THE WEEK'S NEWS.

CANADIAN.

Thomas Luck fell from a train at Durford, Ont., on Saturday, and had both legs taken off.

An eight-year-old boy named James Daly was run over at Hamilton on Saturday, and sustained fatal injuries.

On Saturday one hundred thousand pounds was withdrawn from the Bank of England for shipment to Canada.

It is announced in London that the Quebec Central railway is issuing one hundred thousand pounds worth of five per cent. prior lien bonds.

The employes of the Manitoba and North-Western Railway Company have struck for payment of back wages, and consequently the road is tied up.

There are several more parties of Dr. Barnardo's boys coming to Canada this season. A party of two hundred boys left England last week.

Mr. George Spotswood, of Kingston, Ont., has shipped from that city to Chicago a sample of pure galena from Frontenac lead mine that weighs 214 lbs.

The Dominion line steamship Sarnia is reported to have been passed on the 7th inst. about five hundred miles east of Newfoundland with her machinery disabled.

Alfred Ormsby, a car repairer, was crushed while coupling cars at Allandale on Friday, and died of his injuries at the Toronto General hospital in the evening.

Mr. Robert Turner attempted to get on a moving train at the Foresters' picnic at Orillia on Monday, and fell under a car, one of his legs being cut off just above the knee.

Valeria Edwards, ten years of age, while driving with her father at Hamilton, Ont., on Sunday evening, received a kick from the horse which fractured the back of her head. She died at the hospital.

Michael Tierney was struck on the head by the broken end of a boom in Vermillion river, at Palmer Rapids, Ont., the other day, receiving injuries from which he died shortly afterwards. Others were injured also.

The mill owners of the Chaudiere have refused to accede to the request of the hands, who recently petitioned for a change from eleven to ten hours a day. Owing to the advanced period of the season a strike is unlikely.

The Canadian Government has extended a further invitation to English tenant farmers to visit this country and examine into the condition of agriculture, Sir Charles Tupper is now selecting twelve representative men.

The competition for the Sir John Macdonald memorial for Montreal was won by Mr. Geo. E. Wade, of London, Eng. The price is $20,000. Twenty-five sculptors entered the competition. Foreign and local experts were consulted before the final decision.

The Queen is reported to be in excellent health.

On the trial trip of the Lucania, the new Cunard steamship, a speed was registered of twenty-five and half miles an hour.

A train on the Taff Vale railway, en route to Cardiff, Wales, ran off the track on Saturday, causing the death of seventeen persons.

Another death from cholera has occurred at Grimsby, England. Two deaths are reported from New York at the Swinburne Island hospital.

The shipping tonnage of the port of London has declined 160,000 tons annually. This result is said to be owing to the great dock strike of five years ago.

The appointment of the Duke of Connaught to succeed General Sir Evelyn Wood in the command of the Aldershot district is officially announced from London.

The British steamer Ardongorm, Capt. Kinley, from Norfolk, before reported ashore at Carrock Head, in the Clyde, has been floated. Her fore compartment is full of water.

Three women have recently been mysteriously murdered in the suburbs of London. In each case the victim was stabbed with a knife. It is feared that Jack-the-Ripper is at his work again

Bombay, India, was on Friday the scene of fatal religious riots between Mahometans and Hindoos. Many persons have been killed. The military were called out, and fired upon a mob of rioters.

A special cable despatch from London says that Great Britain was on Wednesday night visited by terrible rain and thunderstorms, which did an immense amount of damage throughout the country.

The Allan Steamship Company has won an action for libel and been awarded two hundred pounds against the London Firemen's Union, which charged the Allens with oppressing the men in their employ, and also that they employed incompetent men.

The Behring Sea Tribunal of Arbitration at Paris made have their decision public. Briefly stated, the five points in regard to jurisdiction are settled in favour of Great Britain. A protected zone of sixty miles around the islands is established, and a close season from May 1 to July 31 is ordered. The decision, it is thought makes the United States liable for damages for the seizure of British and Canadian vessels.

