute book of Capt. Layton, Mr. Trutch's private secretary, shows that a copy of the dispatch was sent to the executive council here on the 6th of July, two days subsequent to its receipt at Government House.

From that day to this the copy of this most important dispatch which was fraught with momentous consequences to the province has not been seen—so far as is known, or so far as two select committees of the local parliament could ascertain.

On the morning of the 8th of July, 1876 (the day on which the private secretary's minute book shows that he had sent the dispatch defining the route to the Executive Council), Mr. Elliott, the premier, was seen to enter the Scotch House on Fort Street, a clothing establishment kept by the late Alexander McLean, and engage in an animated conversation with that gentleman. The conversation lasted a few minutes and Mr. Elliott left the store. Mr. McLean, his face aglean with pleasure, followed him to the sidewalk. Presently, Mr. Alex. Wilson, of A. & W. Wilson, strolled along. Mr. McLean beckoned him into the store and, according to Mr. Wilson, informed him that Mr. Elliott had just told him that the route for the railway had been fixed via Yellowhead Pass, etc. The next day the Standard newspaper, in a guarded way, told the story which was immediately denied by Mr. Elliott and his ministers, who declared that a dispatch had not been received.

The Lieut.-Governor's term expired about this time and he was on his way to England and the report came at last to be regarded as a roorbach started to boom real estate; but while public interest was directed to the matter, another strange event transpired at Ottawa. All the data of the surveys of the Bute Inlet route, the soundings of Seymour Narrows and the bridge plans, which were stored in one of the government offices there, were destroyed by a fire, which broke out at night. Every scrap of information including most of the field notes, which had cost several hundred thousand dollars to get together, went up in smoke and flame.

The coincidence was remarkable. Here at Victoria it was known that a dispatch proclaiming Bute Inlet as the route for the railway had been lost under most mysterious circumstances, and at Ottawa, about the date on which the dispatch disappeared at Victoria, all the material of the surveys of the chosen route was destroyed by a fire, the origin or cause of which was never traced!

So stoutly was the existence of the dispatch denied by the Elliott government that many at last came to the conclusion that there was nothing in the report and the circumstance gradually passed out of the public mind until it was revived by the appointment in 1879, of a select committee of the house to enquire into all the circumstances connected with the strange affair. The Elliott ministry had gone out of power the preceding year and was succeeded by the Walkem ministry.

The committee called the members of the late executive, the private secretary and the clerk of the Executive Council before it as witnesses. The private secretary swore to the receipt of the dispatch, and to its being sent to the executive council. The clerk of the council testified that he had never heard of the railway dispatch before that day. Mr. Elliott said that he had not seen or heard of any dispatch locating the railway route via Yellowhead Pass and Fort George and asking for the reservation of a 20-mile belt of land along the route for railway purposes.

Mr. F. G. Vernon was asked:

"Did the existence of any such dispatch as this ever come to your knowledge?"

ANS.—No, I never heard of it, either from Lord Dufferin or Mr. Trutch.

QUES.—Then the statement of Mr. Trutch in his dispatch of 4th of July, 1876, to the Secretary of State for Canada, that he had that day laid before the executive council the dispatch of 13th of June is incorrect?

ANS.—Yes; it is incorrect.

Hon. Mr. Beaven, who was a member of the Walkem Ministry, stated that his attention having been called to the non-appearance of the dispatch, he caused an examination to be made among the papers in the local governor's office and there the original dispatch was found.

Mr. Trutch, who was communicated with by telegraph, replied that he had no recollection of the dispatch in question; but his acknowledgment of its receipt to the Secretary of State for Canada, showed that he must have received it and sent it in due course to the Executive Council.

The committee contented itself with reporting the evidence to the House, expressing no opinion. In the session of 1880, another select committe was appointed to take the evidence of former Governor Trutch, who was then in town, and such other witnesses as might be found.

Mr. Trutch testified—

"The fact is, I do not remember mentioning or speaking about that despatch either to Mr. Elliott or any one else. I had no communication with the Dominion Government upon the matter, either by letter or telegram otherwise, than through my despatch to the Secretary of State. The expression "laid before my Executive Council," which occurs in my letter to the Dominion Government in connexion with this despatch, is an official phrase, and does not necessarily imply that I personally placed the document in the hands of my Ministers or any one of them.

