tion must be extended to it, as it has been with success to the sugar and cotton industries, and outside competition made impracticable, or some one of the millionaires, whose numbers are pleasantly increasing in our midst, shall have to adopt the establishment of a magazine as his form of benefaction in preference to endowing a hospital or founding a college for women.

The first method would be suicidal to the intellectual interests of Canada, the second is eminently Utopian, and so the summing up of the whole matter seems to be that there is slight prospect of Canada having a representative national periodical within the near future.

J. MACDONALD OXLEY.

VIII.

THE PHYSICAL DANGERS OF CIVILIZATION.

THE character of civilization is quite as plainly indicated in the common everyday perils which people run as by its laws, its social institutions, or other indices. In the neolithic age, such as our copper-colored predecessors on this continent enjoyed, the careless wayfarer stood in imminent danger of being tomahawked and scalped. In the days of chivalry, when the Christian graces and the sense of personal honor, with all its noble attendant virtues, had begun to dominate men, the hand had not yet ceased to find its most important function in taking care of the head. Midst the splendors of the Italian Renaissance the individual paid the price of prominence in continual risk of the bravo's dagger or the cup of poisoned wine. So one may go on to specialize the current dangers threatening men in different epochs. The dangers which lie in daily ambush for us today are so notably different from those of the earlier periods of civilization that they invite comment. We have become the victims of our own conveniences. This is peculiarly the age of machinery and science applied as art, and we have to pay the penalty in physical risks to life formerly non-existent. We have ceased to stand in much peril of lawless violence except when we travel by coach or rail in Texas or Arizona. Our dangers are railway and steamer accidents, the crush of vehicles in crowded streets, the grip of swiftly running machinery on the careless workman, the dangling electric wire, the treacherous bobtail car, and the like. "The hand of little employment hath the daintier sense," remarked the cynical Hamlet of the gravedigger, tossing up skulls with many a quip. The citizen's callous indifference in rushing through a mass of crowded vehicles is well contrasted with the timidity of the rustic, who hesitates long before so perilling his life. Use blunts the edge of perception, and it is only some unusually startling accident that gives us pause. If one could measurably apply the calculus of chances to the risks he undergoes in an active day in the streets of New York he would probably be amazed at the result. Even in this day of still-hunting for news and hunger for a paragraph, not all the accidents are reported. Manufacturers whose operatives are snatched up by a belt, or railway companies whose brakemen slip off the top of a freight car, do their best to suppress such matters. The law of compensation requires us to pay the price for the increased luxuries and facilities offered by the age of science. The problem of social economy is to lower the price to its minimum, as in the case of active commodities. Public attention has been slowly awakened to this question. There is much more disposition than ever before to hold railways responsible in case of accidents to passengers, if official carelessness or neglect can be shown. Boiler inspections are strictly enforced with more and more rigor. The companies, who have harnessed the electrical demon to some man, are held as trustees of very dangerous, if of very useful

powers. Municipal legislation in large cities has been stirred up to exact a close responsibility in such matters. The lively and public spirited mayor of New York has taken the earliest opportunity to attack the bob-tail car nuisance. A hundred examples could be cited to illustrate the growing tendency. But after all the difficulty is not so much in the lack of law to provide for cases of criminal neglect in the administration of the organized conveniences, which science has given us, as in good natured indifference to its enforcement. A little spurt of indignation is followed by quick forgetfulness, till the occurrence of the next tragedy. This is all owing to the lazy, *laissez faire*, happy-go-lucky disposition of the great American public. It is not disposed to be vigilant in prevention, and to insist on its rights in season and out of season. Our English cousins are far more prompt and severe in their assertion of that sense of individual importance which crystallizes into public spirit. Our own evolution is in the right direction, but we must grow not a little yet before we shall succeed in properly abating the perils and nuisances now characteristics of great cities.

G. T. FERRIS.

IX.

PERIPATETIC LEGISLATURES.

THERE are, I believe, several instances in the histories of the different States of the Union where, at one time or another, there have been dual capitals. Rhode Island alone still divides the honors, narrow as her territory is, and Connecticut has only lately terminated the long fight which resulted in the centralization of her government at Hartford, leaving New Haven to her elm trees and her venerable university. To the average citizen it may seem that one state capital is enough ; sometimes even that is one too many. The older and bigger and richer a State grows the more do corrupt influences flourish and concentrate about the seat of government. Why will not some progressive State that has not yet erected costly public buildings, or whose buildings have comfortably fallen in pieces—why will not such a State inaugurate a purely American method and set up a peripatetic capital? The world has studied the art of war more assiduously than any other, and, upon the whole, more successfully. The problem of providing quarters in the field for any number of men is simple and comparatively inexpensive. The legislatures of very few of the States exceed three hundred, all told; but let us say that the total number to be provided for averages one thousand men, the equivalent of a single infantry regiment. Some salubrious location could be selected, perhaps, by the governor a few weeks in advance of the time for meeting. A severe penalty could be set upon the sale of liquors within a mile of the camp. The State could provide tents for quarters, with larger ones for the daily sessions of the two houses and large wall tents for the committees. Rations would be furnished at cost in suitable mess tents. Obviously, under such circumstances, a dangerously powerful lobby would be out of the question. Members would have nothing to do but attend to the public business, finish the season's work and go home as soon as possible. By changing the location of the camp every year, different parts of the State would have the Legislature at their doors in alternation, and a very simple system of badges, passes, and police guards would keep the camp clear of all interlopers. It is safe to say that the duration of the session would be reduced to the time absolutely necessary for the transaction of public business, and that the expense to the State would be reduced by at least two-thirds.

OLIVER PRIOR.