SUNK AT SEA.

The Dutch Steamer W. A. Scholten Collides with Another Steamer.

NEARLY A HUNDRED AND FIFTY PERISH.

Passengers' Stories of the Calamity—The Saved.

A last (Sunday) night's London cable says: The steamer W. A. Scholten, Capt. Taat, which left Rotterdam yesterday for New York, was sunk by a collision with the steamer Rosa Mary, of Hartlepool, at 11 o'clock last night, ten miles off Dover. The Scholten carried a complement of 230 passengers and crew. The steamer Ebro, of Sunderland, rescued ninety of the crew and passengers and landed them at the Sailors' Home, Dover. One hundred and forty of the passengers are missing. One passenger and a child of the party brought to Dover were found dead from exposure. It is hoped that passing vessels have rescued the missing ones. The W. A. Scholten's masts are visible from Dover pier. Boats have left Dover bound in all directions for the purpose of saving life and property, if possible. The Rosa Mary is anchored off Ramsgate, with her bows stove in.

RECOVERING THE BODIES.

5 p.m.—Up to this hour 22 bodies from the W. A. Scholten have been landed at Dover. The W. A. Scholten left Rotterdam Saturdey morning. At the time of the accident a dense fog prevailed. The Scholten was struck on the port bow by the Rosa Mary. Immediately after the shock was felt the Scholten's passengers, all of whom had retired for the night, rushed on deck in their nightgowns. The boats were promptly ordered to be lowered, but it was found that only two were available. The three others were useless and were not lowered. The water rushed swiftly through the hole in the bow and a terrible scene ensued. The panic-stricken passengers uttered piercing shrieks, and many fell upon their knees and prayed aloud. Little children clung to their mothers, who themselves were shrieking with terror. The officers were cool and self-possessed, and remained on the bridge to the last. Several persons procured life-preservers and leaped into the sea. Within twenty minutes of the shock the Scholten was engulfed. All those who had put on life-belts floated and were rescued by the boats from the steamer Ebro, which cruised around until 4 o'clock in the morning. Many of the rescued lost wives, husbands, brothers and sisters. The survivors were supplied with clothes and everything possible was done to ensure their comfort.

CONFLICTING ACCOUNTS.

The passengers' accounts differ regarding the circumstances of the collision, and the reports of the officers of the Scholten clash with those of the officers of the Rosa Mary. Some of the passengers state that the evening's merriment had ceased, and most of the passengers had retired to their bunks, only a few remaining in the saloon, when a tremendous crash was heard on the port bow. They say it is impossible that the collision could have occurred by the Scholten striking an anchored vessel. The second mate of the Scholten reports that he was on deck, when he saw an unknown steamer coming through the fog. Before anything could be done the Scholten was struck in the fore rigging and port bow. The other vessel, which he now presumes was the Rosa Mary, backed off and disappeared. Within twenty minutes the Scholten sunk. The captain of the Rosa Mary states that his vessel was run into while anchored southeast of South Sandhead by an unknown steamer. Finding that his vessel was damaged he proceeded to Dover Road, where the vessel is now docked. The Rosa Mary was laden with coal for St. Nazaire.

LIST OF THE SAVED.

The following is a list of the persons saved and landed at Dover:

Passengers—Sarah Zuherman, Fred. Stepney, Sarah Gold, Maria Stelser, L. Robinson, Vandam Fogbrum, John Binkie, Reid Brownhof, Albert Hensler, Madelena Simiel, Anna Koney, C. F. Andeastie, Judi Levensea, H. Hastuor, S. Wilnie, E. Siosky, S. Alpser, I. Sibati, E. Suscarich, Charles Mills, A. F. Bergstein, G. Appleby, P. Schatmider, F. Wilma, Francois Reiter, J. Gerung, C. Teske, Mayer Schalsneider, L. Streick, Bara Sputz, Marie Hobeld, Bergen Klev.

Crew—Moutz, Aime, Hulsing, Kennekampf, Meikelbach, Link, Felling, Meyer, Devreis, Stom, Felbert, Wegendon, Chriske, Zetloven, Guber, Hallman, Barto, Flekvois, Konig, Bredius, Kabiengen, Mardevooye, Jacob Devreis, Dreisen, Reekers, Nielsen, Debi, Dohm, Springemaye, Lansperter, Danower, Kake.