"After I had acknowledged the receipt of the despatch, and had placed a copy thereof in an envelope addressed to the Executive Council, I suppose that I threw the matter off my mind. It was only a fortnight before my term of office expired. I may have regarded it in this way:—that it was not a matter demanding immediate action, and that it would be better that it should be dealt with by my successor in office. I do not affirm that these were my ideas at the time, because I recollect nothing about it; but on thinking the matter over, I can suggest no other explanation of my not having spoken with my Ministers on the subject. I had no knowledge at that time, or since, that the copy of the despatch had never reached the hands of my Council.

"I was in the habit of talking with Mr. Elliott on railway matters. I am sure now that I never mentioned this despatch, because he has stated that I did not; and I have no recollection of having done so. I know no reason why I should not have done so."

Mr. Alex. Wilson was then sworn and testified that some time in the month of July, 1876, he saw Mr. Elliott and Mr. McLean in conversation at one of the counters of the Scotch House. A quarter of an hour later Mr. McLean hailed him and told him that the railway route had been fixed via Chilcoten; that Mr. Elliott had just told him so. Upon that information, continued Mr. Wilson, I told some one connected with the Standard newspaper that there was some news in connection with the railway in town. Mr. Pearse afterwards told witness that he had the same information, almost word for word, from one in authority.

Mr. McLean was next called and testified that he knew nothing about the missing dispatch and had no recollection of ever speaking to Mr. Wilson on the subject.

The enquiry ended with this evidence and the committee again reported without expressing an opinion.

Viewed on all its bearings, the case is the most extraordinary that ever came before the British Columbia legislature. Nearly all the parties concerned are dead and like the committees that weighed the evidence, the writer is unable to express an opinion as to the shoulders upon which the onus of the missing dispatch rests. There is a strange discrepancy running through the case which the evidence does not explain. Then there is the question how the Standard was enabled to give the information upon Mr. Wilson's authority the day following the alleged conversation of Mr. Elliott with Mr. McLean, unless it is assumed that the conversation really took place, and that Mr. Wilson was told as he asserts—the question has never been answered. Next there is Mr. Trutch's statement that he had laid a copy of the dispatch before his executive council and the minute of the private secretary to the same effect, to combat the statement of Mr. Elliott and all his ministers that they did not see the copy and knew nothing of the original, I assume, of course, that the witnesses told the story according to their recollections and that none wilfully prevaricated; but the fact remains that a dispatch defining Bute Inlet as the route was received at Victoria and that it never saw the light of day, until three years later. Had the missing dispatch reached the executive, and had its contents been made public, the whole railway situation would have been changed and the terminus of the C. P. R. would have been at Esquimalt instead of at Vancouver.

In connection with the going astray of the copy of the dispatch between the Lieut.-Governor's office and the Executive Council, it has been frequently remarked that the destruction of the Bute Inlet route and Seymour bridge data at Ottawa about the same time is a coincidence that cannot be deemed accidental. The facts, of course, will never be known and all must be conjecture. But in 1896, at Victoria, Sir Joseph Trutch informed the writer that he had no doubt the copy of the dispatch, which meant so much for Victoria, was lost between his office and that of the Executive Council. How or by what means it came to be lost, he expressed no opinion, had no theory; nor could he explain how the existence of the dispatch became known to at least three parties not members of the Executive on the very day upon which it left his hands.

NEW YORK'S CAB-USING PUBLIC

More than 7,500,000 pounds of human beings, or over 3,750 tons of humanity, are transported through the streets of New York every day in public cabs. In other words, more than 50,000 different persons use hired vehicles every day to take them about the city on business or in search of pleasure, says the New York Times. Moreover, according to the cab people who have made a study of the situation, there are fully 110,000 persons, exclusive of babies and invalids, who never use the street cars, and of these at least 3,000 could not tell from personal observation what the inside of a trolley is like, and have no conception of the rush hour in the subway. Many of these people never walk in the streets except to cross the sidewalk to get from their homes or hotels into their own vehicles or public cabs, and the longest walks they ever take are from those vehicles through the aisles of the fashionable stores, the corridors of the hotels, or around the semicircular passage back of their boxes at the opera. They are New York's cab-using public, who think as little of hailing a cab for a ride of a block or two as the average man does of hopping on a street car.

