THE WEEK'S NEWS.

CANADIAN.

A passenger is said to have been taken off the Lake Ontario at Grosse Isle suffering from smallpox.

The Canadian schooner Neelon is high and dry on Manitou Island, having been driven on in last Thursday's gale. It is feared the vessel will be a total loss.

Amherst Island is anxious to become part of Frontenac county, Ont., claiming that Kingston is its natural market.

The Dominion Minister of Public Works has returned from New York, where he made a thorough inspection of the quarantine system.

The sheriff's sale of the Montreal and Sorel railway will take place on December 6, and a powerful syndicate has been formed with a view to purchasing it.

Following closely on Archbishop Fabre's pastoral placing the Canada Revue and L'Echo des Deux Montagnes under the ban, comes the arrest of Mr. A. Filiatrault, managing editor of the Revue, at the instance of Rev. Abbe Baillarge, on the charge of defamatory libel.

The steamer City of Lincoln, from Montreal, has arrived at Liverpool. She encountered terribly severe weather in crossing the Atlantic, and lost over a hundred head of cattle and a number of hogs.

Five members of a Swedish family on board the steamship Circassian, now at Grosse Isle, are seriously ill, the symptoms being diarrhœa, vomiting, and cramps. The provincial health authorities at Quebec have ordered a thorough inspection of the ship when she reaches that port.

In answer to the request to run a boat to Hamilton, the Richelieu and Ontario Navigation Company replied that it could not do so without building a new boat, and this it was not prepared to do.

Dr. Dillabough, of Hamilton, Ont., charged with attempting to defraud the heirs of the late Mr. Sharp out of $2,000, was committed for trial by Police Magistrate Cahill.

The steamer State of Georgia is again in trouble. About two weeks ago she struck a rock going down the St. Lawrence and was stranded for several days, and now a cablegram comes from St. John's, Nfld., with the information that the steamer has put in there, her machinery having broken down.

Denis O'Brien, of Montreal, one of the contractors for the Soulanges canal, while driving in a buggy with his son from Coteau Landing on Monday evening to the canal, with $4,000 in cash to pay the men, was stopped by three highwaymen, who at the point of a revolver made him deliver up the valise containing the money.

The latest despatches from Ottawa seem to give a different complexion to the recently discovered defalcations in the Accountant's Department of the House of Commons. It is said that the accountant weakly allowed several of the members to overdraw their sessional allowance, receiving their receipts in the shape of I.O.U.'s

A Norwegian named Skaadnt was found dead on Friday near South Edmonton, N. W. T., under circumstances which leave no doubt as to his having been murdered. A pistol bullet had gone through his head, and his pockets had been rifled. A Swede who had been in his company is suspected, but has not been found.

BRITISH.

The report that Lord Rosebery is engaged to Princess Mary of Wales, is unfounded.

The second week of the great Lancashire cotton strike has opened with increased prospects of the trouble being long continued.

The Evicted Tenants' Commission is being attacked from every side, and there is scarcely any doubt that it will end in a fiasco.

The funeral of the Duke of Marlborough took place at Blenheim palace. The Duke had life insurance in favor of his wife amounting to one million dollars.

Three persons were poisoned at Bradford Eng., by eating canned Canadian lobsters and the doctor has given up all hope of their recovery.

Mr. Fowler, President of the English Local Government Board, has ordered the construction of drains and roads to provide work for the unemployed.

The executors of the late Charles Stewart Parnell have decided to publish a selection of his private political documents and correspondence.

The steamer Canadian has arrived at Glasgow from Baltimore. She reports fearful weather during her passage. Fifty head of cattle were lost.

Replying to a number of correspondents who asked his opinion of the fall in the amount of British exports, Mr. Balfour, formerly First Lord of the Treasury, says that one of the most practical remedies will be to reform the currency in the direction of bimetallism.

The Rochdale mill-owners have decided to put their operatives on short time. This affects over a million spindles, and will greatly lessen the amount received by the Operatives' Association.

Mr. Foster, Canada's Finance Minister, at present in London, addressed the Imperial Federation League the other day. He dwelt upon the advantages Canada offered to the desirable immigrant, and invited the British agriculturist to consider them.

UNITED STATES.