According to the latest report there were 210 persons on board the steamer, leaving 132 drowned and missing. The first mate and fourth engineer have been recognized among the dead. The steamer lies four miles from the Admiralty pier. Her three masts are visible. She is in a position dangerous to navigation. A buoy and lights have been placed at the wreck.

PASSENGERS' STORIES.

One of those saved is Monte Colio, from the Tyrol. He states that the scenes on the sinking ship were terrible. The steerage passengers, stricken with terror, ran about the deck in wild confusion. The captain tried his utmost to restore order, but without effect. The passengers rushed for the boats, and it was with the greatest difficulty that the officers could keep them from jumping into and sinking them. Colio was in the water two hours when taken out. He was greatly exhausted, owing to the extreme cold and his efforts to keep afloat. After the vessel sank the cries of persons in the water could be heard for a long time in all directions.

George Moore, a passenger, states that when the crash occurred a general rush was made for the deck. "I was told that nothing serious had occurred," he says, "but I secured a life belt. There were six English passengers on board the vessel, and one of these, a girl, asked us to keep in a group that the English might go down together. I was in the water a long time before being picked up. When the Scholten sank the cries were heartrending. The captain of the Ebro, the rescuing vessel, behaved nobly. He had all his deckload of timber thrown overboard, and this judicious act saved many lives. Only two of the Scholten's boats were lowered. The others could not be got adrift. I do not know whether this was due to any fault on board. The vessel listed over so much that all the boats could not be dropped into the water. The people rushed about in the greatest state of excitement, all trying to get a place in the two boats which had been successfully launched. The scare and disorder prevented many persons being saved. The water was freezing cold. This hastened the death of many, rendering them powerless."

Charles Mills, of Redhill, Surrey, says: "The lifeboats appeared as they had not been used for a long time. They had to be chopped away with axes and with the assistance of the passengers. I called out to those on the bridge to fire rockets. It was a long time before they did. The greatest confusion prevailed. The ship was right over on her port side before they fired the rockets. I waited until the water touched the boilers, putting out the fires. Then I got hold of a belt, but a Dutch sailor snatched it away. We were all mixed together, foreigners and English, clinging to one another in the water. I saw several drowned in this way and had the greatest difficulty to keep clear of them. I gave a spar to a woman to hold on to. The Dutch sailors wanted to save themselves and even thrust women aside. I can swim well, and I swam about till I got to the Ebro, when a rope was thrown to me. After the collision I went down into the cabin and woke two Dutch ladies, but they were paralyzed with terror and wouldn't get up despite all entreaties. I heard other complaints about the conduct of the Dutch sailors. The confusion was extreme. Everybody seemed terror-stricken. This may account for the apparent want of discipline. The frantic passengers unnerved some of the crew, preventing them from acting as bravely as they might have done. The captain did his best to restore order. I believe a good outlook was kept. We had our lights up."

The officers of the Rosa Mary avow that they were lying at anchor and were run into. They say that they did not weigh anchor until morning. It is reported that the captain of the Rosa Mary denies the statement that his vessel was in collision with the W. A. Scholten. He avers that the Rosy Mary was injured by a collision with another vessel while lying at anchor.

A HOLE IN THE GROUND LEFT.

Awful Explosion in a Michigan Factory—Six Men Annihilated.

A Hancock (Mich.) despatch says: This town was greatly shaken shortly before noon yesterday by an earthquake. Houses rocked and the church spires swayed. This was followed by a report like distant thunder. Four miles from the town, on the shore of Portage Lake, and in an isolated spot, were situated the works of the Hancock Chemical Company. Among the other products of the works were dynamite and nitro-glycerine. These explosives were kept in the packing-house, a building 150 by 75 feet in size. It was known that the works had 1,500 pounds of dynamite on hand, and Hancock was shaken. The chemical works were at once thought to have blown up, and a delegation set out for the factory. Arriving there they found that not a vestige of the buildings remained. Where they had stood was a hole 100 feet in diameter, 30 feet in depth and conical in shape. The concussion had packed the sand around the side of the great cavity as hard as cement. The locality was searched for pieces of the works and in the faint hopes of finding the bodies, in part or whole, of the six men employed in the factory, but not even a button from their clothes has been or ever will be found. The monuments in a cemetery about half a mile away were shattered and knocked down. On the further shore of the lake was found a timber, thought to be part of the building—and this was all. Five of the six men were single. They all lived across the lake from the scene of the explosion. Their names are as follows: Willie Renaud, Charles Burkett, Thomas Thompson, Timothy Crowley, William King and William Lapp. The latter leaves a widow and one child.

