

FUTURE SOLAR ECLIPSES.

Europe Will See Five of Them Between 1905 and 1927—Cut Out and Keep This.

Total eclipses that cross Europe in the twentieth century are the subject of an article by A. C. D. Crommelin in Knowledge.

The first, that on Aug. 30, 1905, he says, "is a very favorable one, the track being 2½ times as broad and the duration 2½ times as long as that of the past year. The central line runs from Vivalez in Oviedo to Torreblanca, passing close to Burgos, which will be a very convenient and accessible station to view it from, the duration of totality there being 3m. 47s., a very unusual amount for a European eclipse. The width of the track is about 120 miles; the southern limit runs approximately from Corunna to Valencia, the northern one from a little west of Santander to somewhat south of Tarragona. This eclipse may also be observed in Labrador, the Balearic Isles and Tunis. Passing over the eclipse of 1907, which is total soon after sunrise on the shore of the Caspian, we come to that of 1912. This belongs to that rather rare class of eclipses which are total near the middle of the shadow track, but annular at the beginning and end. The track enters Portugal near Aveiro and runs northeast, leaving Spain some 12 miles east of Gijón. It then traverses France, passing very near Paris, and across Belgium, Germany and Russia. In Portugal there will be about seven seconds of totality, in the west of France a second or two, and further east the eclipse will be only annular.

"The eclipse of 1914 crosses Norway, Sweden and Russia. The eclipse of 1916 ends near the south coast of Ireland. The track of totality passes very near to, and may actually intersect, the Island of Corvo in the Azores, so that this may be available as an observing station. If not, it will be necessary to go to Guadeloupe or Venezuela. The eclipse of 1921 is inserted in the map, though only an annular one, since it is the next central eclipse in the British Isles. The last total eclipse in the British Isles was in 1724 but there were annular eclipses in 1836, 1847, 1858. The central line in 1821 crosses the Island of Lewis, and onward to the Lofoden Islands. In 1927 we have the next totality in the British Isles. The central line runs from near Anglesea to North Yorkshire, where totality will last about twenty-one seconds. Dr. Hind gives it as nine seconds, but this seems to me to be clearly too small. The track then goes right up the backbone of Norway and passes out near Vadso, which was occupied as an eclipse station in 1896, and may again be occupied, as the duration of totality there is considerably longer than in southern Norway; our weather experience in 1896, however, was not very encouraging."

Britain's Coming Labor Struggle.

It is useless for us to blind ourselves to the fact that between the engineers and their employers another test either of strength or diplomacy is inevitable. What are the engineers going to fight about? For the right to handle improved machinery? They have already lost this battle, and if they should ever be so ill-advised as to enter upon another

contest for the purpose of reversing the verdict of 1898, I venture to prophesy that they will be worse beaten than they were then. Time and science are against them. The only issue upon which they can win is the one of wages. In all their negotiations with their employers they ought to insist upon a standard wage for a given piece of work, no matter by whom that work is performed. It is far more important that a standard wage should be paid than that certain classes of work should be performed exclusively by a selected class of men. The piece-work system is the only one which harmonizes the interests of capital and labor in an industry in which labor-saving machinery is introduced. Much as the engineers' society may now oppose the introduction of the piece-work system, I believe that before many years are over they will recognize in it the only method of settling the machine question.—F. Brocklehurst, in The Engineering Magazine.

Slow, But Sure.

The London County Council is moving very slowly in its campaign against old London, but it is moving. It has started upon the southern front of Holywell street. Denny's discount book shop has gone, and the housebreakers from that point are moving eastward and will soon clear out all that side of the ancient thoroughfare to make way for the Strand improvement. Torontonians who, when in London, are fond of a glass of good wine, must know the famous house of Short's, which many supposed in the clearing-out process would shortly disappear; but not so, it will be moved down the street only a short distance, where thousands of pounds are being expended in adapting temporary premises for the business. It does not seem likely that Londoners will have their new avenue from the Strand to Holborn completed as soon as they expected, for Short's Wine Company would not likely expend so much money were they not sure of a considerable lease of life. It will be a couple of years before even the Strand or the new avenue will be cleared of its ancient buildings.—London Letter to Toronto Telegram.

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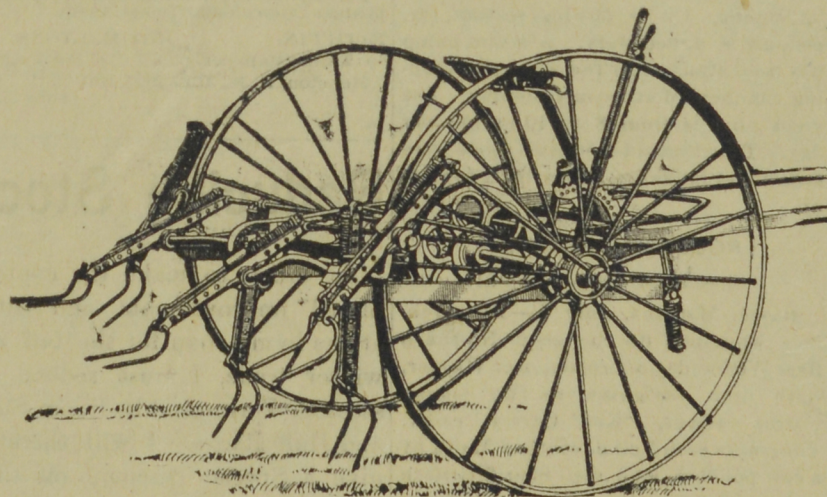
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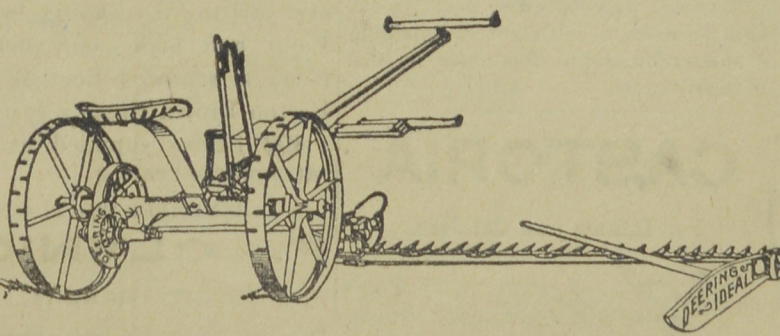
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Express for Point du Chene, Halifax, and Pictou..... 11.10
Express for Sussex..... 16.30
Suburban Express for Hampton..... 17.45
Express for Quebec and Montreal..... 19.35
Express for Halifax and Sydney..... 22.45
Accommodation for Moncton and Point du Chene..... 13.00

TRAINS WILL ARRIVE AT ST. JOHN
Express from Halifax and Sydney..... 6.00
Suburban Express from Hampton..... 7.15
Express from Sussex..... 8.35
Express from Montreal and Quebec..... 11.50
Express from Halifax and Pictou..... 17.00
Express from Halifax..... 18.35
Suburban Express from Hampton..... 21.50
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