The big strike at New Orleans is over. The workmen virtually surrendered.

The Rev. G. H. Harris, aged twenty-two, pastor of the North Orange, Mass., Universalist church, committed suicide on Saturday by shooting himself.

A portion of the timbers of Gen. Benedict Arnold's flagship Congress, sunk in October, 1776, in Lake Champlain, has been raised. The timbers are of oak and are sound.

Laura Bucher, who died recently in Wilton, Pa., had such a strong presentiment of her coming death six months ago that she gave full instructions as to how her funeral should be carried out.

On Friday afternoon the United States special agent at Boston seized a consignment of eggs from St. Mary's, N.B., because with the eggs were three hundred pairs of socks which had not been entered.

A young man named Alfred Trevellick, son of the labour leader and lecturer Richard F. Trevellick, committed suicide at Detroit on Monday evening by taking a dose of poison. In a note left for a young lady in Baltimore he simply stated that he had "given up the struggle."

The body of a young man was found floating in the canal basin near Central Mill Rock, on the American side of the Niagara Falls, the other morning. The unfortunate man was evidently a stranger in the neighbourhood, and his identity has not yet been discovered.

It is stated that President Harrison, referring to the recent elections, said that the defeat of the Republican party was mainly due to the position of the party on the tariff question, the Republicans having forced the issue to an extreme which evidently did not meet with popular approval.

Dr. Henry A. Slade, the spiritualist, whose career in London and subsequent trial for fraud produced such a sensation fourteen years ago, was taken to the Samaritan hospital in Sioux City, Iowa, on Saturday, suffering from nervous prostration bordering on insanity.

In the course of an interview Mr. Erastus Wiman, of New York, said that the election of Mr. Cleveland is full of deep significance to Canada. He believed an opportunity would be afforded of negotiating a reciprocity treaty between the United States and the Dominion on the basis of free trade in food supplies as an equivalent for free trade in manufactures.

Stephen Boichent, a middle-aged and apparently well-to-do Frenchman, cut his throat with a razor at Niles, Mich., on Saturday. The gash made did not result fatally for hours afterwards, and at the hospital, to which he was conveyed, the dying man stated that family troubles had led him to commit suicide, and that he was a native of Lyons, France. He willed twelve hundred dollars to the Catholic Church at Niles.

GENERAL.

It is announced in Paris that a Franco-Russian treaty of alliance will be signed.

The French Procureur-General has finally decided to prosecute the directors of the Panama Canal Company.

Civil war is again imminent in Hayti. Almost the entire population is under arms.

An official despatch from Gen. Dodds states that he will give his troops a rest before attacking Abomey, the capital of Dahomey. King Behanzin now offers to negotiate for peace.

The English delegates to the International Monetary Conference, which will meet in Brussels on the 22nd, have been instructed to regard it as a deliberative body without power to commit the Governments represented to anything.

The Russian prohibition against the emigration of Hebrews that was enforced during the cholera epidemic has now been withdrawn.

While a tugboat was taking passengers ashore from an Austrian Lloyd steamer at Jaffa it capsized, and twelve of its occupants were drowned.

At a meeting of Anarchists in Paris on Sunday, one of the speakers advocated the use of dynamite by the working classes to gain their end.

It is stated that the Russian committee appointed to consider the German proposals for a commercial treaty have reported that the proposals are not accepted.

The presence of Emperor Francis Joseph at the banquet given in Vienna to the Czarewitch is much commented upon, his Majesty not having attended such a State function since 1888.

A State funeral was awarded to the remains of the victims of the recent bomb explosion in Paris. Orations were delivered by the Prime Minister and the president of the Municipal Board.

Victor Raindl, legal adviser to the Austrian Imperial family, has voluntarily surrendered himself to the police, confessing that for a number of years he has been embezzling trust funds committed to his keeping.

Dr. Nansen, aided by the Norwegian Government, will shortly start with ten or twelve men and provisions for five years, on an Arctic voyage to discover the elusive North Pole.

Official information received in Berlin from St. Petersburg contradicts both the reported conclusion of a Franco-Russian alliance and the sensational stories that Russian troops are being concentrated on the border.

The Brandon, a French despatch boat, cruising off the Dahomeyan coast recently surprised a British steamer with a cargo of Winchester rifles and ammuniton, which, beyond all doubt, was intended for the Dahomeyan army.