The battleship Triumph, the port guardship at Queenstown, flying the flag of Rear Admiral St. John, arrived at Portsmouth, England on Saturday from Malta, having on board most of the survivors of the Victoria, the flagship of the British Mediterranean squadron, which was recently sunk in collision with the warship Camperdown, off Tripoli, Syria. The Triumph was despatched to Malta shortly after the disaster for the purpose of conveying the survivors to England.

UNITED STATES.

Destructive fires are raging in Wisconsin and Michigan. The town of Matchwood has been destroyed.

Yellow fever has made its appearance in Brunswick, Georgia, a fatal case having already been reported.

The Coatsworth grain elevator, the second largest in Buffalo, was burned yesterday with about 8,000 bushels of wheat.

Several mills, in different parts of the States, which have been closed down for some time, are resuming operations.

A great Masonic congress, including delegates from all parts of the United States and Canada, is in session at Chicago.

A special from Omaha, Neb., states that the body of Captain Russell, late of the British army, has been found in the Missouri river. Foul play is suspected.

A fire occurred yesterday in the Senate hotel, Chicago, and eight persons lost their lives by jumping from windows or by being suffocated.

While temporarily deranged Mrs. Monrad Fix, 74 years of age, of Monroe, Mich., poured kerosene over her clothing and set fire to it. She was terribly burned and died shortly after being found.

GENERAL.

Yellow fever is epidemic in Honduras.

The Italian Adriatic coast has been visited by a severe earthquake. It is expected that many lives have been lost.

M. Lockroy, an ex-Cabinet Minister, was on Sunday shot at and wounded in Paris by a desperate Socialist named Moore.

News has been received from Ecuador that the Government has suspended the payment of interest on the foreign debt.

The Spanish Government has authorized the floating of a new loan of $6,000,000, to be used in paying off the floating debt of Cuba.

The French steamer Octeville was sunk on Friday in a collision with the French transport Drome. Five persons were drowned.

A cloudburst in Hungary on Sunday resulted in the drowning of 50 people and the destruction of one hundred houses and several bridges.

A special cable despatch from Odessa states that there has been a great increase in crime in Russia. There were 2,401 murders last year.

The difficulty between the Khedive of Egypt and Riaz Pasha, his Prime Minister, has been satisfactorily settled and the Ministerial crisis is over.

The Russian Government has decreed a severe code of punishment against duelling, which, it is thought, has become too common in the Czar's domains.

The floods in Austrian Galicia have done damage to the extent of many millions of florins. At Ryemanow sixty persons are reported to have been drowned.

There is a great scarcity of small silver in Italy owing to the rise in the rate of exchange. Some firms are issuing tokens which are generally accepted, while others use lira notes and postage stamps.

According to a report by the French Minister of Finance, 148,808 families in France have claimed exemption from certain taxes recently voted by the Parliament on account of having seven or more children.

It has been decided by the Leipsic Imperial Court of Justice that newspaper proprietors who give false statements as to the circulation of their journals shall be liable to the penalties attaching to fraud.

The International Socialist Congress at Zurich closed its sittings on Saturday. Resolutions were adopted in favour of legislative protection for women and girls, a ten hours' labor day, concerted international action on trades questions, and universal suffrage.

It is announced that the Government of Spain intends to order that payment of Customs duties be made in gold. This will be equivalent to an increase of 20 per cent. in the duties. The final decision in the matter may, however, be reserved until the United States Government determines what action it will take in regard to silver.

The Merchant Navy in Queen Bess' Time

When Elizabeth came to the throne the whole merchant navy of England engaged in lawful commerce amounted to no more than 50,000 tons. You may see more now passing every day through the Gulf Stream. In the service of the Crown there were but seven revenue cruisers in commission, the largest 120 tons, with eight merchant brigs altered for fighting. In harbour there were still a score of large ships, but they were dismantled and rotting; of artillery fit for sea work there was none. The men were not to be had, and, as Sir William Cecil said, to fit our ships without men was to set armour on stakes on the sea shore. The mariners of England were otherwise engaged, and in a way which did not please Cecil. He was the ablest Minister that Elizabeth had. He saw at once that on the navy the prosperity and even the liberty of England must eventually depend.

