

THE WEEK'S NEWS.

CANADIAN.

Horse stealing is uncomfortably prevalent in the neighborhood of Newcastle, Ont.

It is announced that Hamilton is to be divided and will, after next election, have two members in the Provincial Legislature.

The transactions at the Montreal clearing-house amounted in 1892 to \$590,043,000, as compared with \$514,607,000 for the previous year.

The President has nominated Henry M. Moore, of Washington, as U.S. consul at Three Rivers, Canada.

The Continental Union of St. George's Societies will probably hold its biennial meeting at Kingston, Ont.

Mr. John Jacob Astor, the young American millionaire, is in Montreal for the purpose of enjoying the winter sports.

The Montreal Minerve thinks that by abolishing the present system of judicial decentralization a saving of \$50,000 a year could be effected.

It is proposed to establish a relief bureau at Ottawa, with a paid official, whose business it will be to investigate all cases of distress in the city.

Two Montreal firms have effected a corner on seal oil, which is in large demand in the United States, and they expect to realize handsomely on the transaction.

A Cleveland syndicate, having leased the London and Port Stanley railroad, intend establishing a line of vessels between the port and Cleveland in the spring.

Mr. Peter Mitchell, who has returned to Montreal from New Brunswick, states that the winter fishing through the ice on the Miramichi is exceptionally successful.

Mr. O.T. Masson, superintendent of stores in the Richelieu and Ontario Navigation Company, died very suddenly in Montreal, Tuesday, while waiting in his lawyer's office to see his legal adviser.

A young man named Calvin Dennis, while engaged in felling trees on the farm of Mr. Edward Henry, Winona, Ont., on Saturday afternoon, was struck by a broken limb, and received injuries from which he died on the following morning.

The fire which destroyed the residence of Mr. Frank Thomas, at Elkhorn, Man., is responsible for two deaths. Mr. Thomas' mother was burned to death at the time, and now news has been received of the death of Mr. Walter Handling, who had sustained severe injuries.

Circulars are being sent to the newspaper proprietors of the Dominion, asking them to contribute copies of their publications to be placed in the Canadian pavilion of the World's Fair.

Mr. Hall, the Quebec Provincial Treasurer, declares that a tax on personal property would be impracticable, as it would be difficult to collect without the introduction of costly machinery.

Chief Justice Begbie, in Victoria, B. C., on Thursday, gave judgment in the case of the Crown v. The Seal schooner Oscar and Hattie, charged with killing seals in Behring Sea. He held that the seizure was perfectly legal, and ordered the schooner and cargo to be condemned.

Vice-President Shaughnessy, of the Canadian Pacific railway, says that one train each way was delayed by snowslides on the Rocky mountains, but that for the past two days trains have arrived at their destination very promptly, and are now running practically on schedule time.

The Episcopal decrees concerning mixed marriages were read in the Montreal Roman Catholic churches Sunday. The decrees forbid Catholics marrying Protestants except by special dispensation, the ceremony to be performed by a priest, and the parties binding themselves to have their children brought up as Catholics.

Ex-Premier Mercier has an article in the Courrier de Maskinonge, in which he says that the failure of the French-Canadians to succeed as they ought to is due to their fratricidal strife, and instances his own case to give point to his words. His downfall, he says, was brought about by the efforts of his own countrymen.

BRITISH.

Gossip in London connects Lord Wolsley with the Governor-Generalship of Canada.

It is officially stated that the Prince of Wales has no intention of visiting the World's Fair.

The Earl of Londesborough is critically ill with typhoid fever, and his son and heir has been summoned to his bedside.

Mr. Gladstone has returned to London from the Continent.

It is reported that two corn merchants of Dublin have failed, with liabilities amounting to nearly £200,000.

At the Wheel Owl mine, at Penzance, Cornwall, while the men were at work, water from an abandoned mine suddenly rushed in and thirty miners were drowned.

The comet medal of the Astronomical Society of the Pacific Coast has been awarded to Edwin Holmes, of London, Eng., for his discovery of the unexpected comet on November 6.

Rev. Henry S. Lunn, a Wesleyan minister of London, with the son of the Bishop of Worcester are making arrangements for a Christian reunion and a pilgrimage to Jerusalem.