—o—

LONDON'S INCREASING TRAFFIC

The problem of how to deal with the ever-increasing London traffic becomes more complex every year. The principal railways have more than doubled their facilities in the last twenty years, and in many instances have trebled the size of their principal terminals, but still the traffic increases, bringing in its train perpetual discomfort from overcrowding.

Lodon travels by an immense and complicated system of communications. The ten railways which converge on London from different directions, have 478 miles of rail and 378 stations in the London area alone, and they employ as signalmen, plate layers, etc., 22,000 men, whose wages average $144,000 weekly. To and from the termini of the ten companies run daily 2125 suburban and 444 other trains. In the working of these there are employed 3,000 locomotives, 27,000 coaches, 6,000 drivers and stokers, and 3,000 guards.

The passenger traffic of the Great Eastern railway amounts to 250,000 daily, the South Eastern 200,000, and the London, Brighton and South Coast 160,000 every day. The three roads convey every year 41,000,000 workmen passengers.

DENTISTRY IN CHINA

Right in front of us on the street doctor's table is a small heap of human teeth. A patient came up to the doctor. On being asked what he wanted, he replied simply by opening his mouth to the very widest extent. It was seen that his four upper teeth were wanting.

Measuring the cavity in the jaw, the tooth pedlar carefully selected from the heap the four teeth that would exactly fill it. He then drilled a hole in them longitudinally and inserted a bit of wire to bind them to each other.

The ends of the wire were next inserted in holes that were drilled into the teeth on each side of the cavity and at once the chasm disappeared.—North China Daily News.

—o—

MONEY MADE FROM RATS

Parisians have found a way of turning the rat into a profitable commodity. In that city there is a rat pound. It is a deep walled pit, in which some thousands of rats are kept. A dead horse is thrown into this pit at night, and rats strip the carcass of its flesh. Once a month there is a general slaying or rats by gas. The rats are sleek and plump, and their hides are in excellent condition. Their skins are removed and treated and eventually are made into "kid" gloves.

—o—

Speaking of counting the hairs of your head—suppose you undertook to count a billion, how long do you think it would take you to do it? A billion, according to the French notation, which we follow, is a thousand millions. If you had before you a pile of silver dollars containing a million, and could count one every second, for eight hours every day, it would take you thirty-five days to complete the task. But suppose you undertook to count a thousand of those million-dollar piles—you would be at work eight hours a day for thirty-five thousand days, or about one hundred years.

"All-Red" Route

By Lord Strathcona

BEFORE a meeting of the Royal Colonial Institute in London the other day, held at the Hotel Metropole, a paper was read by Lord Strathcona (High Commissioner for Canada) on "The All-Red Route."

Lord Derby presided, and among those present were Sir Gerald Strickland (Governor of Tasmania), Sir Charles Lucas, Mr. W. Pember Reeves (High Commissioner for New Zealand), Sir E. Montague Nelson, Sir J. C. R. Colomb, Lieutenant-General Sir J. Bevan Edwards, Colonel C. M. Dobell, Mr. C. H. Rason (Agent-General for Western Australia), Sir John A. Cockburn, Sir Frederick Young, Colonel Sir John S. Young, Mr. H. E. Fulford, Mr. H. W. Just, Sir H. Gilzean Reid, Sir T. Fowell Buxton, Mr. J. G. Colmer, Sir Arthur Douglas, Mr. J. G. Jenkins (Agent-General for South Australia), Mr. W. L. Mackenzie King (Deputy Minister of Labor, Canada), Mr. J. H. Turner (Agent-General for British Columbia), and Mr. J. S. O'Halloran (the secretary).

At the outset of the proceedings the meeting, at the invitation of the chairman, expressed its acquiescence in a resolution, passed that day by the council of the Institute, lamenting "the death of the Duke of Devonshire, a public-spirited, broad-minded, and influential statesman, who was associated with the Institute for nearly 30 years, first as one of its Fellows, then as vice-president. The council desire to offer to her Grace the Duchess of Devonshire and the other members of the family the assurance of their most respectful sympathy and regret."