If England was to remain Protestant it was not by articles of religion or acts of uniformity that she could be saved without a fleet at the back of them. But he was old-fashioned. He believed in law and order, and he has left a curious paper of reflections on the situation. The ships' companies in Henry VIII.'s days were recruited from the fishing smacks, but the Reformation itself had destroyed the fishing trade. In old times, Cecil said, no flesh was eaten on fish days. The King himself could not have license. Now to eat beef or mutton on fish days was the test of a true believer.

The English Iceland fishery used to supply Normandy and Brittany as well as England. Now it had passed to the French. The Chester men used to fish the Irish seas. Now they had left them to the Scots. The fishermen had taken to privateering, because the fasts of the Church were neglected. He saw it was so. He recorded his own opinion that piracy, as he called it, was detestable and could not last. He was to find that it could last, that it was to form the special discipline of the generation whose business would be to fight the Spaniards. But he struggled hard against the unwelcome conclusion. He tried to revive lawful trade by a Navigation Act. He tried to restore the fisheries by Act of Parliament.

Cecil introduced a bill recommending godly abstinence as a means to virtue, making the eating of meat on Fridays and Saturdays a misdemeanour, and adding Wednesday as a half fish day. The House of Commons laughed at him as bringing back Popish mummeries. To please the Protestants he inserted a clause that the statute was politically meant for the increase of fishermen and mariners, not for any superstition in the choice of meats; but it was no use. The act was called in mockery "Cecil's fast," and the recovery of the fisheries had to wait till the natural inclination of human stomachs for fresh whiting and salt cod should revive of itself.—[Froude in Longman's Magazine.

EMBARSADOR DECRAIS.

France's New Minister to England—His Diplomatic History.

In the last days of the second empire a young Parisian barrister, who had read in chambers with the well-known Maltre Rousse, occupied a modest lodging on the Quai Voltaire, and scraped along as best he might with the aid of a few pupils and still fewer briefs. Then came the 4th of September, and, abandoning jurisprudence for politics, the struggling advocate cast in his lot with M. Thiers, served on that statesman's electoral committees, and, as a reward, was attached to M. Tachard's mission to Brussels.

The mediocrity of his chief gave the budding diplomatist a chance. M. Decrais, for it is of him we speak, was not slow in using for the benefit of the Government of National Defense the information that flowed into the Belgian capital as to the progress of military events. In this way his natural gifts helped him not a little. Engaging, persuasive and supple, with a sympathetic voice and distinguished manners, he had but to show himself in order to win instant appreciation. 1871 the armistice left M. Thiers master of the situation, and his first care was to appoint prefects who might by their influence counteract the policy of "the raving lunatic," as he styled Gambetta. Though but just 32, M. Decrais was intrusted with the administration of Indre-et-Loire, the department that had been the headquarters of the Provisional Government and he remained at Tours four years without attracting attention. After his patron's fall he pursued the even tenor of his way, passing from Tours to Nice, and from Nice to Bordeaux. He resigned during the elections of 1877, but speedily resumed his functions until he was called two years later to the Council of State. His reputation then was that of an intelligent but easy-going official, free from all exaggerated zeal. He got through business well enough, but he never went out of his way to find it.

So large and so rapid a measure of success did not, however, appear to satisfy the ambition of M. Decrais, whose leaning was rather towards a diplomatic than an administrative career. When, in 1880, the post of French Minister at Brussels became vacant, he applied for it, and his application met with a favorable reception. The position is generally regarded in the French service, as it is in its own, as the stepping-stone to an important embassy; and this fact, no doubt, was not without weight in M. Decrais' favor before he urged his suit. He made himself very popular at the Belgian Court, and general regret was felt on his being recalled the following year by M. Freycinet's Cabinet to assume the political direction of the Foreign Office. At the Quai d'Orsay he was decidedly out of place. He had neither the experience nor the temperament for a task which calls for a profound knowledge of the European chessboard and affords little scope for adventure or improvisation. Coming after two such predecessors as M. Deprez and M. de Gourcel, he proved a comparative failure. Possibly he was conscious of his shortcomings. Perhaps he merely accepted the office in order to further his ulterior views. In any case, when the Marquis de Noailles in 1882 definitely resigned the embassy at Rome, M. Decrais was appointed his successor.