Gen. Dodds, commanding the French forces in Dahomey, has caused to be shot white men found in the King's army. As these men were Germans, Belgians, and Englishmen, France may have some trouble in establishing its right to order such summary executions.

Ever since the appearance of the Salvation Army in Switzerland there has been trouble between the members of the Army and the Swiss authorities, and on Sunday at Basle this culminated in a pitched battle, in which several persons on each side were severely injured.

A Ghastly Discovery.

The Paris detectives are investigating what it is believed will prove to be one of the atrocious crimes of murder and mutilation which have of late occurred with such regrettable frequency. At an early hour on Monday morning a quantity of human remains was discovered in an unfinished house in the Rue Botzaris, near the Buttes Chaumont. On being conveyed to the neighbouring police-station an investigation showed that the remains were those of a young woman. Her body had apparently been cut in 12 parts, only the head and hands being missing. At first it was thought that the pieces were anatomical sections, but numerous indications soon led the authorities to renounce this supposition, especially as the police doctor considered that the woman had not been dead longer than 24 hours. Further investigation led to the discovery of blood stains near the spot where the remains were found, and the neighbours state that they heard the dogs howling nearly all Friday night. Two young men of suspicious appearance, who were found loitering near a piece of waste land, where the tragedy is supposed to have taken place, have been arrested.

THE CONGO RAILROAD.

The Hard Work Done and Rapid Progress Will Now Be Made.

Obstacles Surmounted in the First Ten Miles—What the Building of the Road Means to Central Africa and Civilization—Trade Prospects.

A cable dispatch from the Congo announces that the railroad has been completed from Matadi to Palaballa, ten miles. After the track layers reached that point, a mile and one-half of the road was completed in ten days, though nearly two years were taken to build the first ten miles. The railroad has been carried beyond the obstacles that long made progress impossible; and now the great enterprise will be easily pushed forward until the upper river, at Stanley Pool, is connected with navigation on the lower Congo.

Mr. Stanley said once that all the resources of commerce on the upper river would not be worth a copper until better means of transportation were provided. This was a pessimistic view, for the traders of England, Belgium, Holland and France, in fact, have pushed their enterprises above the cataract region of the lower river, have established stations 1200 miles inland, have transported a dozen steamers to Stanley Pool and thousands of porters have been carrying their merchandise 235 miles around the cataracts. About 40,000 carriers, in the past two years, have been engaged in this transport service. In another year or so the railroad will be completed, and then this army of porters will have to seek other employment, for the railroad will monopolize the carrying trade.

The merchants of Belgium, however, took Stanley's words to heart and a company called The Society of the Upper Congo, organized to develop commerce in the Congo basin, began to study the feasibility of a railroad along the 235 miles of Congo cataracts. Their steamboats at Stanley Pool had unimpeded navigation along 6000 miles of the Congo and its tributaries. They desired first to learn if the trade prospects of the Upper Congo region would justify the heavy cost of a railroad. So they sent an expedition four years ago, which spent a year in threading the waterways of the Upper Congo, taking a sort of census of the people, and making a thorough study of the country. The exploring party then drew up a careful report with regard to the natives, their desire for trade, the kinds of merchandise they would buy, and the various products that could be secured for return cargoes to Europe.

THE SURVEYS.

The company were well pleased with the report and at once sent out two other expeditions, one to make surveys along the south bank and the other along the north bank, to decide the best route for the railroad and its probable cost. This work occupied another year, and after all this preliminary work it was decided to build the line on the south side of the river, starting from Matadi, ninety miles above the Congo's mouth. The engineers decided that the line, after skirting the Congo for five miles, should ascend the Leopold ravine to the plateau at Palabulla. From this point to Stanley Pool there were few engineering difficulties. It was estimated that the entire cost of road and equipment would be $5,000,000.