Lord Strathcona stated that by the All-Red route was meant the British highway between Great Britain, New Zealand, and Australia by way of Canada, along which the objective points should be entirely in British territory or under British control. The proposition under consideration was to take advantage of that route and to provide rapid communication for mails and passengers between the Motherland and those dominions beyond the seas, utilizing in Canada the Transcontinental lines, and on the Atlantic and Pacific Oceans steamers whose speed and accommodation should be of the best and most up-to-date character. He was not actuated in any way by a spirit of antagonism to the existing services between Great Britain and Australia. The service by way of the Suez Canal had been, and must continue to be, of the utmost value to Australasia. There was nothing in the proposed scheme which would affect it to any extent. Neither could it divert the immense freight traffic which passed by that channel or by way of the Cape; and it was hardly to be expected, with the rapid advance sure to be witnessed in Canada in the near future, that the present steamship lines to the Dominion would be prejudiced. The whole question was now being examined by a committee appointed by the Imperial Government.

The Economy of Time

If a service could be established to Canada similar in speed to that given to New York by the steamers Lusitania and Mauretania—which owed their existence to a large loan on easy terms, as well as to subsidies from the Imperial Government—nearly two days would be saved in the time now taken to convey mails and passengers to a port in the Dominion. The chances of delay by fog on the northern, or Halifax and Quebec routes were less than on the route to New York. Efforts had been made to create a prejudice against the value of the Gulf and River St. Lawrence route for fast "travel;" but vessels of about 18 knots could and did use with it with safety; and, thanks to the continual provision of additional aids to navigation, the constant employment of wireless telegraphy, and an ever-increasing intimacy with the route, the causes that made for accidents were, as far as was humanly possible, nearing zero, if not the irreducible minimum. Mails and passengers could also be conveyed by fast steamers on the Canadian route and reach New York quicker than at present; and it certainly would be a more speedy means of conveyance to all points in the Western United States. They started, therefore, with a voyage to Canada of from four and a half to five days. The present ordinary time from Montreal to the Pacific by the Canadian Pacific Railway was about four days; the journey had been done—and it would certainly be done as a regular thing before long—in three and a half days, or perhaps less. Taking nine days as the duration of the journey to Vancouver, 16 days thence to Auckland, and a further three days to Sydney, they had a total of 25 days to New Zealand and 28 days to Australia. By the Eastern route passengers and mails now reached Sydney in 30 to 31 days, and New Zealand in 34 to 37 days. The saving, therefore, in the case of New Zealand by the All-Red route would be some ten days and to Sydney two days, as compared with the time via the Suez Canal; but the times of the latter service would probably be somewhat shorter under the new contract than those fixed by the present agreement.

Imperial Interests

While it would be largely used for passengers and mails, it must tend to make the different parts of the Empire affected by it better known to each oher. This could not fail to stimulate a greater interest in the general well-being of the various countries, and to have important results in encouraging emigration and the investment of capital for the development of the resources which they possessed. In the Mother Country we were largely dependent upon outside sources for much of our food and raw material. Happily much of these were now produced withm the Empire, and this would become more and more the case as time went on. It was most desirable that the ships in which such necessities were conveyed to us should be, as far as possible, under the British flag. If the best of these ships could be so constructed with a view to conversion into effective armed cruisers in time of need, it would help to assure our position as the predominant maritime Power and indirectly add to the strength of the navy. If these considerations were in place with regard to the Atlantic, they applied with tenfold force to the Pacific. From the British standpoint he looked upon the third link in the chain of the All-Red route as of the utmost importance and full of potentialities. This alternative route to the East would be useful also for the despatch of troops if the necessity ever arose. It should be quicker than by Suez or the Cape, and less liable to danger and interruptions; and the presence of merchant steamers on the Pacific, capable of being used as armed cruisers, would be a distinct gain to the Empire. It had been stated that the completion of the Panama Canal would rob the new route of many of its advantages, that it would be shorter in distance, and encourage direct steamship communication. From a practical standpoint, he doubted whether it would ever very seriously compete with it. In order to bring the All-Red route into operation, a considerable sum of money would be required in the way of assistance. If it were left entirely to private enterprise, it might take years, or a generation, before it was brought into being; there would be the chance that foreign countries might take it up, obtain the control of the routes, gather the passenger trade largely into their own hands, and make a bid also for commercial supremacy in our dominions. The Colonies did not ask the Mother Country to bear the whole burden of the expense of the All-Red route. Canada was prepared to pay its share, so were New Zealand and Australia, and even the smaller possessions on route which might receive benefits from its establishment. Assistance to the same extent would not always be needed. Surely they might look forward to the time when the new route would be self-supporting. The development of steam navigation in the Atlantic could never have been as rapid as it was but for the assistance given by the Home Government to the Cunard line in the early days of the new propelling power, and even then the voyage occupied 14 days; and the same thing might be said of the subsidies given to the Allan Line by the Government of Canada when regular steam services to and from Canada were inaugurated. It seemed to be the ideal of some people that the All-Red route was merely a scheme for company exploitation. Its introduction under official auspices at the Imperial Conference must be regarded as a rebutial of any such assertion.