His relations with the Quirinal, if personally smooth enough, can hardly have been as pleasant as his early Belgian experiences. The expedition of Gen. Logerot and the establishment of the French protectorate in Tunis had not unnaturally aroused Italian suspicions and given good grounds for charges of broken faith. For a representative of France no course remained possible except to turn a deaf ear to provocations, and to hold his own firmly, but without exasperating his susceptible hosts. M. Decrais managed to steer a safe course; and he warned his Government of the fatal attraction that must bring Italy and Germany closer and closer together in spite of any diplomatic interference. But he was not destined to take a personal interest in the further development of these events; for in 1886 the retirement of Count Foucher de Careil involved his promotion to Vienna. This transference, welcome as it probably was, did not quite mean the substitution of a bed of roses for a path of thorns. With Austria there existed, it is true, no immediate and pressing source of misunderstanding, but the limits within which friendship could be cultivated were strictly circumscribed. The two Kaisers had already concluded a compact, binding their two countries to concerted action if Russia should violate the treaty of Berlin or support France in an attack on Germany. These terms, therefore, did not directly menace the republic, but got at her only through Russia, and so left a margin within which the tact and conciliatory temper of a skillful emissary might be exercised with advantage. M. Decrais is admitted on all hands to have done everything that could be expected of him. He contrived to win the respect and even the sympathy of the Emperor Francis Joseph and his advisers, and he is credited, moreover, with having impressed on the triple alliance its purely defensive character.

In the somewhat severely aristocratic society of Vienna, the Republican Envoy made himself a place, and his wife, a very agreeable and attractive lady, was equally well received. Their receptions were brilliant and successful, and their departure leaves a momentary gap in the circle where Sir Augustus and Lady Paget are so painfully missed. M. Decrais, when he appears a week hence at Albert-gate, will no longer be the slim and smart gentleman who made such a marked impression in Brussels and Rome, and even in Vienna during the earlier days of his sojourn. His frock coat has of late years been let out a little about the waist and his fair hair and beard are beginning to show streaks of silver. He is said, indeed, to look like an understudy of M. Constans, with the addition of a certain air of solemnity not possessed by his fortuitou prototype. Enthusiasm is not part of his stock-in-trade, and he brings little of is across the Chaninel. He was in all probability selected with a view merely to softening down asperities produced by M. Millevoye's sham-revelations, and by the comments of a certain section of the French press. It was thought, too, that his suave and propitiatory methods might have the way to a better understanding as regards Egypt. The difficulties that have since cropped up in Siam will make a further call upon his talents as a go-between, though the issues will really be fought out by Lord Dufferin and M. Develle in Paris. His countrymen do not look for great thing from M. Decrais, whose functions are understood to be rather decorative than operative but the fact of his appointment must be taken as indicating a desire to preserve a modus vivendi between the two nations.

Engineering News.

The youngest trunk railway in Great Britain, the Midland, has been noted as a pioneer in introducing arrangements for the safety, comfort and convenience of the travelling public. Some twenty years ago it began this plan by contracting for Pullman drawing-room, sleeping and dining cars, which have been in use ever since. It has recently added many little conveniences for its third-class passengers, who form a very profitable part of the traffic of any British line, and now adds still another inducement in the shape of a third-class dining car, or rather a dining car having seats for thirty third and twelve first-class passengers. The tables are arranged along each side as in our dining cars and are separated by an aisle about 2 feet wide. The first-class kitchen has a gas range, while the third-class contains merely a warming stove. At one end of the car is a smoking room and men's lavatory. At present these cars will be used on trains made up with the usual British type of compartment cars, and access to the diners can only be obtained at a few stations where stops are made.

