

THE WEEK'S NEWS.

CANADIAN.

The past week has been the worst of the year for failures in Montreal.

Latest returns show that 24 Liberals and 14 Conservatives were elected in Nova Scotia last week.

The Semaine Religieuse has compiled a table which shows the total Roman Catholic population of the Dominion to be 2,658,000.

Mr. John S. Muckleston, treasurer of the Macdonald National Memorial Association, Kingston, received a cheque on Saturday from the Earl of Derby, the late Governor-General, for five hundred dollars.

Henry Wellner, a commercial traveller, was shot the other morning in the thigh at the Halifax railway station by Mrs. Mary Connolly, who says he insulted her.

Archbishop Tache has addressed a lengthy memorial to the Governor-General in Council in answer to the Privy Council Committee's report on the Northwest school ordinance.

The New Brunswick Provincial Legislature was opened last week by Lieutenant-Governor Fraser. Mr. Connell announced his resignation as a member of the Government and member of the House. He is not in accord with the Ministerial policy.

BRITISH.

The coming British budget, it is said, will propose a considerable increase in the income tax.

Sir Wm. Harcourt told a deputation that the Wales disestablishment measure will be pushed through this session.

The London Times says that, freed from the magic of Mr. Gladstone's domination, the Government majority are already splitting up, and are ready to accuse one another of treachery.

Mr. Gladstone from his retreat at Brighton keeps up regular communication with the Liberal ministers, advising them upon all matters submitted to him.

The three days' session of the McCarthyite section of the Irish Parliamentary party resulted in a victory for the Dillon faction, and while the outcome has healed some old wounds, it has undoubtedly created new feuds.

News comes from Australia that near the old mining camp at Ballarat, the scene of many crimes of the bushrangers, the richest gold quartz found in twenty years has been discovered. A great rush for the new fields has set in.

At the meeting of the directors of the Bank of England Governor Powell, referring to the grave irregularities of Frank May, the late cashier, said that the sum of two hundred and fifty thousand pounds had been set aside to meet the bank's losses.

The Unionists have decided to put up candidates to oppose the return of the Ministers whose change of office in the Cabinet necessitates their re-election to Parliament. An exception was made in the case of Mr. Herbert Gladstone, who was returned on Friday without opposition.

Lord Rosebery in Edinburgh on Friday said that his remarks on Home Rule in the House of Lords had been misinterpreted. It is not necessary, he said, to demand an English majority to carry a Home Rule bill, or to beat the English vote to convince the English people of the justice of Irish Home Rule.

A woman named Margaret Walker has been sentenced to death in Liverpool for murdering her husband. It came out in evidence that she was jealous of her husband, whom she chained up in an upper room of her house and flogged every day for four months, and finally she brained him with a heavy chain.

UNITED STATES.

John Hart, who murdered his two sister in a row about property, was hanged at Rockland, Ill., Friday.

W. C. Crosbie, a son-in-law of Brigham Young and once a well-known comedian, is now a hopeless maniac in Chicago.

Another case of smallpox has developed in Sing Sing prison.

Dr. Mary Walker has applied to Postmaster-General Bissel to be appointed postmaster at Oswego, N. Y.

Mayor Schieren adhered to his resolution, and no Irish flag flew from any public building in Brooklyn on St. Patrick's day.

The police of New York have put a stop to the nickel-in-the-slot business in saloons and barber shops.

The first theosophical funeral held in New York for fifteen years took place Friday.

It is stated that Hon. James D. Porter, American Minister to Chili, has decided to resign and return to the United States about the middle of April.

A prairie fire has been raging for several days in the south-eastern part of the Cheyenne country, and several farmers have lost everything. It is feared that some settlers have lost their lives.

Representative J. A. Lee has introduced a bill in the United States House providing that foreign drummers shall pay an annual tax of \$1,000, and shall pay a fine not exceeding \$3,000 for violation of the act.