The Colonies and the Empire

There was another kind of criticism which had a certain weight with some people, although not a numerous body. They said: "Why should we help the Colonies to improve their communications? They tax our goods, and they contribute nothing towards the Imperial expenditure of the Army and Navy, and we are always lending them money for one thing or another." All that was very plausible, but would it bear the test of examination. In the first place, anything that brought the Colonies closer to he Mother Country benefitted not one part of the Empire alone, but the whole of it. It was true that the Colonies taxed the imports of the Mother Country, or, at any rate, a part of them, but some of the articles imported into this country, coming from the Colonies, were, he thought, taxed rather heavily. The general policy of the United Kingdom was to treat alike the foreigner and the British subject living outside its limits. In the great self-governing Colonies, or most of them, British goods were admitted on more favorable terms than those of their competitors, to the great benefit of British capital and labor. It was true that the Colonies did not contribute largely in a direct way to the naval and military expenditure of the Empire; but the self-governing Colonies at very considerable expense kept up their own military establishments, which must form a part of the military organization of the Empire in the event of any great war. The outlying portions of the Empire were not oblivious of the fact that they owed much to the British Navy. If they had not contributed largely towards its expenses, it had been because they could not at present afford it. The debts of the Colonies had been largely incurred for enterprises which were usually undertaken by private capital in older countries, and all these debts had to be met. But the time must soon come when the Colonies would in some form or other take a greater share than they did now in the government and administration of the Empire, so far as it affected the general community, and they might be relied upon then to take their full burden of the responsibility which would fall upon them, and to bear it cheerfully. The new route would create a traffic and a trade of its own, and he was of the opinion that the scheme would be successful and prosperous. (Cheers.)

Sir J. C. R. Colomb said that they had been told by Lord Strathcona that the All-Red route would create a traffic and trade of its own, and, therefore, it was not brought forward to fulfil a want. Instead of placing £500,000, this country's estimated share of the subsidy, into the project, he thought it would be wiser to put the money into two battleships. They ought to prepare for the struggle in the Pacific which was coming.

Admiral Sir A. Douglas, Captain R. Muirhead Collins, Mr. Donald Master, Dr. A. P. Hillier, Mr. E. B. Osborne, Mr. Armstrong, Colonel J. Adam Fergusson, and Mr. Pember Reeves also took part in the discussion, Mr. Reeves remarking that the proposed new route, while creating its own trade, as Lord Strathcona had said, would also supply a very keenly felt want. Everything which linked the Empire together, and which led to easier and more rapid communication between the different parts of the Empire, would facilitate trade and enrich the Empire.

At the instance of the Chairman, a cordial vote of thanks was passed to Lord Strathcona at the close of the discussion.

—o—

THE HAIRS OF YOUR HEAD

Two feats of enumeration have always been considered impossible; one is to count the stars in the heavens, and the other, to count the hairs on your head. But it seems they are no longer impossible. The astronomers, by mapping out the sky and assigning different parts to different observers, have counted the visible stars almost with accuracy; and now some one has invented a pair of scales that will weigh a single human hair, and by using that weight as a unit it is possible to tell how many hairs any one has. The way of it is this: When a person's head has been shaved, one hair is weighed; then the whole "crop" is weighed, the total weight being divided by the weight of one to tell how many there are in all. Perhaps the next thing of this kind will be the counting of the grains of sand on a given strip of seacoast.

Many Distinguished Teachers

Who Have Passed From McGill

DURING its career McGill has lost many eminent members of its teaching staff to other Universities or to the demands of private business enterprises, but perhaps never in its history has its ranks been drawn upon to such an extent as during the session of 1907-08, for when the present term comes to an end it will have lost no fewer than eight of the professors with which the session started, says the Montreal Witness. These are:

Dr. Bernard J. Harrington, Macdonald, professor of Chemistry and Mineralogy, and director of the chemistry and mining building.

Dr. H. T. Bovey, dean of the Faculty of Applied Science.