The use of the Brooklyn bridge by the residents of New York and Brooklyn in the decade since it was opened has far surpassed all the calculations of engineers and others in advance of the completion of the structure. The wisdom of the men who widened the bridge, so that room was afforded on the roadways for teams to pass each other and one slow-moving load could not set the pace for all the traffic, has been amply vindicated, and the policy that raised the height of the trusses so that cars of standard size could be used, instead of the squatty ones it was first proposed to run, has also been shown to be wise. The grip in use upon the bridge cars has been shown by the success attending its constant employment to be admirably adapted for the use to which it is put, the life of a cable being much more protracted than if the grip used with ordinary surface cable cars were employed. The system of switching cars at the terminals has proved successful for a far greater traffic than it was expected it would be called upon to handle. In the ten years the receipts of the bridge from all sources have been about $10,000,000, according to the figures furnished the New York Post, and this sum has been nearly equally divided for maintenances and improvements The original cost of the structure was $15,000,000 and the total cost up to the present time about $20,000,000. There have been about 280,000,000 passengers carried in the cars since the railway was put in operation, the number increasing from 8,000,000 in 1884 to over 40,000,000 last year. At first the car fare was 5c, but was reduced to 3c a few years ago. Foot passengers were originally charged 1c and later one-fifth of a cent, but in 1891 the promenade was made free. The earnings from carriage tolls, now only one half as high as formerly, are about $80,000 a year.

The canal across the Isthmus of Corinth, which is now practically completed, is one of those great undertakings first begun by the Roman emperors. Like the removal of the obstructions at the Iron Gate on the Danube, first begun by the Emperor Trajan and now being pushed to completion by the Austrian-Hungarian Government, the Corinth Canal, first begun by the Emperor Nero, has dragged along a course as peaceful and slow as that of a claim against the Government. From official figures it appears that this canal is about 3. 9 miles long and has a minimum width at the bottom of 69 feet. It does not cross the isthmus at the narrowest or lowest place, but along a line so chosen that the surface drainage into the cut is the least possible. The average width at the top of the cut is 2131 feet, and its greatest depth is about 260 feet. The depth of water is 26 feet or more at all places. The canal was dug through blue marl principally, but in some places there was some rock encountered. When work was first begun the sides were left nearly vertical in many places, but it was found that there was danger of caving or sliding, and the increased expense to slope the sides proved too much for the company. Additional capital was secured, another company formed, and the work of widening has now been completed. A wall runs along each side of the canal for practically its entire length. Long break-waters at each entrance keep the mouths from silting up and protect the vessels entering the canal. There will be two large electric lights at each end and numerous small ones along its banks. It is proposed to lay a railway along each of the banks and run light locomotives on them for the purpose of towing the vessels.

A 'Corridor" Train.

What is called a "corridor" train has been introduced in Great Britain. It bears some resemblance to the American vestibuled train, and is said to combine the best features of the British and American systems. Instead of the central aisle, usual in American trains, and on some continental lines, a corridor runs throughout the train on the left or platform side of the carriages. The space not occupied by the corridor is devoted to compartments, constructed for four passengers, fitted in the usual English fashion, but shut off from the corridor, and each provided with a door opening on the corridor. The continuity of the corridor is effected by an admirable arrangement between the carriages, consisting of a weather-proof gangway of stout and flexible india-rubber, fitted to metal collapsible frames, by which an unimpeded transit may be made from one end of the train to the other. Thus, says the Saturday Review, the traveller by the "corridor" train is secure of his comfort in the carriage, according to English ideas, and commands the advantage of free circulation through the train, with knowledge that the right of way cannot lead to any infringement of his own right to the seclusion of his carriage. He is in the position of the man who is free to stay in his room or walk out into the street. There are openings at the ends of the cars as in America, and openings at the side as in Great Britain. The American convenience of dining cars has also been introduced, for third-class as well as for first-class passengers.

SCIENCE AND INDUSTRY.

A SUBSTITUTE FOR LEATHER.

A new material is proposed as a substitute for leather. It is called "flexus fibra," and is derived from flax, suitably prepared and oiled. It has the same appearance as leather, is particularly supple, and takes a polish equally well with the best kinds of calf. The material is said to possess great tenacity, while affording great ease and comfort to the foot when made into shoes. Flexus fibra, being of vegetable origin, is calculated also to facilitate free ventilation, and thereby to obviate the discomfort arising from what is called "drawing" the feet.

A USEFUL IMPLEMENT IN SQUADRON WORK.