At a wedding in Beattyville, Ky., on Friday the groom became insanely jealous of a former suitor who was present, and after the ceremony he shot him and another man dead. He then fled, leaving his bride, and he has not yet been arrested.

A number of bishops, prominent clergymen and laymen of the Protestant Episcopal Church in the United States will visit London this summer to attend a missionary conference of the Anglican Church. The proceedings will begin May 28 in St. Paul's Cathedral.

A Washington despatch says that the Administration intend to have all facts about the landing of British marines at Bluefield, Nicaragua, but propose also to be prepared to prevent any interference with the sovereign rights of Nicaragua over the Mosquito territory.

GENERAL.

King Leopold of Belgium is staying incognito at Geneva.

The French Government will increase the duty on foreign wheat to nine francs.

Fifteen men have been killed and many others injured by a mine explosion in Ekaterinograd Province, Russia.

Admiral de Gama and five hundred of the insurgent sailors and marines are on their way to Portugal.

At two o'clock the other afternoon a bomb was exploded in the Church of the Madeleine, Paris, and one person, supposed to be the author of the explosion, was killed and several others were injured. Much damage was done to the church.

Admiral Mello is at present at Curitiba, Brazil, personally directing the concentration of the southern insurgent land forces, and he does not think that the cause of the revolutionists is lost by the surrender of Admiral de Gama's squadron.

Emperor William has conferred upon Count von Caprivi the chain of the Order of the House of Hohenzollern, and upon Baron von Bieberstein the Grand Cross of the Red Eagle, in recognition of their services in securing the passage of the Russo-German treaty.

A Chinese paper says Mariano Santa Ana, a native of Albay, who is one hundred and seventeen years of age, has just completed the long term of fifty-eight years' imprisonment.

The railway from Tientsin to Shanghai is completed, and is being patronized by immense numbers of passengers, and carries large quantities of heavy goods, which were formerly conveyed with immense labour on springless carts and pack animals.

Courage.

It is sometimes contended that courage is altogether a matter of temperament, that the brave inherit their bravery, and that, consequently, they do not deserve so much credit for what is more of a gift than a merit. Though there is some truth in the contention, it does not cover the entire ground. Courage, like other virtues, is due only in part to heredity. We come into the world not with full-fledged qualities, but with tendencies in various directions. These are continually being modified by our environments. Some are strengthened, some are weakened thereby. Courage, like the rest, is capable of growth or decay. It may be fostered by exercise, or withered by neglect. Every time we rise to the exigencies of the occasion, banishing mental indolence, conquering obstacles, restraining unworthy desires, choosing the higher rather than the lower motive, sacrificing inclination when it conflicts with reason, we give fresh impetus to native strength of character, in which true courage is alone displayed. On the other hand, whatever courage we naturally possess may be weakened by disuse or by a refusal to respond to its suggestions. Yield to indolence, or fear, or evil persuasion is to forego all claims to the merit of heroism. Self-control soon becomes impossible, and the man who is without it is altogether the slave of circumstances. Moral weakness, not absolute cussedness, is responsible for most of the evils of society. No one deliberately says: "I will do what I know to be foolish and wrong," for this would be to profess himself a fool, which no one, who is not an imbecile, ever thinks of admitting. It is only that he lacks the courage to do right, the power to sacrifice desire to principle. It may be called by some other name, but it is generally cowardice that is responsible for wrong-doing. The "bold highway man," "the daring robber," "the fearless bandit," are all misnomers, for every man Jack of them is an utter and absolute coward away down in his boots, because he has not the courage to act decently or consistently. The free-booter and the guerilla is never mistaken for a soldier. Courage is not a spasmodic effort to be used on great occasions. It must be inherent in the system, and it must be exercised on all occasions. Emerson says, and that settles it, "The day never shines in which heroism may not work. Whoso is heroic will always find crises to try his edge. Human nature demands her champions and her martyrs."

