

—Go to Brockerhoff's store for bargains. Full line of everything, and prices low. John Mullen, manager, will treat you right.

A water spout at Manitou, Colorado, Saturday night did considerable damage to property here. Over a mile of railroad was washed away. Arthur Gillinham, a boy, was carried down with the flood and drowned.

Principal Dawson still adheres to the doctrine that the drift phenomena were produced by icebergs floating in the ocean, rather than by glaciers. The last *Canadian Naturalist* gives his present views on the subject in the form of remarks upon Von Woeickoff's "Memoir on Glaciers and Icebergs in Relation to Climate." He assumes that the glacialists adhere to the doctrine of the continental glacier, and argues that no amount of cold induced sufficient evaporation and precipitation to afford the necessary snow in the interior. He is fighting a man of straw, for glacialists now believe the great snowfall to have been along the Labrador peninsula, from which the ice moved in all directions, but notably to the southwest, till met in the Mississippi Valley the ice flowing south-easterly from the British Columbia highlands. If the ice stretched from sea to sea, it was because the Labrador and Columbia glaciers became confluent in the great continental valley, not because of any excessive snowfall in the interior. Dawson thinks the great "terminal moraine" (he forgot that there are several of them) must have been the "southern margin of an ice-laden sea, where the floe of ice and bergs grounded or where the ice suddenly melted." The first reason cannot hold, because these moraine lines vary more than 1,000 feet in altitude and a sea-shore line should be approximately horizontal; the second makes it necessary to believe in a submergence of the continent for more than 6,000 feet. This view is self-contradictory: for, if all the land in the northern part of the continent were submerged, there would be no opportunity for icebergs to form and no projecting peaks to supply the fragments of rock transported.

It seemed so odd when the announcement was first made of the practicability of packing electricity in the storage batteries that for a while the idea only served as a basis for jokes. But the occasional accounts which have come from over the water of marked success in this method of using electric fluid have turned the jokes into serious reality and theory into real work. The best proof that the storage is a serviceable one is given by the batteries just arrived on the steamer Labrador from Havre. These batteries were charged in Paris, ten days before the steamer sailed. Some of them were used on the voyage and furnished to the lamps a clear and steady current of electricity, yielding a more satisfactory light than that which comes directly from the dynamo. If the practicability of this system is permanently proved it is a great step toward the general and economical introduction of the electric light. The batteries can be deposited in an out of the way corner in any house or factory and refilled at slight expense when empty. The thought of sending electricity around in wagons and delivering it at people's houses like milk or groceries does seem a curious novelty. Yet it is not more really queer to us than would have been the idea of friction matches to our forefathers a century ago. That would have required fully as much credulity as we are called on to exercise in regard to the perfect working of the storage and delivery system for electricity. The first commercial success of this plan will be for the dwellings and other places of moderate size, where only few lights are needed and where it will not pay to keep an engine going for the purpose. Then let the gas men look well to their meters and see how low per thousand they can make out their bills.

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