The money was raised, and the Congo State gave the company valuable concessions in land privileges to help carry out the enterprise. Agents were sent all over Africa, wherever it was thought natives could be hired as track-layers and laborers. European carpenters, blacksmiths and other artisans were sent to the Congo to superintend departments and instruct natives to carry on various sorts of labor. At first most of the army of workmen were secured from Zanzibar, Sierra Leone, Lagos Accra and the Krue coast of Liberia. Then Dahomey, Senegal and the Angola coasts furnished their contingent, and finally many workmen were employed from the Lower Congo tribes. Last summer the force of black laborers numbered 2500, of whom 1500 had come from various points on the Guinea coast.

Then came busy days at Matadi. The place was an arid, rocky, uninviting spot and only two buildings and ten Europeans were there two years ago this month. One of the pictures shows a part of the town as it appeared last spring, including the hotel and the galvanized iron buildings of the Congo State. To-day the town contains about 300 Europeans, fifty more than Stanley left behind him in the entire Congo region when he returned to Europe after founding his stations. About 2000 native employes of the railroad are also quartered at Matadi. Three thousand people live in and around the little town. The white population includes Belgians, English, Portuguese, Italians, Frenchmen, Dutch, Germans, Swedes and Greeks, and beside the employes of the railroad and the State there are quite a number of traders and missionaries.

HARD RAILROAD BUILDING.

Harder railroad building is rarely seen than that which ushered in the beginning of the enterprise. One picture shows the first few miles of the road along the side of Matadi Hill. The arrow on the right shows the situation of Matadi. The river here flows swiftly and is full of eddies and whirlpools. A little further up the river are the Yellala Falls, and the scene of this picture is where Tuckey's ill-fated expedition, in 1816, first heard the roar of the great cataract and found, in a few weeks crowded with disaster, that these falls formed a barrier they could not pass. The depression in the big hills at the left of the picture is the Leopold ravine up which the railroad turns to reach the heights of Palaballa.

The road, from the starting point as Matadi, all along this hill-slope, and up the ravine to Palaballa, has been blasted out of solid quartzite of extreme hardness, and progress has been made with the utmost difficulty. The slope along the river is very precipitous, and in many places the track has been laid between two solid walls of rocks which were blasted foot by foot. Still greater difficulties were encountered in the ravine up which the road-bed had to be made at a steep gradient until it reached a height of about 1000 feet above the river. The work is carried on under the direction of Capt. Thys, who has been in the service of the Congo State and the Society of the Upper Congo for years.

Another picture shows the bridge, about 900 feet long, that has been thrown over the Mposo River in the Leopold ravine. This is the largest bridge yet put in plac along the line. The able young engineer, who built it, Mr. Jean Baptiste Gleasner, wrote to his friends two months ago: "Next week I shall complete the bridge and then I shall come home to rest." The poor fellow had over-taxed his strength and the next steamer from the Congo bore the sad news that poor Gleasner was dead; and the friend who sent the tidings inclosed a photograph of the completed bridge to which the young man had devoted months of hard work that cost him his life. Seven bridges of importance must be built before the line reaches Stanley Pool. The largest one, over the Ngongo River, will be 330 feet long.

A PROBLEM SOLVED.

One problem which gave the engineers some trouble was how to dispose of the torrents of water which would be sure to pour down over the track during the heavy tropical rains. It was feared that incessant trouble during half the year would be encountered from this source. An effective solution of the problem seems to have been reached. At all places where large torrents occur steel aqueducts are building that will carry the flood down the hills and under the railroad track.

At first the company had considerable difficulty in securing enough provisions for its army of workmen, as it was very costly to bring provisions from up the river. The coast regions far and wide were levied upon for supplies. The workmen have been well fed on rice, corned beef, dried fish, vegetables and biscuits; and now that the road is pushing along the plateau, it is expected that provisions will be more easily obtained and at cheaper rates. Seven locomotives and thirty cars are on the track, and a large part of them have been kept busy carrying railroad material and provisions as the road advanced.

This stretch of ten miles above Matadi has for nearly two years presented the busiest scene in equatorial Africa. Fully one-third of the entire work has centered in these ten miles. Now the company can make rapid progress to Stanley Pool, where they expect that traders will furnish considerable freight in the way of ivory, India rubber, gums, dye stuffs and other articles. It is expected also that coffee, cotton and tobacco plantations will ultimately be found profitable on the Upper Congo.