THE PANAMA CANAL.

Financial Embarrassment—Forty Thousand Lives Reported Sacrificed.

A New York despatch says: Private letters received in this city from Panama report as follows: No work of importance is being done on the canal. Two leading firms of contractors are said to be embarrassed financially. Another prominent contractor claims over $900,000 from the company. Several important judgments have been filed against the Canal Company, and several seizures and sales are advertised. The importation of the poor Liberian still continues. They are magnificent specimens of manhood, coal black. It was believed they could resist this death-dealing climate, but events have proved otherwise. Of the 282 who were the first to be brought here 36 died within four months. The statement of Mr. Blanchett, in his work on the Panama Canal, that the canal has already cost over 40,000 lives is believed by careful observers here to be no exaggeration.

Vomited a Snapping-Turtle.

A Chicago despatch says: Miss Rendau, 19 years old, was buried on Wednesday. Her death was unexpected, though the young lady had been subject to violent spasms and fits of vomiting for many days. No doctor was able to discover the cause of her death. On the day before her death she was seized with a more violent paroxysm than ever before. There was a choking sensation in her throat, and finally there was forced up from her stomach a live young snapping turtle with a shell as large as a silver half dollar. The physician in attendance said the patient became unconscious and almost immediately began to swell up in her limbs like one afflicted with dropsy. She never rallied. It is believed the turtle grew from a germ swallowed in water from Lake Michigan.

The Collector of Customs at Quebec has seized $10,000 worth of jewellery smuggled into the country by some Belgian immigrants.

Mrs. Barbara Kaudle, aged 60, was found murdered near her home at Unionville, N. J., on Friday. George Dunham, her son-in-law, who is supposed to be the murderer, has been jailed.

PROTECTION FOR FISH.

Proceedings of the National Fishery Association at New York.

A New York despatch says: The National Fishery Association met yesterday in this city, with President F. B. Babson, of Gloucester, Mass., in the chair. He made an address on American fishing interests, past and present. He claimed that the fisheries and their attendant industries had become a matter of strong national interest, and that it was of vital importance that the Government should at once take action to protect its interests. Reports from different parts of the country were presented, showing that the fishery interest was in need of legislation to save it from destruction. Secretary Wilcox reported that there were 221 firms in the association, and that a movement is on foot to send a fleet of Atlantic fishermen to the Pacific slope, where the trade has not been developed. The mackerel fishermen did fairly well off the New England coast this year, and the cod fishers off Labrador did better than ever before. The demand for fish has been greater than ever. Treasurer Pew spoke against Commercial Union with Canada, on the ground that it would destroy the fishing industry. Canada, he asserted, would never consent to a union that she did not have the best of. The policy of the United States should be to build up its own commerce, not that of another country. The Committee on Plan of Action presented a report recommending that the representatives of the association in each locality interested should be considered a committee to collect money for the support of the association and look after its interests, and that F. L. Babson be appointed as the agent to represent them at Washington. Resolutions were adopted demanding the recognition of the fishery industry as an important national affair, which should be placed on an equality with other industries by protection against the importation of foreign fish, and securing equal rights for fishermen in foreign ports to those accorded to foreign vessels in our harbors. The resolution disavows any desire of the right to fish in foreign waters.

WHOLESALE INTERVIEWING.

Mr. Chamberlain Talks to Newspaper Men and Favorably Impresses Them.

A Washington despatch says: Mr. Chamberlain gave audience last evening to about twenty newspaper men. It lasted nearly an hour and was chiefly remarkable for the affable and cordial manner in which the distinguished envoy declined to enlighten his visitors upon the subject of their more searching inquiries. He was understood to say at one point that the purpose of the commission was to make an entirely new treaty, the existing treaty having proved unsatisfactory, but upon further inquiry, especially as to whether an interpretation of the existing treaty might not be found which would meet the views of both sides, he became non-committal beyond the point of admitting that such might be the possible outcome of the conference. He said that though, as a matter of fact, he supposed that Minister West and himself being a majority of the British Commission, could decide any mooted point, he should consider any arrangement which did not have the full concurrence of Sir Charles Tupper a very lame and unsatisfactory one. He thought it unlikely that the subject of Commercial Union with Canada would come before the commission in any way. There was scarcely a shadow of doubt that any arrangement agreed to by the British Commission would be held binding by their Government. He did not think any sane man on the other side of the water ever thought of war as a remote possibility in connection with the fisheries dispute.