Mr. Labouchere and Africa.

Mr. Henry Labouchere has long been a fount of misinformation about Africa. It is hard to say just what his attitude is on African matters, but it seems to be wholly opposed to any sort of British enterprise in the undeveloped parts of the continent. He has for years written and talked more about Africa, and the doings of Englishmen there, than any other member of Parliament or owner of a British newspaper, and he has known a good deal less of what he was talking about than many men who have not talked so much. Geographers and Africanists, in particular, have been simply astounded by the array of figures and fancies that Mr. Labouchere has glibly dispensed every time it has been proposed to send out a British expedition or spend a penny of British money. Ever since the Matabele campaign began, Mr. Labouchere's speeches and newspaper have overflowed with the most reckless statements and cruel charges against his countrymen. It was easy to see from the first that his chickens would not be long in coming home to roost, for his charges were supported by no respectable evidence. One by one they have been most effectively disproved and refuted by such well-known Africanists as F. C. Solous and W. B. Harris; and Mr. Labouchere has been subjected to castigation, by a part of the British press, more severe than is often visited upon a prominent public man. The London Times, in summing up the case against him, says this: "He does not make any inquiry either into the bona fides of his informants, or into their opportunities of knowing the truth. It is enough for him that somebody in South Africa brings some shameful accusation against British subjects fighting under the British flag. Any evidence on the other side Mr. Labouchere leaves to be published, if at all, in other newspapers, while the undiluted stream of calumny flows through his own. It is no light matter that a member of Parliament occupying a conspicuous position and exercising control over a widely circulated periodical, should use his power with so complete a disregard for the elementary rules of fair dealing between man and man." We observe that this gentleman's African views are sometimes dignified by transmission over the Atlantic cable. This is really taking their author too seriously. What Mr. Labouchere does not know about Africa might fill a considerable library.

Mining engineers now use photography to illustrate their reports by presenting pictures of ledges and other features of the mines.

ELECTRIC ROAD CARRIAGE.

A Successful Machine Now Being Operated in Rheims.

Mr. Henry P. du Bellet, United States Consul at Rheims, describes in a recent report a new electric road carriage which is being successfully operated in that city. The carriage is that of Mr. Paul Pouchain, of Armentieres, Department of Nord, France, and it is considered as the solution of the problem studied for many years by the French electricians.

"This carriage," says the Consul, "is a six-place phaeton built on four wheels. All its upper part is movable, so as to facilitate the inspection and care of the condensers and electric motor. The electric current is furnished by a battery of condensers 'Dujardin' composed of six boxes of nine elements, or altogether fifty-four elements. Each box is 44 centimeters (17 inches) in



AN ELECTRIC PHAETON.

length, 33 centimeters (14 inches) in width, and 31 centimeters (13.6 inches) in height. Each element contains one positive and two negative sheets inclosed in a box of ebonite. The nine elements are coupled together in tension and always in the same manner. The commutator, made out of bronze, is a cylinder in the shape of a dodecagon, on ten sides of which are placed pieces of copper electrically insulated from the body of a commutator and connected together in a permanent manner. In using a lever the commutator turns and can be placed in five different positions, establishing contacts between the pieces of copper and fourteen elastic jaws communicating through twelve wires to six batteries and through two wires to the motor.

The motor is of the system "Rechniewsky," of a normal energy of 2000 watts, able, when necessary, to develop as much more. It is placed in the center of the carriage, and, by the means of a Vaucaanson (endless) chain, puts in motion a shaft revolving on the system of differential motion.

Over the back wheels are placed four batteries of accumulators or condensers, the motor and the differential system controlling the wheels; under the front seat are the two other batteries, a commutator coupler, and a tool box. On the dashboard is an electrometer, a disconnecter, an interrupter of the lights placed in the three lanterns and an inverter to back the carriage. Under the vehicle are found soft wires, which can be connected with a stationary dynamo for the purpose of reloading the batteries. The mechanism for guiding the carriage is applied to the fore part of the carriage, to which is added a screw wheel put in motion by an endless screw ending under the hand of the driver and of very easy management.