A. W. Flux, the William Dow professor of Political Economy.

Dr. H. M. Tory, the associate professor of mathematics.

Clarence Morgan, the professor of transportation.

Walter Scott, the Hiram Mills Professor of Classics.

Joseph W. Hayward, assistant professor of mechanical engineering.

Marie-Louise Milhau, assistant professor and resident tutor in French and German.

Of these, one has been removed by death, namely, Dr. Harrington. Dean Bovey, as will be remembered, has resigned to take over the rectorship of the Imperial College of Science and Technology, in London, England. Professor Flux has accepted an appointment in the Statistical Department of the Board of Trade, in Whitehall, London—a position of considerable importance, for which he is eminently fitted, for his strong point is the massing of statistics and drawing inferences therefrom. Professor Hayward is going into private practice in Montreal, and Professor Morgan is going back to railway work in the United States, having completed his three years' engagement as organizer of the transportation department at McGill. Dr. Tory is now the president of the new State University of Alberta. Professor Scott is resigning at the end of the term. So, too, is Mlle. Milhau, one of the best-liked and most brilliant members of the staff of the Royal Victoria College. She is to be married shortly.

All these changes naturally bring to mind the many other professors of more or less eminence who have gone from McGill to other spheres of labor, in some cases the most distinguished their calling could open to them. There is, for instance, Dr. William Osler, now the Regius Professor of Oxford, who for ten years filled the chair of physiology and pathology at McGill and subsequently served on the teaching staffs of the University of Pennsylvania and later of the Johns Hopkins University.

Professor Coker, formerly Dean Bovey's assistant in the Science Faculty, is now on the staff of the Finsbury College, London, while another former McGill professor in London, England, is Professor Callendar, who was the predecessor of Rutherford here in the chair of physics. Professor Callendar is now at the Royal College of Science, and it is worth noting that both he and Professor Coker will be working again under Dean Bovey, their institutions having been merged in the Imperial College of Science, of which Dean Bovey is the rector.

Professor Ernest Rutherford, who left McGill at the end of last session and whose place in the Macdonald chair of physics has been taken by Mr. Howard T. Barnes, is the professor and director of the physical laboratories in the Manchester University, England—a position of great importance.

Mr. Frederick Soddy, who was for several years the assistant of Professor Rutherford at McGill, is a lecturer in physical chemistry at Glasgow University, and is recognized as among the leading men engaged in the investigation of radium.

Professor C. A. Carus-Wilson, formerly the professor of electrical engineering at McGill, is practising as an electrical engineer in London, England, and a contemporary of his at McGill, Mr. W. A. Carlyle, who was the lecturer in mining and metallurgy, has also left the academic ranks. Mr. Carlyle, who, by the way, is a relative of the famous Thomas Carlyle, has had rather an interesting career. At McGill the mining department was entirely in his charge, and his salary was $1,750 per annum. He was taken from McGill to be Inspector of mines for the British Columbia Government at a salary of $4,000 per annum. Soon afterwards the late Mr. Whitaker Wright, who was at the head of a syndicate running a group of mines at Rossland, B.C., prevailed upon Mr. Carlyle to become consulting engineer for those mines at a salary of $10,000 per annum. After holding that position for a time Mr. Carlyle was appointed engineer for the famous Rio-Tinto mines in Spain at a salary of $25,000 per annum. He is now practising in London as a consulting mining engineer.

Dr. R. Tait Mackenzie, formerly physical director in charge of the gymnasium at McGill, is the director of hygiene and physical culture in the Philadelphia University. He is also doing notable work in the modelling of ideal figures of athletes, and some beautiful statuettes of his workmanship are to be seen in the Redpath Library.

Mr. J. T. Nicolson, who was the first professor of mechanical engineering at McGill, is professor of engineering in the Manchester Technical College, England, and Professor Capper, the first to occupy the chair of architecture at McGill, is professor of architecture in Owens College, Manchester.

Miss Oakeley, who was formerly the warden of the Royal Victoria College here, went to be the head of the women's department of Owens College, Manchester, where she had as her assistant Miss Parkin, daughter of Dr. Parkin who is at the head of the Rhodes Scholarships Trust. Miss Parkin is a graduate of the Royal Victoria College. Miss Oakeley is now head of the women's department in King's College, London.