BURNED TO THE WATER'S EDGE.

The Steamer Arizona Cremated — The Crew's Escape.

A Marquette, Mich., despatch says: The steamer Arizona, of the Lake Superior Transit Line, was burned to the water's edge yesterday morning. She left this port at 9 o'clock on Thursday night, bound for Portage, and carrying a full cargo of merchandise. When out thirty miles a heavy sea was encountered, and the boat turned about to come back to Marquette. When she was still five miles out the boat commenced to roll heavily, and a tank of acid set her on fire. Nothing could be done to put out the flames, every man being driven from his post by the fumes of the acid, but the boat kept on moving. When flames were discovered a good fire was put under the boilers and the steamer swept on under full steam without the engineer at his post. Capt. Graser stood at the wheel, and, rounding the breakwater, ran the steamer up to it, while the crew jumepd off. She then started up into a narrow slip, chasing the crew, who ran to escape the fumes of the acid. The boat just missed immense lumber piles on the docks. Tugs and the city fire department went to her assistance, but could do nothing and she burned to the water's edge. Ship and cargo are a total loss. The Arizona was a freight boat, valued at $40,000. She was on her last trip for the season.

Norman Lockyer's New Theory.

A London cable says: The scientific world is startled by what seems nothing less than a new theory of the constitution of the universe. This comes before the public with all the sanction derived from a paper read before the Royal Society, and with all the authority attached to the name of the distinguished astronomer, Mr. Norman Lockyer. The new theory, he declares, is the result, not of speculation, but of spectroscopic research. It is summed up in the statement that all the self-luminous bodies in the celestial spaces are composed of meteorites or masses of meteoric vapor produced by heat brought about by the condensation of meteor swarms due to gravity. This hypothesis, if accepted, may, as one eulogist remarks, weld all previous knowledge into one harmonious whole. At present it is received by men of science under all reserves.

—No estimate can be given of the great waste of fertilizing matter that is annually carried off by the water into the sea. But for the fish taken the sea would soon exhaust the land. The great cities are the mediums by which the heaviest loss occurs. The sewers conduct away more wealth than can be found over them.

THE GLENORA LOST.

The Schooner Wrecked and No Trace of the Crew.

A last (Friday) night's Kingston despatch says: The Glengarry, with the Gaskin and Glenora in tow, left Fort William some time ago with grain for Kingston. While on Lake Superior they encountered a gale which blew so hard that the Glenora's tow-line parted and she was left in the rear. She managed to follow up safely, however, and get into Jackfish Bay. After that everything went fairly well until off Presque Isle, in Lake Ontario, yesterday morning at 11 o'clock. A heavy gale came after them all the way down, and at the place named the Glenora's tow line again parted and once more she was left to look after herself. Those on board the Glengarry saw her jibs being carried away, a serious loss in the storm. They also saw her roll into the trough of the sea. She disappeared in the distance and has not been heard of since. A three-masted schooner is ashore at West Point, above Long Point, and it is thought that she is the Glenora. The sea was so high that on one occasion the Gaskin's crew were going to cut the tow line, thinking that because they had not seen the steamer for two minutes she had gone to the bottom. The missing schooner has the following crew: Matthew Patterson, captain; Wm. Patterson, the captain's nephew, mate; John Moreland, Picton; Harry Middleton, Kingston; John Murray, Kingston; Anthony Seabrooks, Seeley's Bay, and a man unknown, seaman; Mrs. Middleton, wife of Harry Middleton, and the cook. The Glenora was built in Kingston two years ago, and cost $18,000. She is schooner-rigged, and was built so that she could take care of herself in a gale. The tug Active, which went to look for the Glenora, has returned without finding any trace of her.

The crews of the Glengarry and Gasken had a terrible experience. James Crozier, on the Glengarry, was nearly washed overboard on one occasion, and so also was D. O'Connor. The latter clung to a fender and was rescued.

THE FOLGER'S ADVENTURE.

