

introduced in 1829, French and modern history in 1846, drawing in 1856, and writing from dictation (for the lower forms) in 1857. Especial attention has always been paid to religious training; one of the oldest regulations passed by the Company says of the masters—"They shall teach the children, yf neede be, the Catechisme, and instruccions of the Articles of the Faith, and the Ten Commandments in Latin." The morning of Monday is throughout the school devoted to this important subject. Prayers, chiefly selected from the Prayer Book, are used at the commencement and close of morning and afternoon school.

Of course, when we pass from the lower to the two divisions of the upper school, we come to the more important scholarships at the Universities.

All boys who have been in the school two years are considered to be on the foundation—that is, are eligible to the twenty-one scholarships at St. John's College, Oxford, until the 11th of June preceding their nineteenth birthday. Candidates for school exhibitions may in some cases have passed their nineteenth birthday, but must have been a certain time in the school, and attained a certain rank in it, and passed certain examinations.

The preferments attached to the school are numerous enough to stimulate the ambition of lads who look forward either to College or to professional advancement. They consist of twenty-one scholarships to St. John's College, Oxford, the value of each being £100 per annum, including all allowances; the subjects of examination and the election to scholarships being under the control of the Master, Wardens, and Assistants of the Company. There are also six exhibitions of £60 each to the same College, for candidates between sixteen and twenty years of age; one exhibition of a similar amount at the option of the senior scholar who is "superannuated," has been five years in the school, and is on the head form at the time of his leaving. One exhibition, worth £61 11s. 4d. a year, to any

College in Cambridge; four other exhibitions of £50 a year each, also to any College of the same University; and various exhibitions to either University, founded by the Company, and under their direction, are among the preferment. Then there is an exhibition of £62 a year to Oxford, and two scholarships worth £30 each, for classics, founded by old scholars; while four new exhibitions are given by the Court for mathematics, one of which is given to the second best mathematician leaving the school in each year, if not otherwise provided with school preferment. There are also two exhibitions of £30 each, founded by the Pitt Club in 1845, for the best scholars in the school who are going to College; and six exhibitions founded by Mr. Fish—four of £48 and one of £40; five others of £10 each, and a gift of £12 a year to a scholar of Oxford and Cambridge alternately, for the purchase of books.

Of medical exhibitions to St. Thomas's Hospital there is one granted in each year, tenable for three years, and worth £30 per annum; and there is the "Barnes Scholarship" at Cambridge, open to undergraduates in their first year who have been educated at Merchant Taylors' School.

In addition to this long list of exhibitions and preferment, there are a large number of prizes in books and money, including "mercantile prizes," so that there is encouragement to work well even among the boys who cannot obtain the scholarships, or who are not likely to enter on a career at the Universities. That the reputation of the old school should be maintained with such liberal support as it receives from the present representatives of its original founders is scarcely surprising, and it may be hoped that when the present building is full, and the voices of 300 persevering young scholars may be heard making the play-ground ring, there will still be room for growth and further development in an institution which may be regarded as one of the most suggestive and illustrious in the City of London.

THE GATHERER.

In Haste for a Doctor.

People often fall ill at inconvenient hours, and all maladies are not so steady-going that patients are secure against bad turns in the dead of night. To obtain the services of a doctor at such times is often far from an easy affair. In Paris this has lately been made the subject of an excellent decree by the Prefect of Police, and that city has now a complete system of night medical attendance. At every police-office the names are entered of those doctors who are willing to rise at night. The public can see the list at any hour, and choose what name they please. A policeman calls up the doctor, brings him to the sick house, and gives him a cheque for ten francs by way of fee. Those patients who are well-to-do are asked afterwards to reimburse the municipality; those who are unable to pay, however, receive medical succour gratis.

Night-work is one of the hardships of the medical

profession, and often makes serious inroads upon a doctor's health. To undertake it requires a larger share than ordinary of enthusiasm and the spirit of self-sacrifice. If any one doubts it, let him try the experiment of turning out just once from the genial climate of Blanket Bay into the cold street on a dark night of wind and rain.

Hungry Birds Disappointed.

When a bird sits in a bush, watching a man sowing seed, it looks forward to a feast. Indeed, newly-sown seed often causes the gardener no little anxiety, small birds make away with so much of it. If he can command plenty of nets and protectors he can keep them at a safe distance, but few have a sufficient stock of these things.