This carriage, all ready to work, weighs 1350 kilograms, or 2970 pounds, and carries six passengers. On a pavement in an average condition 70 kilometers (42 miles) can be covered at a speed of 16 kilometers (9 miles 1484 yards) per hour without reloading the batteries, and the carriage can be turned entirely around on a street less than 4 meters (13.1 feet) wide.

On a level and on an average pavement the usual speed naturally depends on the number of accumulators, the greatest speed—16 kilometers (9 miles 1484 yards) per hour—being furnished by using six batteries on tension.

Another Manitoba Railway.

Great efforts are being made to secure the construction of the Manitoba South-Eastern Railway. The route of this line is from Winnipeg south-east to the southern end of Lake of the Woods. This line would not only give the farmers of south-east Manitoba a means of cheap transportation of their grain, but it would cheapen the transportation of timber and firewood from the well-wooded regions of western Ontario to the people of the treeless plains of Manitoba. The freight rates on lumber are now fifteen and a half cents per hundred pounds, and it is estimated that these would be reduced to eight cents per hundred pounds, or \$3.87 per thousand feet. Another inducement held out to the people of Manitoba is competitive grain rates to the great lakes by a connection of the Manitoba South-Eastern with the Port Arthur, Duluth and Western Railway. Certainly, this line of railway promises considerable advantages. It has a charter from the Dominion Government and a land grant of 6,400 acres of land in the vicinity of the railway per mile, including 150 acres of it, is claimed, heavily timbered land. The charter expires some time in 1895, if the road is not under construction by that time, and it is to secure the immediate building of this line that the large lumber interests of western Ontario propose to undertake the work, with the aid of the Manitoba Government, which is asked to give guarantee for twenty years of five per cent. interest on eleven thousand dollars of bonds per mile to be secured by the land grant. The Manitoba Government is, it is said, not unwilling to do so if the Manitoba South-Eastern Railway gives a guarantee that the connection with a line to the great lakes will be formed.

Writing to the Queen.

The paper on which letters to Queen Victoria are written must not be folded. No communication which bears evidence of having been creased will ever fall into her Majesty's own hands. The proper method is to write on thick, glossy white paper, and to dispatch the missive in an envelope which fits it. Any folded communication never reaches the Queen, for the simple reason that she won't look at it. All such letters are opened by the Mistress of the Robes, and as a rule their contents never get beyond her, or, if the letter is of importance, it is returned to the writer with directions how to forward it.

THE DOGS OF WAR.

The Financial Condition of France and Germany in Case of War.

In connection with the very general impression that we are on the eve of a financial and commercial revival the Mail suggests that the European war cloud is responsible in large measure for this feeling. Owing to the intimate financial relations between all civilized nations, this trouble reacts upon us on this side of the Atlantic. It is France that will "cry havoc and let slip the dogs of war" if the cloud bursts over Europe. But there are certain considerations which cannot fail to influence French financiers, military authorities, and statesmen. The treaty of commerce between Germany and Russia cold-watering the hopes of the French war party shows French statesmen that the Czar does not intend to act as the cat paw of France to pull the Alsace and Lorraine chestnuts out of the fire; and without Russian help France will not stir. There are also other reasons which intelligent and sober-minded Frenchmen understand the meaning of, and which incline them to shun war as they would the plague. One important fact is, that if Germany borrowed all that was required for war purposes, it would be several years before its national debt equalled that of France. But if France similarly borrowed, it would, by the same time, owe more than twice as much as England did in 1815, after waging 21 years' war. The French national debt when Napoleon was first dethroned (1814), was about £60,000,000, but under the Third Republic it has increased by leaps and bounds, and it is now £1,288,000,000—nearly twice as great as that of England. Its annual taxation—excluding local taxation—is now, not counting resident foreigners, about £39,103, or at our Custom-house rate, \$17 per head. Taxation in Germany is about £2 14s. 9d., or \$13.52 per head. The debt of Germany, adding the Imperial debt to those of the separate States—after deducting some cash in hand from the French war indemnity—is about £520,000,000. Thus the 50 millions of Germany do not owe one-half what the 37 millions of Frenchmen do. Therefore if they borrowed annually the enormous sum of £250,000,000 to wage a life-and-death struggle it would be three years before their debt equalled that of France. But if France borrowed at the same rate her debt by that time would amount to 2,638 millions sterling, almost three times that of England.