When the railroad is completed inner Africa will be within a few weeks of the capitals of Europe. Who knows but some day a small part of the tourist traffic will be turned in this direction? The railroad company says it expects to provide facilities for comfortable travel, so that whoever desires may visit the once mysterious regions of inner Africa. It is likely that within the next twenty years it will be feasible to visit the great lakes without spending over two or three weeks in Africa. The merchants and missionaries among the Nyassa highlands say that when facilities for reaching Lake Nyassa are improved these mountains will be well worth the attention of tourists.

The Congo Railroad is one of the most significant features of the colossal work which Europeans are carrying on in Africa. It is not wise, however, to take a too sanguine view of the prospects of trade in the Congo basin. Its people as yet have few wants, and these are easily supplied. The ultimate value of the region will probably depend more upon plantations of sugar, cotton, coffee and tobacco, conducted under white superintendence, than upon any other source of commerce. In time India rubber and one or two other products may become large sources of traffic, but no hopes of permanent prosperity can be built upon the ivory trade, which is sure to dwindle in a few years.

AN EXCITING DISASTER.

The Mad Rush of a Railroad Train Down a Steep Mountain Grade in Mexico.

A Monterey, Mex., despatch says:—The particulars of one of the most remarkable and exciting railroad accidents that ever occurred in Mexico have reached here. The catastrophe occurred three days ago on the Mexican National line, but only meagre details of it were received here until to-day. The grade of the National road from this city for a distance of 90 miles to Saltillo is very steep, and two engines are required to get ordinary freight trains over the Sierra Maderia mountains above Saltillo On Sunday afternoon, as one of these double-headers was pulling a train load of corn up the almost perpendicular mountain side, twenty miles south of Saltillo, the coupling broke, releasing the caboose and six cars filled with 3,000 bushels of corn from the train. James Martin, the conductor, and Frank Harwood, the rear brakeman, were in the caboose. They rushed out and began setting the brakes, but were powerless to stop the increasing momentum of the cars down the mountain. Within a distance of six miles the train was running at a speed of 90 miles an hour. The cars began jumping the track at Bueno Vista, Martin and Harwood went down, both meeting a horrible death. Before Saltillo was reached all of the cars, with the exception of the caboose and one other, had left track. These two continued their wild flight, passing through the Saltillo yards at the rate of 120 miles an hour. The train despatcher at Saltillo was terror stricken when he saw the cars pass, as he knew they were certain to crash into another double-header freight train that was pulling up the mountain twenty miles below Saltillo. There was no telegraph station within that twenty miles and no warning could be given the crew of the train below. He did the next best thing by having the wrecking car ordered out. The caboose and loaded car kept to the track. Frank Davis, the engineer of the up train, saw them coming down the mountain, but too late to save himself. His fireman and the crew of the second engine jumped and received but slight injuries. Davis was buried under a pile of corn and debris. Both engines were completely demolished.

A Sure Cure for Insomnia.

"What's the matter, Jenks? You look all worn out."

"I am suffering terribly from insomnia."

"I know a sure cure for that."

"What is it?"

"Just go to sleep every night and you won't be bothered a bit."

Briggs—"Just for a joke, I told Miss Elderly the other day that when she laughed it was all I could do not to kiss her." Griggs—"What happened?" Briggs—"The next time I saw her she had hysterics."

EARLY GOLD MINING IN PERU.

A Vast Treasure Washed from the Sands Before the Spaniards Came.

Prior to the Spanish conquest in 1532, when Peru and Bolivia were under the imperial sway of the Incas, gold was regarded as a sacred metal and was used almost exclusively by the Incas in the adornments of their royal palaces, temples and sacred vestments of the royal household. Not entering, therefore, into the circulating medium of the empire, which had neither commerce nor money and ignorant of its intrinsic value, the Incas sought gold, not for gain, but out of the loyalty to their rulers and unswerving devotion to their chief deity, the sun, to whose worship their gold was principally consecrated.

Traditions of the Inichua and Aymara Indians and the oldest obtainable records dating back to the opening of the sixteenth century, as well as recent explorations all agree that the northwest provinces of Bolivia, especially the province of Larecoja, are rich in gold deposits; that, while the Incas secured considerable quantities of this metal from the province of Carabaya, Peru, the northwest provinces of Bolivia were the principal sources whence came the gold that excited the cupidity of the Spaniards.