A cable from London says that Manitoba wheat is highly appreciated, and that it is considered superior to the product of the Western States. The quantity this year is very large, but there is no falling off in the quality.

Mr. Ben. Tillott, the Labour leader who was an unsuccessful candidate at the last general elections in England, is at present on trial at Bristol, charged with inciting labourers to riot on the Friday before Christmas day.

Baroness de Roques writes from Paris contradicting the story that her daughter, Mrs. Maybrick, swallowed needles to produce effusion of blood to create the impression that she was in the final stages of consumption.

The extreme depression in the shipping industry is shown by the fact that there are 479 vessels with a tonnage of 856,000, laid up in English and Scotch ports at present.

UNITED STATES.

Three deaths from typhus fever took place on North Brother's Island, N. Y., Tuesday.

Ed. R. Gimberson, an Omaha liveryman, shot his mistress, Mrs. Beach, fatally, and then committed suicide.

A Buffalo despatch says Thomas Hannigan, of St. Catharines, Ont., was killed in a saloon row there.

Egbert Judson, a bachelor aged 81, has just died in San Francisco, leaving a fortune of several million dollars.

Joseph E. Barker, a reporter for The Boston Transcript, was killed by a falling wall at a great fire in that city Tuesday.

Two sick sailors from the Spanish steamer Murcian arrived at Hamburg from New Orleans are declared to have the cholera.

The fly wheel in Oliver Bros' steel mill at Pittsburg burst instantly killing one man and injuring 12. The mill is badly wrecked and the machinery damaged.

A Cincinnati despatch says all the iron pipe companies of the United States have combined.

Four schooners are being fitted out at Seattle for the sealing season, and they will start out next week.

No new cases of typhus fever are reported in New York city, and it is believed that the epidemic is now under control.

A worthless fellow named Thrift murdered a wealthy farmer in Georgia because the latter would not lend him a quarter. Thrift escaped.

Charles H. North, who three years ago was a millionaire pork packer, is now in the House of Correction at East Cambridge, Mass., for a debt of \$703. All the friends of his prosperous days had departed, and he could get no bail.

It is stated in Washington that President Harrison is determined to strike a blow at Canadian railways before the close of his Administration. He will probably recommend such a modification of the Consular Bonding law as will practically abrogate the bonding privilege.

A party of Finlanders were quarrelling in a saloon at a Michigan village on Friday night, when one of the number, John Belhous, was stabbed. Erick Kanges went to summon Dr. Meloche, but the doctor declined to go to the saloon. Kanges immediately shot Meloche, inflicting a wound from which the victim died on Sunday. The murderer is in gaol.

A Washington despatch says President Harrison will issue no proclamation abolishing the bonding privileges of Canadian railways, but he will transmit to Congress a message recommending legislative action in the matter.

The Pennsylvania Railway Company has openly declared war on all organized labour. It has declared that all its employees must sever their connections with organized labour bodies or their names will be erased from the pay rolls of the company.

The Buffalo Courier is opposed to any interference with Canadian Railways. It says if Canadian lines are getting away the business from American railways it must be because the Canadian lines give better service, and to hurt the liberty of citizens in order to swell the profits of corporations would be a poor sort of patriotism.

GENERAL.

The truth of the story of the capture of the Empress of Austria by brigands is officially denied.

Gnboats and troops have been sent from Buenos Ayres to quell the uprising in Corrientes, where fighting is going on.

Typhus fever is raging at Zacatecas, Mexico, where there were 600 cases and 69 deaths last week.

The weather throughout France remains exceedingly cold. In Marseilles there is skating, which is very unusual on the Mediterranean coast.

The Saar miners' strike is practically over. There was a big rush of the men desiring re-employment, but only a limited number were allowed to resume work.

It is understood that M. Waddington, the French Ambassador to Great Britain, who is at present in Paris, will take with him a strong protest against British intervention in Morocco.

The application of the new factory law, reducing the hours of labour in factories and mines, has caused a reduction of wages throughout France, and there are many strikes in consequence.

It is asserted in Rome that Mgr. Persico opposes the raising of Archbishop Walsh to the Cardinalate on account of the Archbishop's opposition to the former's mission in Ireland.