These facts tend to frighten French financiers, and lead them to advise against taking the fatal plunge. But, in addition the following facts must influence the military authorities. Long ranges and rapid firing, backed by the modern system of earthworks, operate in favour of those who are on the defensive and against those who attack. The latter must move across the open; and the odds will be against those who assume the offensive, and in favor of those behind earthworks on the defensive. The German-French frontier is comparatively of small extent, and to a great extent mountainous, and therefore easily defensible. Consequently, if on that side the Germans stand upon the defensive, they would compel the French to attack at a great disadvantage; and it is certain that thus 30 millions of Germans, aided—on the Italian frontier—by their 30 millions of Italian allies, could keep at bay the 37 millions of French. This would leave the soldiers furnished by 20 millions of Germans to aid Austria against Russia if the latter joined in the fray. French military authorities are well aware that in 1856 the army sent into the field by less than twenty millions of Prussians vanquished Austria and her South German and Hanoverian allies. Now that the military arrangements of Germany are so greatly improved, it is certain that, after providing for the French frontier, it could sent against Russia one-third more than Prussia put into the field in 1856. Councils of war pondering before hand on all the possibilities of the contest must take all these contingencies into consideration; and the result would show them that if Germany waged a defensive war on her western frontier, and an offensive one on her eastern, France would fail to subjugate her foe. The leaders of the Republican party would also have to consider that if after the loss of hundreds of thousands of lives, and their enormous national debt being doubled, the war should end in leaving the frontiers as they are now, Frenchmen would discover that the Third Republic—like the First and Second—was a failure, and would again acquiesce in some popular soldier seizing the helm. The foregoing facts all make for peace; but unfortunately there has been no great Frenchman with sufficient moral courage to put the unvarnished facts before his fellow-countrymen. The only real danger, as was pointed out in the Mail of February 24, arises from the possible assassination of the Czar; which might induce the then Russian rulers to imitate the French revolutionists in 1792, and commence a great war in order to divert attention from home affairs. But the Emperor seduces himself so carefully in his fortress palace of Gatchina, and such wonderful pains are taken to guard him, that such a great calamity will probably be averted, at any rate for a long time to come. When the nations of Europe are convinced that there will be no war, there will be a rapid recovery in their business world, which will favourably affect us on this side.

A Lucky Player.

Two travellers in the express from Paris to Nice get into conversation.
"Going to Nice?"
"Yes."
"Also to Monte Carlo?"
"Oh, yes! I go there every year."
"You play there occasionally, no doubt?"
"Certainly; once in the morning and once in the evening—twice a day regularly."
"And you lose now and then?"
"Never."
"How is that possible? Do you mind telling me how you manage it?"
"That is very simple; I play the violin."
—[Le Figaro.]

The residents of Frankfort-on-the-Main are so superstitious regarding the number thirteen, that no house on any of its streets bears that number.

THE BLACKFEET INDIANS.

Picture Writing Among this Interesting Race—How Their Records are Kept.

