

# THE WEEK'S NEWS.

## HOME.

The capital required for the first forty miles of the Hudson's Bay railway has been secured in London.

The Gloucester fishing schooner *Everett Steele*, seized at Shelburne, N. S., has been released with a caution.

The drill shed at Barrie with all its contents, was destroyed the other night by a supposed incendiary fire.

A Montreal Recorder has decided that the Salvation Army have a perfect right to parade the streets and sing.

Another respite has been granted to Sprague, the American murderer sentenced to death in British Columbia.

The experiment of carrying logs from Canada across Lake Huron on a huge barge fitted up for the purpose has failed.

Kasper Dickson, of the Kingston lunatic asylum, was savagely attacked by an inmate receiving injuries which will lay him off duty for some time.

The schooner *F. J. King* sprung a leak and sank in 25 fathoms of water off Canada Island, Lake Michigan. The crew escaped, but the vessel and cargo are a total loss.

The Canadian Pacific Railway, which at present reaches Chicago over the Michigan Central, is reported to be making arrangements for an independent line of its own into that city.

The monument erected in St. Catharines to the memory of Private Watson and his comrades who fell in the North-West rebellion was unveiled the other day by Major-General Middleton.

Burglars gained access to the vault in the office of the Toronto Street Railway Company recently by digging a hole through from an adjoining building, and made good their escape with six hundred dollars in silver.

John Meany, of Hamilton, while resisting arrest was severely beaten by P. C. Vemey, who used his baton freely. Meany was taken to the hospital, where it was found his skull was fractured. He lies in a critical condition.

The herring fishery at Labrador is very abundant, several schooners having been filled at Bras d'Or and at Red bay by a single cast of the seine. The fish is of a superior quality. The cod fishing, on the other hand, is poor.

Montana cattle are being extensively shipped over the Canada Pacific line for the south. One train-load passed through Winnipeg the other day, and it is expected that over eleven thousand head will be sent by the same route this year.

An east-bound freight train on the Canadian Pacific railway was wrecked the other night eighteen miles east of Rat Portage by an immense rock which had fallen on the track. The engineer and fireman were killed and a brakeman fatally injured.

It is believed that the Canada Pacific railway will probably be able to secure the transportation of the raw silk imported annually from Japan to the United States, an industry second only in extent to the tea trade, the freight paid amounting to about a quarter of a million dollars a year.

Captain Markham, R. N., who accompanied the steamer *Alert* on her voyage from Halifax as far as York factory, has returned overland to Winnipeg. He speaks very positively of the practicability of navigating Hudson's Strait for at least four months in the year, and possibly for five, and declares that the ice, from its peculiar formation, offers no serious barrier to vessels built specially for navigating the strait. He also states that the country presents no apparent obstacles to railway construction.

An extensive repatriation movement has set in among the French Canadians in the New England States. Delegates sent by an association of one hundred and five heads of families have decided upon the valleys of La Vieille and La Rouge, in the Ottawa district, as the most favorable place for settlement, and will select between twenty and fifty thousand acres of land, on which houses will be built and the land cleared so that the returning exiles can begin tilling the soil immediately on their arrival.

## AMERICAN.

Fifteen excursionists were killed and thirteen injured by a collision at Silver Creek, New York.

There was another strong shock of earthquake in Charleston early the other morning. No damage was done.

Farmers in the vicinity of Tolono, Ill., have lost twelve thousand dollars' worth of hogs by cholera, and the disease is rapidly spreading.

It is stated that the three British schooners seized by the United States authorities for alleged trespass in Alaskan waters will be released on their arrival at San Francisco.

A band of New York Socialists, the members of which declare they are organizing for a rebellion, has been drilling regularly every Sunday since last May on the banks of the Hackensack river.

## FOREIGN.

Gen. Both, of the Salvation Army, has left London for the States and Canada.

A yacht propelled by electricity crossed from Dover to Calais recently in three hours and fifteen minutes.

In diplomatic circles in Vienna it is admitted that the tension between Austria and Russia has increased.

Since the commencement of the year there were 58,000 cholera cases in Japan, of which 37,000 proved fatal.

Emperor William was prevented attending the German military manoeuvres at Strasburg by exhaustion.

Sir Charles Dilke has returned to London, and will re-enter public life as proprietor and editor of a city daily.

It is proposed that a patrol of English and American gunboats be established to protect merchant vessels from Chinese pirates.

A dynamite cartridge was exploded at midnight on Sunday in the principal gateway of the Marsilles docks, doing some damage.

All the Powers have replied favorably to the Porte's circular. They agree that there shall be no military occupation of Bulgaria.

A grand *Te Deum* was sung in all the

chapels of Malta in gratitude for the preservation of the island from the recent earthquakes.

The Paris *Republique Francaise* states that England meditates a grand *comp d'etat*, and will probably claim Egypt as a British possession.

The British are establishing a coaling station on the Island of Thaso in the Egean sea, and will probably assume the government of the island.