A special cablegram from Vienna says that the annihilation of game throughout Austria and Hungary during the excessive cold of the last three days has been beyond all precedent. In the Bohemian forests it is believed that two-thirds of the game will die if the present weather continues two days more.

The rejection of the commercial treaty with Switzerland has begun to cause heavy losses to manufacturers in Southern and Western France, with the result that many men have been discharged. A special cable despatch says the discharged employees, all of whom are Socialists, are exceedingly bitter against the Government.

It is stated in Paris that M. Charles de Lesseps has consented to give the Government the fullest information regarding the Panama canal, with the object of showing that the Panama Canal Company was forced by officials and the press to choose between wholesale corruption and the threatened ruin of the enterprise, and also to secure for himself more lenient treatment.

Amid royal pomp and splendour, Tuesday in Sigmaringen, Princess Marie of Edinburgh was married to the Crown Prince of Roumania. Emperor William and a host of European royalties were present.

Instead of permitting the United States men-of-war with Minister Thompson on board to pass through the Dardanelles to Russia, he was carried from Smyrna to Constantinople in the Turkish Imperial yacht, which Russia regards as an intimation of Turkey's firm determination not to allow Russian men-of-war into the Dardanelles.

France suffered one of its frequently recurring crises Tuesday. The Ministry, feeling that the Panama canal investigation had reached an acute stage, and that suspicion rested upon some of its members, resigned in a body. M. Ribot, called upon by President Carnot, formed a new Cabinet largely from the material of the old Cabinet, the most significant change being the omission of M. de Freycinet, who has for such a long period held the portfolio of the War Department.

A NEW DANGER TO UNCLE SAM.

The Terrible Canadians May Attack Him on Snow Shoes.

The Chicago Inter-Ocean speaks seriously as follows: A novel idea of military operations in the great lake region in winter is outlined by Captain Thomas Sharp, U.S.A. After citing the commercial importance of the waterways between the lakes and the sea and the incalculable benefits of a proposed canal system that will let an ocean steamer loaded at Chicago discharge its freight at Liverpool, he proceeds to the serious question of who shall control the great gateway to this country, the St. Lawrence River. The discussion of the commercial question need not be entered upon here, as all who have given the matter any thought at all know that the advantages of a direct, adequate communication between the great lakes and the sea mean the saving of many millions of dollars a year.

The vital thing in Captain Sharp's little pamphlet is the explanation of the ease with which Canada could get possession of and control this source, and its traffic in the event of war with this country. The whole secret of the advantage set forth is the facility with which the Canadian forces could operate in winter by reason of their being habituated to the use of snowshoes. Were hostilities declared when the snow lay deep on the ground, the Canadians could move into formidable offensiveness with such promptness as to be strongly entrenched in strategic positions before the American forces could be advanced to the borders.

Comparatively few Americans along the northern border are accustomed to snowshoes, and in the military service such a thing as a snowshoe practice is unknown. Captain Sharp proposes that this practice be adopted as a means to our protection on the north against a possible foe that has learned to mass its forces at a given point despite the depth of the intervening snow.

The idea is not to be scoffed at. It suggests a mode of warfare that we may be called upon to encounter, and the great thing in a nation's defense is eternal preparedness in every direction from which assault is to be feared. Moreover, the manufacture of snowshoes for army use would establish a new industry that might employ a goodly number of workmen.

The Modern Steamship.

The arrival of the steamship Umbria with all well on board, after a voyage of nearly thirteen days, through a tempestuous sea and after mending a broken shaft while a fierce gale was sweeping the Atlantic, is an event in ocean travel that will naturally strengthen faith in the safety of the modern built ship. It is a long time since the Atlantic liners have had their seaworthy qualities so thoroughly tested as during the past two weeks, and the fact that they have come through it without any great disaster is a subject for general congratulation. No loss of life has occurred, and the year will close on the ocean without any regrettable mark on its record. It is only natural that there should be a conflict of statement among the passengers of the Umbria as to the conduct of Captain McKay after the breaking of the shaft of his ship. There were undoubtedly many plans to save the Umbria as there were men on board, but it would have been the grossest neglect of duty for the chief officer to have abandoned his right to command and allowed some discontented passenger to take control. Such a situation as the Umbria found itself in demands the highest skill and the best experience, and no landsman can be expected to possess these qualities in such measure as a tried and proved steamship captain. There can be no division of authority on such occasions, and Captain McKay's success in bringing his ship and its passengers safely to port shows that he best grasped the situation and its needs. It is impossible, however, not to ask what might have happened to both the Noordland and the Umbria had the breaking of their shafts been accompanied with the same results as in the case of the City of Paris and the Spree. In the case of the last two steamships the shaft not only broke but pounded a hole in the bottom and let in tons of water. The water-tight bulkheads kept it from sinking the ship in calm weather and in an ordinary storm such as the Spree encountered, but the mind does not like to dwell on the possible result of a huge steamship freighted with human life, and with a fractured shaft and a hole in its bottom, placed at the mercy of such gales as have swept the Atlantic Ocean for two weeks past.

