

literary merit will not be disregarded, the decision of the judges will rest mainly on the practical help afforded to teachers by the article. The competition is open to all persons, without regard to age, sex, color, or previous condition of servitude. The following are the conditions: No paper is to exceed in length 5,000 words; the paper awarded first prize by the committee shall become the property of *The Academy*; any papers of special merit, which may receive honorable mention, shall also become the property of *The Academy*; papers must be legibly written, so as to be published without copying, must be signed with a fictitious name (the real one being enclosed in a sealed envelope), and must be received at the office of *The Academy* on or before April 15, 1889. Manuscripts not receiving prize or honorable mention will be returned if stamps are enclosed. The names of the committee of award will be published. If further information is desired, address *The Academy*, Syracuse, N.Y.

— Dr. J. M. Toner of Washington has just brought out, in a handsome brochure, "Washington's Rules of Civility and Decent Behavior," found among the early writings of the first President, and now published in full, from the original text. They make thirty-four pages, and are believed by Dr. Toner to be an original compilation made when the compiler was only thirteen years old.

— Messrs. Belford, Clarke, & Co. will remove to new quarters Nos. 18-22 E. 18th Street, New York, about the 1st of February.

— We have received the third volume of the "Transactions and Proceedings of the Modern Language Association of America," being an account of the meeting held in Philadelphia in December, 1887, with the papers there read. The different essays, fifteen in number, are on a great variety of topics, but we can only notice a few of them. Some, indeed, are so technical that but few persons can enjoy or even understand them; while one or two were read only in part, and some that were read are not yet published. Of those before us, one of the most generally interesting is the opening one, by Mr. James MacAlister, on "The Study of Modern Literature in the Education of our Time." The author takes extreme ground in favor of modern literature as against the ancient, holding that "the literatures of the modern world are entitled to the first place in the intellectual culture of our time, and should therefore be made the chief instruments of literary training in the schools." Of course, the general sentiment of the meeting was with him in this opinion; but lovers of the classics will perhaps think that the question cannot be so summarily disposed of. Another paper of general interest is that of Professor Kroeh, on "Methods of Teaching Foreign Languages." The author reviews the various methods that have been employed, and pronounces in favor of the "natural" or conversational method; but, in the course of the discussion that followed, Professor Leidensticker suggested, that, though the "natural" method was best for giving a speaking knowledge of a foreign tongue, the grammar and reader were better for imparting a reading knowledge of it. Other papers read were on "The Style of Anglo-Saxon Poetry," on "Lord Macaulay's English," and other literary themes; and others still, on strictly philological subjects, such as "The Origin of the Teutonic Weak Preterite;" but these we can only allude to. There were also some essays with a distinctly local flavor; in particular, one by Professor Fortier on "Louisiana Folk-Lore," and another by Professor Primer on "Charleston Provincialisms;" both of which will be interesting not only to philologists, but to many others. It seemed to be the sentiment of the members present that the study of such local themes is specially incumbent on American philologists, the more so because local and dialectical peculiarities are fast disappearing under the influence of the common schools. The essays as a whole betray two distinct tenden-

cies, — the philological and the literary; or, in other words, the scientific and the æsthetic; and in some of the discussions that followed the reading of each paper these two tendencies came into collision. There seems, however, to have been great harmony of feeling at the meeting, notwithstanding many divergences in views. We are glad to add that the association passed a resolution in favor of repealing the tariff on foreign books; and we should be happy to record a similar act on the part of Congress.

— Miss Dora Wheeler, the well-known decorative artist, has given much of her spare time during the past two or three years to painting, either in pastel or oils, a series of portraits of authors here and abroad, many of whom are numbered among her personal friends. Unfortunately several of those of English authors who had given her sittings during her stay in London, in 1886, including Mrs. Thackeray Ritchie, Mr. Walter Besant, Mr. Thomas Hardy, and Mr. Austin Dobson, whose further acquaintance the American public is always glad to make, were lost in transit. Since that time her sitters have been exclusively American authors; and she has finished, or nearly finished, portraits of Mrs. Stowe, Mrs. Burnett, Mr. Lowell, "Mark Twain," Mr. Warner, Mr. Howells, Mr. Aldrich, Mr. Stockton, Mr. Burroughs, Walt Whitman, and others. The interesting announcement is made that these portraits will be given as frontispieces through the year for *The Literary News*, New York. Mrs. Stowe is portrayed in the January number, and Mrs. Burnett will be given in that for February.

— Ensign Hayden's nautical monograph No. 5, just published by the Hydrographic Office, is a graphic and picturesque report of the famous March blizzard. It is illustrated with four maps showing the advance and culmination of that extraordinary atmospheric convulsion.

— Mr. von Lindheim, an Austrian engineer, has compiled the statistics of street railroads in Europe. The development of such roads dates back not more than fifteen or twenty years. In England, France, Germany, Belgium, Holland, Austria, and Switzerland there are 221 cities having street-railroads. Among these, 118 are in England, 43 in Germany, and 23 in France, there being no city of less than twenty thousand inhabitants having such roads, while in the United States they are found in cities of not more than one thousand inhabitants. In Europe there existed in 1886-87 4,330 miles of street-railroads, while the United States had 5,932 miles. England had 883 miles on which 416,518,423 passengers were carried. In Germany 245,657,503 passengers were carried on 523 miles of road. In England 472,356 passengers were carried over each mile; in Germany, 468,874; in France, 545,815. There were 3,345 street-cars in Germany, 3,494 in England, and 2,780 in France, against 22,940 in the United States. In the latter, 92,203 horses, 12,217 mules, and 248 locomotives were in use on street-roads. Of considerable interest is the comparison of distance travelled each day by the horses. In Berlin a horse gives an average of 16.1 miles; in Posen, even as much as 16.7 miles; in Vienna, 14.5 miles; in Paris, 9.9 miles; and in Hamburg, 13.7 miles. The use of mechanical motors in place of horses is steadily increasing. It is particularly desirable in those places where the daily variations of traffic are considerable. In Berlin, for instance, the Sunday and holiday traffic is 27 per cent of the whole, and in Vienna even amounts to 34 per cent, while on Wednesday the street-cars are very little used. Mr. von Lindheim is a strong advocate of the use of electric traction in street-railroads, and states that in Europe the cost of horse-traction is 1.47 if that of electric traction is assumed as 1.

— Ticknor & Co. announce among their January books, "Steadfast," by Rose Terry Cooke; "Great Captains," by Col. Theodore Ayrault Dodge, U.S.A., — a series of six lectures delivered before

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