A practical gardener has contrived a method by means of which birds are effectually scared off. He

says he has followed it for several years, with such satisfactory results as to warrant the recommendation of it to others. Before sowing peas, radishes, and other seeds that the birds will eat freely, he saturates them in paraffin oil, then dusts them with red lead, and rubs them well with the hands. After undergoing this preparation they are sown, and not the least anxiety is felt as to their being eaten up. The birds visit the seed-bed expecting a pleasant repast. One morsel is enough: they taste the paraffin and lead, and quickly fly off to where they can obtain food of a more palatable character, or, with feelings of indignation and disgust, go to bed supperless.

Manchester in a New Light.

When an inland city contrives to open up communication direct with the ocean, it enters upon new and improved relations with the rest of the world. We shall be glad, then, to find that a scheme now being discussed, having for its object to make a seaport of Manchester, ends in being successfully carried out. In this age of engineering triumphs nothing seems impossible, and the energy of Cottonopolis could hardly be employed on a more honourable and apparently profitable undertaking.

The plan at present advocated is to deepen and widen the river Irwell from below Manchester to its junction with the Mersey, and to improve the bed of the latter river from that point to the sea. In this way, Manchester would be provided with a tidal channel, wide enough and deep enough to admit of large vessels being brought up by means of tugs to discharge their cargoes almost at the doors of her merchants and manufacturers. The cost of the undertaking is estimated at three and a half millions sterling. When we consider the benefits which would result to the city—increased commerce, saving in charges on merchandise, and additional influence and importance—the price does not seem at all too high.

Manchester people may derive encouragement from the example of Glasgow, a city whose rapid growth is one of the marvels of our day. The Glasgow citizens began a similar enterprise about a hundred years ago; they pursued it cautiously; and now large ships come up to the Clyde and discharge their cargoes at wharves which extend upwards of three miles, whilst the

harbour dues bring in a clear income to the Corporation of £150,000 a year, after providing for dredging and all other expenses.

What is a Bee?

A "bee" in one's bonnet, a busy bee that "improves each shining hour," and a "bee" of the spelling bee sort, are three things. We would speak only of the last. It is an institution whose home is in the New World. There a "bee" is the appropriate name given to an assemblage of people, usually neighbours, who unite their services for the benefit of an individual or family. When a new settler, to give an example, is building a house for himself, one neighbour comes with his axe, another with his horses, another with his carpenter's tools, to help till the roof is over his head. This is called a "raising bee." Then there are what

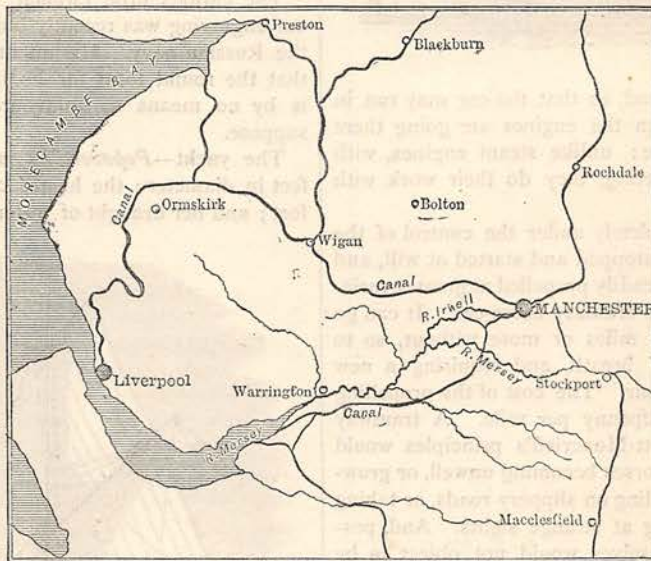
are known as "quilting bees," common in the interior of New England and New York. These are attended by young women, who assemble round the frame of a bed-quilt, and in the course of an afternoon accomplish more perhaps than one person unaided could do in weeks. At threshing, husking, and apple-paring times the neighbours in country districts also help one another. These occasions

are called "threshing bees," "husking bees," and "apple bees." They are all not only scenes of work, but of much fun and flirtation. "Spelling bees" are more serious. Their object is purely educational; and as, after one of them, Edwin sees Angelina home, can any one doubt but that they improve the time by taking the longest way and practising spelling up and down the dictionary?