The schooner B. W. Folger arrived from Oswego with coal. Between the Main Ducks and Oswego the schooner sprang aleak and lost one of her mastheads. The water rose above the forecastle. A heavy sea rolled all the while and threatened the destruction of the craft. Six men were kept at the pumps, and their exertions kept the boat from sinking.

BAKER PASHA DEAD.

His Death from Fever at Tel-el-Kebir—Brief Sketch of His Life.

A London cable says: Baker Pasha died at Tel el-Kebir yesterday from fever, contracted at Port Said while proceeding to Cairo.

Valentine Baker, son of Mr. Samuel Baker, and brother of Sir Samuel, was born in 1825. He entered the British Army in 1848, served through the Kaffir war of 1852-3, and in the Crimea during the campaign of 1855. In 1860 he took command of the 10th Hussars, which he resigned in 1873 by reason of seniority. After extensive travels through Persia and on the borders of Afghanistan, he returned to England and published "Clouds in the East." In 1874 he was appointed Assistant Quartermaster-General at Aldershot. In the August of the following year he was tried for assaulting Miss Dickenson in a railway carriage, for which he was fined £500 and sentenced to twelve months' imprisonment and dismissed the service. In 1877 he began a new military career in the Turkish Empire. He was employed in organizing the gendarmerie, and held the position of Major-General in the Turkish army. In the August of that year he went to Shumla as Staff Military Adviser to the Turkish Commander, and was conspicuous throughout the campaign on the Lom, and shortly afterwards he was given the rank of Pasha. The Prince of Wales was a staunch friend of the banished colonel, and he and other friends made repeated but unsuccessful attempts to secure his reinstatement in the British army. He was considered one of the most brilliant cavalry officers in the service.

A MAGNET MADE OF CANNONS.

It Lifts a Cannon Ball as if it Were a Needle.

A Bridgeport, Conn., despatch says: One of our leading army engineers has brought before the engineer classes of late an experiment of so startling a nature in its inception as to promise wonderful results. It is a monster magnet made of two Rodman guns, which are connected at the breech. Around the magnet thus formed is wound about twenty miles of submarine cable. The cable is some that has been used in the torpedo service. It is wound and fastened in a substantial manner, making a permanent magnet. When electricity is applied some strange results take place. For instance, a bar of railroad iron thirty feet long, if placed in the open cannon's mouth, cannot be drawn out by as many men as can grasp it.

Another instance of the strength of this big magnet was illustrated Saturday with a 350-pound cannon ball. The shot was placed in the mouth of the cannon on the negative side. On reversing the electrical current it fell from its position, but was attracted to the opposite cannon and clung to its side. The positive current was then reversed alternately with the negative, and the heavy cannon ball played between the two cannon like a tack between the poles of a toy magnet.

The Grit of a Nine-Year-Old Boy.

A Kansas City despatch says: About 5 o'clock last evening as a Broadway car was crossing the cable railroad tracks at Ninth street, the 9-year-old son of John Tarsney, attorney for the system, who was riding on the front platform, lost his balance and fell from the car. His right leg went under the wheels and was frightfully mangled, but the little fellow did not lose his nerve in the least, and when carried to his home cautioned the persons with him to break the news gently to his mother, as she was nervous. While the surgeons were amputating the mangled limb the little fellow did not even so much as groan. It is feared that the shock and loss of blood will prove fatal. The father is one of the most prominent attorneys in the section and is a brother of Congressman Tarsney, of Michigan.

TELEGRAPHIC SUMMARY.

The York County Council opened its fall session in Toronto yesterday, when a resolution in favor of Commercial Union was discussed, but no decision was arrived at.

It is reported from Ottawa that the matter of the Canadian Pacific crossing the Grand Trunk at its eastern entrance to Toronto will be left in abeyance till Parliament meets.

Charles Arlein, a boiler-maker in the M. C. R. shops at St. Thomas, had his right eye ruined for life on Monday evening by a rivet flying from a plate when struck and striking him directly in the eye.

Aggie Bell, a servant in the house of Mr. A. McCrimmon, barrister, St. Thomas, had her face burned into blisters and her eyebrows burned off yesterday morning by coal oil igniting while being used for kindling a fire.

At the regular meeting of the Fergus Board of Education on Monday evening it decided to introduce Dr. Richardson's text book on temperance in the High School, and also in the two highest departments of the Public School.

