

of "Sketches of Engine and Machine Details," etc. This book, which has thirty-six illustrations, is specially written for practical Engineers and Mechanics. It is bound in flexible cloth covers, suitable for the pocket, and is full of useful notes, rules, and tables for everyday workshop use, it shows in a simple way how to calculate speeds of pulleys, cones, wheels, etc., and includes an illustrated chapter on "Screw-Cutting," with list of Change Wheels, Notes on the Lathe, Drilling, Planing, Shaping, Slotting, Milling and Gear Cutting Machines; Notes on Materials, Forging and Welding, Hardening and Tempering, Case-Hardening, Templates, Gauges, Tables of Whitworth's Standard Screws, Taps, etc. The Bentley Publishing Co., Crossley street, Halifax, England.

"The First Night of a Play," "Through the Slums with Mrs. Ballington Booth," "What it Means to be a Librarian," by Herbert Putnam, Librarian of Congress, and "The Pew and the Man in it," by Ian Maclaren, are among the notable features of the February Ladies' Home Journal. An American Mother answers conclusively "Have Women Robbed Men of Their Religion?" and there is an interesting article on Mlle. Chaminade, the famous composer and pianist. Another article describes "Frank Stockton's New Home in West Virginia." The opening chapters of "The Parson's Butterfly," a new serial by Mrs. Charles Terry Collins, are also presented. Molly Donahue discusses woman's rights with Mr. Dooley, and "Edith and I in Paris," "Her Boston Experiences," and "The Autobiography of a Girl!" continue with increasing interest. The pictorial feature, "In Honor of St. Valentine," by Alice Barber Stephens, will recall some happy bygone days. By The Curtis Publishing Company, Philadelphia. One dollar a year; ten cents a copy.

No subject of interest to citizens of the British Empire in common has been so befogged with half-truths and with misrepresentations as the South African question. It is now generally known that besides the London edition of The Standard and Digger's News, controlled by the Transvaal Government, the Boers had—and in some cases still continue to have—subsidized newspapers on the continent and in the United States, which published and reiterated the most distorted and untruthful statements of affairs in the Transvaal. As many of these travesties of history originated as official statements from the Transvaal Government itself, and as British readers are apt to credit any other Government with the same respect for truth in official documents as would characterize their own Government, the Boer official falsehoods had been so widely and industriously circulated that when the war cloud burst a great proportion of people were in a mist as to the real facts of the case. The series of articles which have been appearing in this journal (now reprinted in pamphlet form under the title of the "Boer War") may have helped to dispel these mists from the minds of Canadian readers, but we are glad to call attention to the cheap and handy volumes above quoted, as further contributions to the literature of the subject, which will enlighten the Canadian reader still further on many points. The first named summary of the recently published biography of Sir Bartle Frere turns the search-light on the dealings of the Gladstone Government in South Africa at the time of the retrocession of the Transvaal to the tender mercies of the Boers. Leaving out of view Sir Alfred Milner, the present governor of the Cape and High Commissioner for South Africa, whose work is not yet accomplished, there have been in the history of colonial administration there three great governors, who understood and wisely estimated the problems of British relations with both the Dutch and the natives. These were first, Sir Benjamin Durban (whose mortal remains rest in the old Papineau Road military burying-ground in Montreal), Sir George Grey and Sir Bartle Frere. If the policy of the first two governors had not been thwarted by the Home Government, who sent them out, there would have been no Republic of the Orange Free State or the Transvaal to prove the thorns in the flesh of the rest of South Africa which they have; and if the policy of the last named had not been similarly thwarted even these separated communities would have been reconciled to the neighboring colonies, and we should have had a peacefully confederated South Africa to-day. One cannot rise from a perusal of "The Transvaal Trouble" without the feeling that Sir Bartle Frere was basely betrayed in his efforts to carry out his great aims, not only by the Gladstone Government, but

by the Conservative opposition of that day, who selfishly sacrificed the higher interests of empire for party advantage in home politics. In the light of present events Sir Bartle Frere's estimate of the men with whom he was dealing from 1877 to 1880, and his judgment of the effects of the political movements then transpiring shows him to have been a man of extraordinary wisdom and foresight, and his predictions of what would happen if such and such a policy were carried out read now like pages of inspired prophecy. The statement in one of his letters that his administration would add another to the list of those whose teachings and work were not understood or appreciated till he was dead and gone, was itself a prophecy and has received its fulfilment in a way that must bring the blush of shame to some public men still sitting in the House of Commons, who deserted him in the hour of his trial. The memory of no governor in South Africa is to-day in higher regard, both among British and Boer, and if the British Government had only stood by him there would have been a confederation instead of a war there to-day. The "History of the Great Boer Trek," is a series of re-edited lectures on the motives of the great treks which led to the founding of the Free State and Transvaal, and in part to the colonization of Natal. The author, a loyal British subject of Dutch descent, treats the Boer's sentiments with natural sympathy, and shows us how they regarded the emancipation of the slaves in 1834-7, and how the blunders of governors combined with the vacillation of the British Government to produce that distrust and suspicion which are the regrettable national weakness of the South African Dutch, and which unfortunately have only been confirmed by the policy of the Gladstone and other recent British administrations. Mr. Wilkinson in his "British Policy in South Africa," takes up the question from the British and Imperial standpoint, but shows none the less clearly from this point, that party politics at home have been the curse of British rule in these colonies. Though this book was written before the war broke out Mr. Wilkinson saw that if Britain failed to maintain her position as paramount power or deserted the cause of the Uitlanders the Afrikaner Bond would agitate for the independence of South Africa and British subjects, feeling deserted by their own Government, would make common cause with the members of the Bond. The loss of South Africa could then be only a question of a short time. Mr. Mackenzie's little book gives us a sort of crayon sketch of Paul Kruger, and avoiding politics as much as he can, desires to show us the man himself. He gives the old man credit for great virtues, but does not by any means hide his great faults. The result is a readable book, which has a number of half-tone illustrations. To those who wish more light on a subject of such vital interest to the future of the British Empire we can commend all of the above books.

AUTOMOBILE NOTES.

The whole of the Russian Imperial family, excepting the Czar, are enthusiastic chauffeurs.

The traction engines in use by the British army in South Africa do not seem to be very successful, according to some accounts.

In Algeria steam omnibuses are doing good work, and it is expected that they will be employed very largely in Madagascar.

There is scarcely anyone connected with the cycle and carriage building trades in France who is not interested more or less in the autocar industry.

A French count was sentenced to two months' imprisonment and fined \$1,500 for breaking a lady's leg through his careless driving in the Bois de Boulogne.

The Stirling Motor Carriages, Ltd., of Hamilton, Scotland, has paid a five per cent dividend, and written \$25,000 off goodwill account, as the result of last year's business.

The autocar as a delivery agency for newspapers in long, straggling country districts should prove invaluable. Two of the London Sunday journals have tried it with great success.

The Automobile Club of France has a membership of 2,000; a yearly income of \$80,000, and the finest clubhouse in the world. Similar clubs have been formed in Berlin, Brussels, London, Turin, Geneva, London and New York.