Dr. J. W. Cunliffe, who was in the English department at McGill under Dean Moyse, is director of the English department in Madison University, Wisconsin. This is a big post, necessitating a staff of between twenty and thirty assistants. Mr. Cunliffe has a good deal to do with inspecting schools for the university, and also does a lot of organization work in connection with secondary education. He is an Owens College man, and he came to Montreal from Boston to work on the editorial staff of the Montreal Gazette.

Professor Ingres, who started the conversational method of teaching French at McGill, is doing similar work in the Chicago University.

Mr. Saunders, a son of Dr. Saunders, of the Dominion Experimental Farm at Ottawa, and at one time a demonstrator in the Chemistry Department at McGill, is professor of physics in the Syracuse University.

Professor Carter, who was professor of Greek at McGill, is master of Winchester College, England, while Professor Kerry, who was formerly in the engineering department at McGill, is practising his profession in Canada as an engineer. He recently came into prominence as one of the engineers appointed on the Commission to investigate the collapse of the Quebec bridge.

Miss Dover, who was a lecturer and demonstrator in chemistry at McGill, gained a fellowship in chemistry at the Women's University, Bryn Mawr, Pennsylvania, and then a travelling fellowship in chemistry. On the latter she went to Europe, and she is now in the Breslau University in Germany, doing research work under Professor Abegg, the well-known physical chemist.

Miss Holmstrom, who was instructor in gymnastics in the Royal Victora College, is still in Montreal, continuing her physical culture work in connection with the High School, while Dr. R. K. McClung, who was for three years demonstrator in physics at McGill, is professor of physics in Mount Allison University at Sackville, N. B.

Such are the principal former members of the professional staff of McGill, who are now distinguishing themselves in other centres of activity, and to whom McGill proved the stepping-stone to higher things.

—o—

CIGARETTES FORBIDDEN TO SOLDIERS

Lieutenant-General Lord Grenfell, commander-in-chief of the British forces in Ireland, has issued an order in which he points out the injury which the increase in cigarette smoking is doing to the health of the army. The order says in part: "With a view to helping men to overcome the habit, the commander of the forces directs the smoking of cigarettes to be prohibited at certain times when, on the other hand, no similar restriction as regards pipe smoking will be made. The smoking of cigarettes, therefore, will not be permitted when the men are on fatigue or under arms on any occasion, including field operations and manoeuvres."

—o—

Thackeray got into trouble by copying some of his characters too closely from life, notably when he put his friend, Arthur Archdekne, into "Pendennis" as the ever delightful Harry Foker. Although Thackeray meant no unkindness, Archdekne never quite forgave him. One night, just after Thackeray had delivered his first lecture on "The English Humorists," Archdekne met him at the Cider-Cellar Club, surrounded by a coterie who were offering their congratulations. "How are you, Thack?" cried Archie; "I was at your show today at Willis's. What a lot of swells you had there—yes! But I thought it was dull—devilish dull! I will tell you what it is, Thack, you want a plan."

The ethics of the difference between the professional opinion of a paid advocate and the honest conviction of a learned man were set forth by a well-known English barrister who died recently. It was a case of murder, and the client and counsel were closeted together. "Smith," said the barrister, "of course I know you didn't murder the man, but, as a matter of fact, did you do it with the butt end of a revolver or with a stick?" "Sir," said Smith, "I swear I am innocent." "I know that perfectly well, but you must tell me. For if you did it with a revolver, I shall say to the prosecution, 'produce the stick!' and if you did it with a stick, I shall say, 'produce the revolver!'" The client paused and scratched his head meditatively. It was the butt end of a revolver, sir." "That's right!" said the counsel; "I think I can get you off now."

Sir Edwin Landseer, the famous animal-painter, had an old servant—his butler, valet, and faithful slave—named William, who was particularly assiduous in guarding the outer portal; no one could by any possibility gain direct access to Sir Edwin. The answer would invariably be, "Sir Hedwin is not at 'ome." The prince consort himself once received this answer when he called, amplified on that occasion by the assurance that "he had gone to a wedding," an entire fiction on William's part, as the prince found out, for on walking boldly in and round the garden, he noticed Sir Edward looking out of his studio window. This was the faithful attendant who, one day, when a lion had died at "the Zoo," and his corpse came up in a four-wheeled cab to be painted from, startled his master with the question, "Please, Sir Hedwin, did you horder a lion?"