At the adjourned meeting of the shareholders of the Ontario Investment Association at London last night, a proposal to prosecute Mr. Taylor was carried by a show of hands, but a stock vote being demanded the matter was laid over.

A great number of cases of typhoid and malarial fever have appeared in Ottawa recently, and it is believed by many that the disease is due to the continued drouth and the low state of the Ottawa River, from which the city water supply is drawn.

At yesterday's meeting of the Oxford County Temperance Association, held at Woodstock, a full report was presented on the operations of the Scott Act since its coming into force in May, 1885. The report showed that during that period there have been 122 convictions and $7,000 imposed as fines in the county.

Messrs. Miller & Backhouse, of Aylmer, solicitors for Mrs. Mary Ann McKenney, a widow aged 40, living near Richmond, township of Bayham, claims $2,000 from Solomon Moore, a bachelor farmer about the same age, also a resident of Bayham, for breach of promise of marriage. The case will be tried at the spring Assizes.

The wife of John Stokes, a St. Thomas brakesman, narrowly escaped being poisoned on Monday evening. Feeling fatigued after washing she sat down and drank a cup of tea. Shortly afterwards she was attacked by vomiting and has been seriously ill since. Her child, it appears had unnoticed dropped a ball of blueing in the tea pot during the day.

Spain has seized the Island of Peetegil, near Ceuta, on which she intends to erect a lighthouse. The Moors are excited over the seizure.

Advices from Teheran state that the Shah in April will start on a tour of Europe. He will visit Russia, Germany, Austria, France, England, Italy and Turkey.

Private telegrams have been received stating that on October 7th Henry M. Stanley was 400 miles from Emin Pasha, and that he was making half his force on forced marches.

John Bright writes a long letter protesting against any Land-Purchase Act for Ireland. He contends that the Ashbourne Act, improved if necessary, will serve all purposes for a gradual transfer of land to tenants when such is needed.

The British barque Coronet, from Bull River, has arrived at Falmouth. She reports that she signalled on Nov. 5th, in lat. 43 deg. 42 m. north, long. 33 deg 22 m. west, the British steamer Naworth Castle, from New Orleans, Oct. 18th, for Reval. The steamer was leaking badly. Portions of her cargo had been jettisoned. She refused assistance other than to except some pump leather, of which she had none.

Rev. Mr. Spurgeon, referring to his secession from the Baptist Union, says that when he entered the conflict he made up his mind that even if he were left alone he would be none the less decided as to the propriety of his course. It is pleasing to find, however, he says, that many valued friends approve of his action. He urges that continual prayers be offered that some good may come out of the inquiry which has been aroused.

On Saturday afternoon a deaf and dumb man named David Parmenter, aged 32, while walking on the Grand Trunk Railway track a short distance east of Kingston, was struck by a freight train and injured to such an extent that he died shortly after. Papers on his person showed he was on the way to Toronto and that he was lately out from England.

As Wm. Ogilvie, clerk in the dry goods store of Robertson & Co., St. Thomas, was passing the Grand Central alley on Talbot street abou 11 o'clock on Saturday evening he was felled to the ground by a man who rushed from the passage. In falling on the stone pavement he knocked out several teeth. A deep cut on the left side of his head bled copiously along the pavement as he was carried to a surgery. There is no clue to the perpetrators of the deed.

The French Ministry were defeated in the Chamber of Deputies on Saturday, and immediately resigned, their resignation being accepted by the President.

It is reported from St. Petersburg that Russia is massing 300,000 soldiers near the German and Austrian frontiers. The Polish Jews are said to be keeping Germany and Austria well informed regarding the movements of the Russian troops.

The rumor that the Duke of Norfolk is to be married is untrue. His Grace starts for Rome in a fortnight as Queen's messenger. It is more than probable that he will enter a monastery, as his unnatural asceticism has increased since his young wife's death and the hopeless idiocy of his only son.

Mr. Froude, the historian, has written a letter, in which he says: "Any form of self-government which might be conceded to the Irish people, whether it be local councils or a Parliament, would be used to increase England's difficulty in keeping Ireland attached to the Kingdom. The Irish can be governed more easily than any other people in the world under military or quasi-military rule. The police are uniformly faithful and loyal. England has never yet succeeded in governing Ireland constitutionally and never will."