From the experience gained from the accidents that have happened to four large steamships within three years, some device to strengthen the shaft, and when it does break prevent its staying a hole in the bottom, will doubtless be introduced. Meanwhile, it is pleasant to note the fact that ocean traveling has become comparatively safer than land traveling. The Interstate Commerce Commission reported that during the year ending June 30, 1891, the number of passengers and employees killed on railroads aggregated 2953, and that 33,881 persons had been injured. The number of passengers carried that year was 531,183,988, and the number of railroad employees was 784,285. What percentage the ocean travel is of the land travel in this country it is impossible to tell, but it is not probable that there has been a loss of 3000 lives by the steamships that cross the Atlantic in the last thirty years.

Taking all the circumstances into consideration, the constant inspection of railroad tracks, the invention of life-saving appliances, the ability to receive quick help when an accident occurs, and the conclusion is inevitable that travel on land to-day is attended with more perils than travel on the ocean. And yet thousands of people every day take passage on the steam cars without a thought of danger, while the prospects of an ocean voyage awakens in many only thoughts of peril. The arrival of a thousand train loads of passengers at the Broad Street Station is looked upon as a matter of course, but the safe arrival of a steamship a little overdue is regarded as almost a miracle. It is nearly twenty-five years since the City of Boston went down at sea and left no one to tell the story of the loss. The repetition of such a disaster, it is to be hoped, has been made impossible by modern skill and invention. The events of the last two weeks, at least, strengthen the hope that a reasonable certainty of safety at sea has been reached.

Artificial grass for the grounds of seaside cottages is one of the industries at Manchester, Eng.

A SICKENING SIGHT ADEED.

A Chinese Corpse and a Sick Chinese Lie Side by Side.

A Victoria, B. C., despatch says:—Lee Gee Tang, aged 35, was brought to the Chinese hospital two days ago, died last night and was buried this afternoon. The man was unattended and lay on a plain rough board which served for a bed.

Upon the same board was another sick Chinaman. Upon a separate board was an aged paralyzed Celestial. Tang died last night and the corpse lay for hours in the same room with the sick Celestial. It was all huddled in dirty, filthy quilts and left just as it had died. Several Chinese junk tapers were lighted and filled the room with repugnant fumes. No fire was in the place and light was furnished by a dirty, greasy candle in a more dirty-looking bottle.

This was the condition in which the city health officials found the hospital when they visited last night. In another room was found the mad Chinaman, who had been again turned over to the tender mercies of the benevolent Chinese typhes who support this institution. The crazy Celestial was seated on his board and fed. He was laughing and grinning. There were several pictures of Chinese demigods. An oil lamp was burning in their honor. And a large supply of lighted junks were set close to the insane man. It is not known whether the junks were supposed to frighten away the insanity, but their proximity to the wretched Celestial suggested the idea. The only food found was a little boiled rice. The rice, the lighted junks and the ugly looking demigods constituted the hospital.

THE EXPECTATION OF LIFE.

Mortality Rates as Affected by the Various Occupations.

Life insurance experts, and those interested in mortality statistics generally, employ in their business a self-explanatory term known as "the expectation of life." Under this heading experience has furnished valuable tables, by means of which the duration of different lives is reduced to a practically accurate basis—a basis rendered doubly reliable by reason of the fact that the results are based upon many independent sets of observations obtained from widely-different sources. The similarity of the statistics thus obtained is remarkable.