Long prior to the coming of the Spaniards the town of Ilabaya, in the province of Barecoja, was the seat of certain nobles or chiefs of the empire, who were charged, among other things, with the duty of forwarding the quarterly gold contribution of that district to Chiquitos, Peru, where one of the receipt boxes of the empire was located. The record shows that on the day of the full moon of each quarter the expedition entrusted with this remittance from Ilabaya set out without fail from chiquitos, and was always received with demonstrations of joy in the several villages through which they passed. The amount of these quarterly contributions is unknown, but, as the gold was carried in twelve llamas bladders, holding from 4 to 5 pounds each, the amount may be approximately determined. These bladders called rosques, are still used by the Indians in transporting the metal.

The traces of their work and their rude mining tools of wood and stone yet remaining demonstrate that gold was gathered by the Incas almost exclusively from the deposits of the mountain streams or from shallow excavations made in the rugged acclivities of the Cordilleras. Not understanding the virtues of quicksilver, a mineral not rare in their empire, and being efficient in the knowledge of extracting this metal from the quartz, their most advanced method of smelting consisting of small cone-shaped furnaces built at elevated points where they might be fanned by the mountain breezes, they were only able to skin the surface of the vast gold deposits of the country.

And yet with their primitive methods and appliances they had no trouble in securing this precious metal in such abundance that history furnishes no parallel of such treasures of gold as were found in the royal palaces, temples and public edifices of the Incas at the time of the Spanish conquest. The sudden destruction of their empire by the Spaniards in 1532, the sacking of their cities and temples, and the assassination of their Emperor Atahaulpa, and the hardships to which they were subjected by their conquerors in their insatiable greed for gold led the Incas to attach a new importance to the precious metal, and to conceal their rich treasures with haste. The undisputed fact of history is that the amount of gold and silver thus buried in caves and forests far exceeded in quantity that which was taken by the despoilers of their empire.

Disheartened by the fierce intimidations to which they were subjected and no longer permitted to gather gold for their temples and palaces, the Incas practically abandoned all forms of gold and silver mining until the close of the seventeenth century, a period of 150 years. About this time Sorata, the capital of Larecoja, was founded, and soon became the most opulent city of Upper Peru, now Bolivia. Quickly following this event an expedition of Spaniards mainly from Chili, and a few Portuguese adventurers who had ascended the Amazon, from Brazil, visited the Province of Larecoja and discovered the famous gold deposits of the Tipuani River on the eastern slope of the Andes, from whose sands the Incas had washed millions of gold before the coming of the Spaniards. This marked the beginning of the first organized gold-mining adventure ever under taken in Bolivia. That this was the El Dorado of the Incas is well supported by a single extract from these ancient records. Senor Tomas Rowe writing of their discoveries to his friend Senor Antonio Guilleu, an expert miner of Chili, said: "We have found abundant gold in these kingdoms on the other side, beyond the snows where foot traveling is difficult. If you should wish to come here you will get gold to your heart's content."

Change of Mind.

"Where's the editor?" demanded the wrathful caller on the day before the late election.

"I'm the editor," replied the mild, blue-eyed man in the chair. "What can I do for you?"

"You printed a piece about me this morning," rejoined the other, taking a copy of the paper from his pocket and pointing with grimy finger to a paragraph on the local page, "that you've got to take back or I'll sue this concern for $5,000 damages."

The editor took the paper and read the offending item, which stated that "Dirty Shirt Swan has offered to bet ten to one on Cleveland.,'

"H'm! Does—does—that refer to you?" he asked.

"Yes, sir," answered the angry visitor. "I'm Dirty Shirt Swan!"

"I didn't see the item before it got into print," said the editor," "or I would have suppressed it. The calling of opprobrious names is something I never permit any reporter on this paper to—"

"That ain't what I'm kicking about!" interrupted the irate man, taking the paper and pointing fiercely at the latter part of the item. "I don't want people to think I'm a darn fool!"

On last Wednesday Mr. Swan called on the editor and said: "Mr. Editor, I guess you needn't mind correcting that 'ere story about me. I wish I'd done what you said."—{Chicago Tribune.

The census of the population of Japan places the total population at forty-one million persons, an increase of three hundred thousand over the last census.