The suspension bridge over the Ostrawitz, in Moravia, collapsed while a squadron of Uhlans was marching across, and seven persons were killed and a number injured.

Miss Charlesworth, whose detention in the ranks of the Salvation Army in London against the wishes of her parents led to such an outcry, has been married to Gen. Booth's son.

Specialists declare that the Newmann L'ohrer repeating rifle, now being manufactured for the Austrian army, is the most perfect rifle ever invented. It fires fifty rounds a minute.

A despatch from Copenhagen says a battle has taken place at Branderstevan, on North Jutland, between 2,000 peasants, armed with sticks and stones, and 60 gendarmes, resulting in the defeat of the latter.

Luigi, the Italian faster, will not divulge the secret of his African herb liquor, as he intends taking out a patent for it, saying that a poor family may live without food for a week on a franc's worth of his decoction.

A ballist named William Cuffs, who had rendered himself obnoxious by making evictions, was hustled out of Balosra chapel, in Kerry, and was unmercifully beaten by a number of women of the congregation.

A despatch from Vienna says there are rumors in diplomatic circles at the Austrian capital that negotiations between the Emperors have resulted favorably, and there are now good prospects for an agreement between Russia, Germany and Austria relative to common action in Bulgaria.

In regard to the immediate future, the despatch says it is stated Russia has yielded her plan of proceeding alone in Bulgaria, and intends now to treat the question on the basis of the Treaty of Berlin and submit it to the consideration of Europe.

**The Voyage of the Volta.**

The crossing and rearing of the British Channel by a yacht using electricity as a propelling power is a noteworthy event. The employment of electricity as a motor for vessels is not, however, entirely novel. Some years ago a launch whose propeller was driven by a Siemens motor and Salton-Volkmar accumulators made several experimental trips on the Thames. Afterward Messrs. Yarrow & Co. fitted up a second electrical launch, which ran at the rate of eight miles an hour on the measured mile, and made a distance of six consecutive miles on the Thames in thirty-seven minutes without employing full speed. This boat was forty feet long and of good beam, capable of carrying thirty persons, including the two needed to run her. She was able to go six hours consecutively on her stored up power, or an aggregate of forty-five miles.

We believe that this boat was sent to the Vienna Exhibition. At all events, a boat of the same character was used during the exhibition on the Danube Canal, and made about six miles an hour against the strong current, and twice as much with it. Of course, torpedo boats run by electricity through wires unreeled as the boat advances are familiar; but in the cases just spoken of the motor was stored in accumulators within the boat, free from communication with the shore.

The yacht *Volta*, in successfully running from Dover to Calais and then returning, making the trip in less than four hours one way and in four hours and a quarter the other, accomplishes a voyage of a different sort. It is true that the sea was unusually calm, but there does not appear to have been any danger of disarrangement of the apparatus by heavy waves. The almost absolute noiselessness of the boat's progress is especially dwelt on in the brief cable account; and it is no doubt advantages of this kind that electricity can claim as a substitute for steam in marine engines. To travel without smoke, with heat, without smell of oil, without noise of machinery, and without vibration, would certainly add pleasure to navigation.

Yet it is not likely that steam will, at least for the present, be displaced by electricity in ordinary navigation, whatever may be the experiments in pleasure yachting. There is always the prime factor of economy to be considered when a new motor claims favor, whether it be electricity, compressed air, osier, or the force in coiled springs. Electricity has for years been struggling for adoption as a motor on land. In Paris long ago an electrical omnibus was driven through crowded streets with perfect facility, and there have been electrical railway locomotives in Vienna, in Berlin, in Paris, in Toronto, and elsewhere, as well as in several cities of the United States. Perhaps the recent gains made in Paris by Deprez in the transmission of electrical force will help the solution of the problem, but at all events the factors that will prove most potent in determining its use on any general scale are economy, convenience, and safety.

**London's Water.**

London is supplied with water from the rivers Thames and Lea, and from certain springs in the valleys of the Thames and Lea, supplemented from Chadwell springs, and from 11 wells in the north of London and 10 wells in the south of London, all down to the chalk. The proportions for the month of April last were nearly as follows: From the river Thames and certain chalk-springs in the Thames valley, about 51 parts of the whole; from the river Lea and certain chalk-springs in the Lea valley, about 37 parts; from the 11 chalk-wells in the north of London, about 4 parts; from the 10 chalk-wells in the south of London, about 8 parts.

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In fact so determined were they that they brought a suit at law, in the High Court of Canada, to deprive Briggs & Sons of their right to control the name; but the Courts and the public have decided in favor of the latter, and the suit has failed. Briggs' Electric Oil cures Rheumatism, Neuralgia, Sprains and Bruises, complaints arising from Colds such as Sore Throat, Cough, Asthma, Bronchitis and difficult Breathing.

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A dog with a tin can attached to his tail by a stout cord passed hurriedly down the street. "What dog was that?" asked a pedestrian. "Well," responded another, "I caught a glimpse of his countenance as he passed by and he didn't look the first bit pleased."

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A. P. 299

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