The Tramway Car of the Future.

A new tramway car has been invented by Mr. W. D. Scott-Moncrieff, of Glasgow, and we have much pleasure in calling attention to what seems an ingenious solution of one of the great problems of street traffic. The motive power in this new vehicle is compressed air, the valve gear in connection with which constitutes, the inventor informs us, "the whole secret" of his success.

The car itself is shown in our engraving. In the centre, and below the flooring, are placed the engines, valve gear, driving wheels, breaks, &c. At each end,



and also below the flooring, are the tanks containing the compressed air. This necessary machinery does not in the least interfere with the accommodation of the interior of the car. Starting handles and breaks



are provided at each end, so that the car may run in either direction. When the engines are going there is absolutely no noise: unlike steam engines, with their puffing and snorting, they do their work with quiet decorum.

The car is so completely under the control of the driver that it can be stopped and started at will, and furthermore it can be readily propelled at greater variations of speed than the ordinary horse-car. It can go for distances of three miles or more without, so to speak, getting out of breath, and requiring a new supply of compressed air. The cost of the propelling power is under a halfpenny per mile. A tramway managed on Mr. Scott-Moncrieff's principles would not be troubled with horses becoming unwell, or growing old and frail, or falling on slippery roads, or taking stubborn fits, or shying at strange sights. And, possibly, the horses themselves would not object to be relieved from tramway car duty, which looks very far from easy.

Double Acrostic.

My first's the hero of my second,
And yet my first's my second reckoned,
Though if my second chance to hear
My first named, 'twill provoke a cheer.

I.

My first upon the waters near me saw
A sight that well might fill the soul with awe.

II.

'Twas my first's beloved, and he
Had better been had he not met with me.

III.

We at the shrine of Pan did serve till he
Was shorn of his divinity.

IV.

I'm what my second is bound to do,
And by me he's partly helped forward too.

V.

To breathe perfume through others' breath is mine,
And partial critics say I am divine.

VI.

A very misty time is mine, dear friend,
And as the years roll on I do not mend.

J. G.

KEY TO HIDDEN LINES ON PAGE 190.

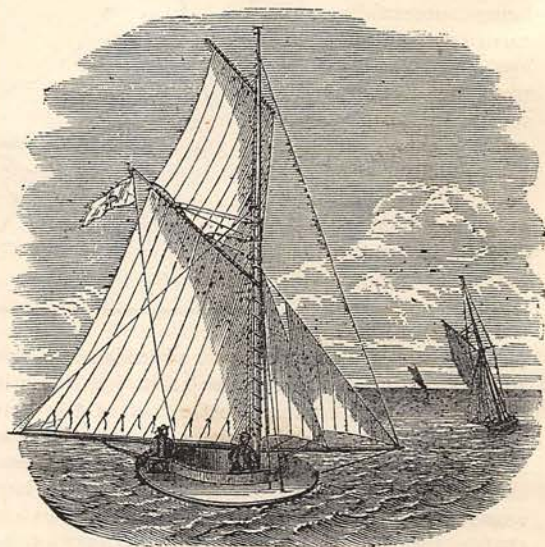
"And bade me, if I had a friend that loved her,
I should but teach him how to tell my story."

Othello, act i., scene 3.

Sailing in Circular Ships.

The curious little circular sailing yacht shown in our engraving was recently built by a young officer of the Russian navy. His intention was to demonstrate that the round form for boats, ships, and ironclads, is by no means so unfavourable to speed as many suppose.

The yacht—*Popovotchka* is her name—is twenty feet in diameter; the height of her mast is fifty-five feet; and her draught of water, six feet. She is per-



fectly round, like a tea-saucer, or rather perhaps like an inverted straw hat. As will be seen, she is cutter-rigged, and carries a great spread of canvas. This she can do almost without inclination, in consequence of her stability. She possesses surprising speed, and in many trials has proved an exceedingly handy craft, exhibiting an almost unequalled power of staying and wearing; indeed, the *Popovotchka* is worth taking note of.

A high authority in such matters, alluding to her novel shape, remarks that "she is calculated to disturb many prejudices, and to teach much even to those who know most."