Charles Stevenson, a well-known actuary of Edinburgh, has contributed to the "expectation of life" tables the most recent information on this subject in the shape of a little paper on "The Effect of Employment on Life and Health," in which many curious facts are presented concerning the relation of occupations to mortality rates.

The largest mortality rate in the indoor occupations considered is found among liquor sellers, a fact which explains the reluctance of life insurance companies to write insurance on that class of risks. Mr. Stevenson finds the average mortality among 1,000 liquor sellers to be 29.2, increasing from 12.2 between the ages of 20 and 29 to 102.8 from age 70 upward. He divides the liquor sellers into three classes—licensed grocers, hotel keepers and bar-keepers—and shows the respective mortality rates to be, from 25 years of age upward, 18.9, 26.8, and 33.4, respectively, which shows that the life risk of the average bar-keeper is an exceedingly hazardous undertaking.

Among 1,000 gardeners the death rate is found to be 10.6; carpenters, 12.4; shoemakers, 12.4; stonemasons, 16.8; butchers, 17.8, and innkeepers, 21.4. This agrees precisely with the information collected by Canadian life insurance companies, which shows the butcher to be a hazardous risk, second only to the innkeeper and saloon keeper.

The most curious facts resulting from this investigation are those concerning the death rate among the clergy, a class which the author has divided into three sections, namely, Church of England clergy, Nonconformist clergy, and Roman Catholic clergy. One thousand cases investigated in each of these sections shows the death rate to be lowest in the Church of England clergy, where the average is 10.2, and highest in the Roman Catholic clergy, where the average is 15.7. These figures suggest an interesting contribution to the study of celibacy in its relation to the mortality rate.

The value of out-door exercise, with abundance of fresh air and a clear conscience, is amply set forth in a comprehensive table showing the number per 100 of the various occupations that attain the age of 70 or more. Again the clergy tops the list, with 42 out of 100 who attain the age of 70, while the farmer comes next with 40, and the other occupations in the following order: Commercial men, (drummers,) 35; military men, 33; lawyers, 29; artists, 28; teachers, 27, and physicians, 24.

The apparently anomalous feature of these figures is that the military men, whose occupation seems to be most hazardous, attain a greater longevity than their warlike brothers of the sciences and arts. This favorable position of the military man, considered from a life insurance standpoint, has come to be recognized in recent years to such an extent that one of the largest companies has recently waived all restrictions in the matter of military risks, its experience tables showing the loss of but one risk during the last three South American revolutions.

Women Like Praise.

Jack—"I'll tell you what's the matter, George. You don't praise your wife enough. Even if things don't go right, there's no us growing. Praise her efforts, please, whether they are successful or not. Women like praise, and lots of it."

George—"All right. I'll remember it." George (at dinner, same day)—"My dear, this pie is just lovely! It's delicious! Ever so much better than those my mother used to make. She couldn't equal this pie if she tried a month."

George's Wife—"Huh! You've made fun of every pie I ever made, and now—"

George—"But this is lovely."

George's Wife—"That came from the Bakers'."

The Village Pastor—Johnny, you tell me you have been to Sunday-school.

The Bad Boy—Yes, sir.

The Village Pastor—But, Johnny, your hair is wet.

The Bad Boy—Yes, sir, it's a Baptist Sunday-school.

DESPERATE MINERS.

A Resort to Dynamite Bombs—Socialists Fomenting Trouble.

A Berlin despatch says:—A dynamite bomb was exploded in Gelsenkirchen this afternoon. Two small hotels which stand on either side of the alley in which the bomb was placed were shaken so that the windows broke and plaster fell from the walls. Although several persons were passing in the street hardly twenty yards away, nobody was injured. The man who placed the bomb has not been caught. He is supposed to be an Anarchist emissary from the Saar district, who has gone to the mining region around Gelsenkirchen for the purpose of fomenting a strike there in sympathy with the movement on the Saar.

The miners in the district surrounding Forbach, in Lorraine, have been uneasy for some time, and the Socialists, taking advantage of their discontent, have sought to incite the men to strike. They endeavored to get the miners to hold a meeting yesterday for the purpose of organizing a strike, but the Government forbade the meeting. Notwithstanding the prohibition, the miners attempted to assemble at the place agreed upon. A large number of police were present, however, and prevented the meeting from being held. Beyond mutterings and cursing, no opposition was offered to the police. The almost inevitable failure of the strikers in other German mining districts seems to have had no effect upon the Forbach miners, but this is due entirely to the extreme Socialists, who, by their pernicious activity, seek to gain recruits to their ranks.