Prince Louis of Battenberg. Naval Adviser to the Inspector General of Fortification in England, has invested a useful little implement for facilitating calculation, and hence saving time. It will mutually convert speed, time and distance, both for single ships and for two ships working in concert. It also contains in a handy form, scales of British and metric linear measurement. There are three scales on the face. In the center is a time scale marked in hours. Above and below this are two revolving distance scales, giving the distance in nautical miles run for every three hours at all practical sea speeds. The upper one is marked from five to twelve knots, inclusive. Directions are given: To find how soon after starting a slower ship will be overtaken by a faster one, both speeds being given; to find what speed a ship must go to overtake a slower one within a given time; to find how long a ship can remain behind and yet overtake a slower ship within a given time. The problems are not solved with mathematical accuracy, but sufficiently for the practical purposes of squadron work, when a ship may be left behind to follow up with dispatches. Using only one distance scale, the observer is told how to find the distance which will be run in a given time at a given speed, to find the time required to run a given distance at a given speed, and to find the speed required to run a given distance in a given time. These last problems can easily be worked out with a pencil.

THE DESTRUCTION OF MICRO-ORGANISMS.

One of the simplest ways in which micro-organisms can be removed from water is by the addition of alum. Experiment proves that the addition of one-half a grain of alum to a gallon of water reduces the number of microbes by 99 per cent. It is found that in all cases after agitating water to which a small amount of alum has been added an absolutely sterile liquid is obtained, though as many as 1200 microbes originally existed in a cubic centimeter (.06 cubic inch). Scott Moncrieff, who has been engaged in chemical and bacteriological investigations in England, especially in connection with a system of purifying sewage, has discovered that certain classes of micro-organisms fulfil a most valuable mission in nature's laboratory. In point of fact the disappearance of the organic matters, in the process of purifying sewage, is due to the action of such micro-organisms. These organisms have been identified and classified, and there is no longer any reason to doubt that they are in reality "nature's scavengers." They have long been known to bacteriologists as non-pathogenic, or harmless bacteria, but it was little suspected that they could carry on the vast and beneficient work of which they are capable when cultivated under proper conditions. It was reserved for these apparently insignificant organisms to accomplish what has hitherto baffled the most elaborate principles of chemistry and mechanics.

HOW THE SHARKS AND COONS UNITED

A California Indian Tale Unearthed with a Skeleton.

A few days ago, says the San Francisco Chronicle, some men opening the quarry of Contractors Flynn & Sullivan at the San Clemento station, near the Reed ranch, dug out an Indian mound. About five feet beneath the surface they disinterred a skeleton in good preservation, which was pronounced by Dr. Windele, one of the party, almost forgotten remains of an Indian woman. An revived by this inch of ancient history is

Early in the "thirties" [illegible] neighborhood was the abiding place and its tribe of California Indians who were known as the Shark Indians, because of their habit of ornamenting themselves with the teeth of the sharks caught off Tiburon, itself translated meaning shark. Raccoon Straits was then infested by those ferocious monsters, and on the present site of El Campo was another Indian tribe, the Coon Indians, whose head piece was the skin of the coons. The numerous Indian mounds found in these localities indicate that their populations were unusually large.

Between the Sharks and the Coons a bitter feud existed, which led to frequent battles, in which the Sharks were almost always victorious.

Kirkshaws Island, or, as it is now known, Belvedere, was the favorite battleground. On the northern end of the Island one may pick up a dozen flint arrow heads in an afternoon, and at the beginning of the rising ground from the mesa that stretches to the bay is an immense mound, perhaps the largest in California. An aged half-breed now employed on the Reed ranch is authority for the legend that through the instrumentality of a clever squaw of the Sharks, the warring tribes were finally reconciled and became fast friends. She was, according to the Indian idea of loveliness, by far the most beautiful woman in northern California, and she permitted herself to be captured by a young chief of the Coons while fishing in her canoe in the straits. He led her in triumph to his wickiup, but the beauty was obdurate, and declared that unless he made overtures of peace and alliance to her people, the Sharks, she would never be his bride.

The love smitten chief obeyed and a union was the result, which so strengthened these tribes that when the Sonoma Indians came down to Tiburon for a little fighting and sea bathing they were promptly whipped back to their valley by the Coon-Shark combination. When the wise woman died, full of years and honors, she was buried at San Clemento and this mound erected to her memory.

Truth is like a clear mirror, which, when it is not cracked or tampered with, gives a true image; but when it is, distorts and gives a wrong expression to the object reflected.