A paper which excited much interest at the last meeting of the Canadian Institute in Toronto was read by Mr. Mc Dougall, the secretary. It was on the manner in which the Blackfeet Indians kept a record of their events and legends, and was written by Rev. Dr. MacLean, of Port Arthur. He said that the natives of the American continent preserved their legends and traditions through the agency of men who kept an accurate remembrance of them, with important historical events, by means of wampum records. A more permanent form, however, was needed for the recording of events, and conveying them to others, which originated and developed the system of picture-writing. Various kinds of this were referred to. Etchings made upon rocks and trees, pictures painted on the lodges, birch bark, and buffalo robes, retained the knowledge of events for future generations. The totem-posts, and grave-posts, of various tribes, are a kind of picture-writing. From the most primitive form of writing has this system developed in the rough outline, or full picture, rudely drawn through

ASYMBOLIC STAGE.

until the perfect stage of writing was produced. Various instances of symbolic writing were given, and methods described. One was to place the animal which represents the name upon the pictograph. This was shown in the Salkirk Treaty, where the chiefs signed their names by drawing animals representing them, which were placed opposite the tracts of land which they claimed. A copy of this treaty was presented. The writer then gave a description of a number of pictographs, and their signification. Rock inscriptions are abundant in the localities frequented by the Indians scattered over the northern part of the continent. Many of them, however, are in secluded places and not easily discovered by travellers. On a rock on the northern shore of Lake Superior, between Silver Islet and Nepigon, and upon the Nepigon river, are pictographs so accurately drawn that Indians from the far north have been known to interpret their meaning. Upon the Missouri river, near Cow Island, and about thirty miles south of Barton, there are figures of lodges, men fighting, and similar pictures upon the face of

THE HIGH CLIFFS.

and so great is their elevation that the Indians say they are the work of the spirits. When the South Piegan Indians visited these rocks they used them as models, when they returned home, drawing figures on robes similar to those they had seen. Indians and white men have repeatedly told the writer of the wonderful Writing Stones in the Milk river, about forty miles from Lethbridge, and near the West Butte, where the mounted police have a post. These stones are covered with figures, some of which the Indians say were written by the spirits, but the better interpretation given by many of the Indians is that war-parties of the Bloods and Piegans, passing to and fro, were in the habit of writing upon these rocks, stating the number of men and horses that were in the camps of their enemies. The Blackfoot system of pictography was used by the Indians on the outside of their lodges. Figures were painted in different colors, which were a record of the exploits of the master of the lodge. Some of the Indians could draw pictures of animals upon paper very well. Hunting and war scenes on paper and leather were also well executed. Photographs were exhibited, giving specimens of the native pictography drawn by one of the Blood Indians. A short time ago Mr. MacLean procured for a friend in England the hide of a steer having the autobiography of one of the Blackfeet upon it. This is the Life of Many Shots. The writer produced a photograph and the translation of this native autobiography. "Many Shots" is the hero of many adventures, and the whole constitutes a native book on leather worthy of preservation.

For every evil there is a remedy, or there is not; if there is one I try to find it; and if there is not, I never mind it.



Mr. J. W. Dykeman, St. George, New Brunswick.

After the Grip

No Strength, No Ambition

Hood's Sarsaparilla Gave Perfect Health.

The following letter is from a well-known merchant tailor of St. George, N. B.:
"C. I. Hood & Co., Lowell, Mass.:
"Gentlemen—I am glad to say that Hood's Sarsaparilla and Hood's Pills have done me a great deal of good. I had a severe attack of the grip in the winter, and after getting over the fever I did not seem to gather strength, and had no ambition. Hood's Sarsaparilla proved to be just what I needed. The results were very satisfactory, and I recommend this medicine to all who are afflicted with rheumatism or other

Hood's Sarsaparilla Cures

afflictions caused by poison and poor blood. I always keep Hood's Sarsaparilla in my house and use it when I need a tonic. We also keep Hood's Pills on hand and think highly of them."
J. W. DYKEMAN, St. George, New Brunswick.

Hood's Pills are purely vegetable, and do not purge, pain or grip. Sold by all druggists.