Numerous miners' meetings were held this afternoon in the Westphalian and Rhinish coal districts. The Socialist element was well in evidence everywhere, and several resolutions favoring a general strike were passed.

In most cases, however, the resolutions were without effect, and the men continue to work, although, were strong leaders present, the whole working forces of both districts would be brought out within twenty-four hours. A thousand men struck near Essen, and at Gelsenkirchen there was a partial cessation of work at nightfall.

Reports from several other places show that a few hundred men here and there in Westphalia and the Dusseldorf district have left the pits, but as yet there is nothing like a general strike.

Men from the Saar district are present at most of the meetings to ask their comrades to support them by calling out all coal-miners in western Germany.

The Provincial Governor met and consulted to-day with military officials at Saarbrueck as to the best means of enforcing order, especially after the issuing of the Government's ultimatum, when men will be rendered desperate by loss of all hope of employment.

Remarkable Sheet of Water.

The French Government has just sold to Mr. Chefnex the right to refine and export salt from Lake Assal, one of the most remarkable sheets of water in the world. The Lake is in the district of Obock, East Africa, only a few miles from the head of the Bay of Tadjourah. The gentleman who has purchased the concession agrees to pay into the Colonial office the sum of \$10,000 a year, and if, during the fifty years that he is to have the exclusive right to export salt from Lake Assal, the annual product exceeds 50,000 tons, he is to pay a tax of twenty cents for every ton in excess.

The Government will designate a part of the lake where the natives may procure all the salt they want without tax or hindrance. All along the edge of this little lake, which comprises only sixteen square miles, is a bed of nearly pure salt about a foot in thickness. The water of the lake is so saturated with salt that it is impossible to sink in it. The bottom is apparently a bed of solid salt. The heavy waters lave the bases of jagged and precipitous mountains which descend to the edge of the lake, making it almost impossible to travel around it. Mr. Chefnex will probably carry on his work by floating machinery on the lake and dredging in the salt bed at its bottom, though on the west side of the lake an enormous quantity of salt is in sight when the lake is at its lowest level. Very little was known about Lake Assal until seven years ago. The few men who had visited the lake were unable to tell whence it derived its water supply. The lake evidently has no outlet, and nobody was able to find a single stream flowing into it. The question was dismissed with the answer that the lake doubtless had subterranean affluents, and it was left for Mr. Henry Audou, seven years ago, to solve the mystery and prove that Lake Assal was indeed a very exceptional sheet of water. Mr. Audou spent several days examining the shores, clambering through the greatest difficulty along the rim of the lake. He was about to give up the fruitless search when he heard the murmur of a little water fall, and in a few minutes he stood on the edge of a large brook running into the lake. Much to his surprise he found that the water of the brook was as salt as the ocean, and a little while after it was proven beyond a doubt that the ocean itself is the source of Lake Assal's water supply. The lake is about 400 feet below the level of the sea. It is now known that three brooks from the Gubbet of Karab, a little land-locked bay at the extreme western end of the Bay of Tadjourah, conduct the waters of the Indian Ocean inland about ten miles to this remarkable depression. The salt, which the natives have gathered, perhaps for ages, along the edge of the lake, is carried to markets hundreds of miles inland.

Charles Erskine, of Lincoln, a gold curo graduate, became suddenly insane on the street in Omaha, Neb., and stabbed himself. A policeman grappled with the young man, and after a desperate fight disarmed him. Erskine was recently returned to his home from a Keeley institute.

To the victors will most certainly belong the spoils under this coming political dispensation in the United States. As a means of booming Hon. Isaac Pusey Gray, of Indiana, for the Postmaster-Generalship, The New York Sun quotes the following words uttered by him: "The Republican party, in its long twenty-four years' lease of power, has filled the offices exclusively with Republicans. That was right. When the Democratic party obtains control of the Government, which will be on the fourth of March next, then we will expect the offices, as rapidly as can be done with safety to the proper administration of Government affairs, to be filled with Democrats."