

# THE WEEK'S NEWS.

CANADIAN.

There are 1,000 cases of gripe in Halifax.

Poison in a tin of flour nearly caused the death of six Montreal people last week.

Hans Fisher was crushed to death last week at the Keewatin flour mill.

The refiners have advanced the price of sugar  $\frac{1}{2}$  to  $\frac{3}{4}$  cent a pound.

Mr. Joseph Cawthra, for many years a prominent banker and business man in Toronto died on Monday of la grippe.

Three men were killed and several injured by an explosion at a phosphate mine in East Templeton on Monday.

Hamiltonians consumed 76 gallons of water per head daily last year.

The exports from Nova Scotia last year were the greatest in the history of the province.

A girl named Ward, eleven years of age, was killed by the accidental discharge of a gun at St. Ignace, Man., on Monday.

The death of William Buttemore of Perth Road, aged 102 years, is reported from Kingston.

Alfred Limm was blown to pieces by the explosion of a dynamite charge on Rideau Canal near Ottawa last week.

Leone Labelle, formerly M.P. for Richelieu, has been arrested at Ottawa on a charge of murdering his wife.

The five-year-old son of Thos. Mitchell, St. Thomas, was crushed to death by being run over by a loaded sleigh.

Hamilton foundrymen have asked the moulders in their employ to accept a reduction of 10 per cent. in wages.

Mrs. James Cowan, mother of Mr. Thomas Cowan, of Galt, died on Saturday, aged 82. La grippe was the malady.

At the assizes in Hamilton last week the jury awarded \$1,400 to James Thompson, a lad of 18, for the loss of an arm in the stamping works of E. T. Wright & Co.

Mr. George Bouillon, who has just died at Father Point, Que., lived 92 years, and never knew pain or a day's sickness until his final illness.

Conductor Jefferson fell under a Grand Trunk train at Cardinal the other day and was so seriously injured that death resulted in a few hours.

A Hamilton dressmaker recovered last week \$400 damages for slander from a woman who had accused her of stealing dress material.

The prospects for the dry goods trade this year are reported to be unusually bright.

During 1891 real estate transfers in Montreal and suburbs amounted to \$12,768,713.

Capt. Archibald Robertson of Hamilton fell into the hold of the propeller St. Magnus and received fatal injuries.

The Canadian Pacific Railway Company has resolved to reduce the price of its lands in the North-West to induce purchase by settlers.

Henry Carver, a brakeman employed on the Michigan Central railroad, was struck by an engine at Woodsee, Ont., on Friday night, and was instantly killed.

Mr. R. Hall, ex-M.P.P., has been appointed judge of the Queen's Bench Court at Montreal, vice Judge Church, who has retired.

At Monday night's meeting of Hamilton City Council a medal of the Royal Humane Society was presented to Capt. J. F. Monck for rescuing five young men from drowning last summer.

Fifty vessels were employed in fishing for cod in Canso harbor, N. S., last week, using frozen squid for bait. The take was immense and netted the fishermen \$7 to \$12 per man for the day.

A report is current that Mr. Wiman will shortly resign the presidency of the Great North-Western Telegraph Company, and that he will be succeeded by Sir Joseph Hickson.

The next annual gathering of the Provincial Poultry Association will be held at Hamilton. At the meeting last week Mr. John Eastwood, of Hamilton, was elected president of the association for 1892.

Great activity is noticed among the sealers, and 50 vessels will leave Victoria, B. C., without speaking of other places. It is feared that trouble will take place next season in Behring Sea.

The permits issued by Commissioner Coatsworth in Toronto during 1891, were for buildings aggregating in value \$4,388,900. This includes Victoria University \$200,000 and Toronto University \$200,000.

In an address delivered at Kingston on Monday night, Rev. Principal Grant, of Queen's University, spoke strongly in favour of freedom of thought, saying that the true Christian was he who believed firmly and thought freely.

A farmer named Wm. Deig, living in the Gore of Downie, near Stratford, fell from the loft of his barn on Friday, a distance of twenty feet, and died a few hours afterwards from injuries received.

Mr. Haultain, chief of the Executive Committee of the North-west Assembly, says members may address the House in French, Hebrew or Greek, but the proceedings will be published only in the English language.

In the appeal to the Court of Appeal of the Attorney-General of Canada v. Attorney-General of Ontario in the matter of the right of the Lieutenant-Governor to exercise the prerogative of pardoning criminals the contention of Attorney-General Mowat was sustained.

It is stated that the French-Consul-General at Quebec has instructed the French vice-consuls throughout the Dominion to warn all Frenchmen to hold themselves in readiness to join their respective corps in the French army. This is supposed to be a consequence of the Tangiers difficulty.

## GREAT BRITAIN.

The Right Reverend Dr. Segge, Bishop of Lichfield, is dead.

Sir Glyn Petrie, British Minister to Portugal, has resigned owing to ill health.

The railway train north of Westmoreland England, are blocked by heavy snowdrifts.

Right Rev. Henry Philpott, D. D., formerly Bishop of Worcester, is dead, in his 81st year.

Severe snowstorms and intensely cold weather are reported in many parts of Great Britain.

Right Rev. Dr. Knox, Protestant Archbishop of Armagh and Primate of all Ireland, is seriously ill with influenza.

Lady Victoria, wife of Baron Sandhurst, and sister of Earl Spencer, died in London last week.

Frederick Richard Leyland, the head of the firm of L. Leyland & Co., steamship owners of Liverpool, died last Tuesday.

The Parisian, which reached Halifax on Saturday, made the trip from Liverpool in exactly seven days, beating the record.

Mr. Varley, a social purist has written a letter to Lord Salisbury accusing the Government of permitting a horrible traffic in Chinese coolies to be carried on in Singapore. Lord Randolph Churchill, who for some months past has been travelling in South Africa, arrived last week at Southampton in capital health.

A dynamite factory was discovered by the police at Walsall, near Birmingham, Eng. last week. Four anarchists were arrested.

Mr. Balfour, First Lord of the Treasury; Mr. Jackson, Chief Secretary for Ireland; and Lord Ashbourne are going to Dublin to discuss the proposed Local Government bill.

The hitch in the Behring sea proceedings appears to have risen out of a difficulty in naming arbitrators who will prove satisfactory to both England and the United States.

There is no abatement in the influenza epidemic in London. Doctors are in incessant demand and trained nurses can command their own figures.

The British Board of Trade returns for December show that the imports increased £3,830,000 and the exports decreased £1,540,000, as compared with the corresponding month in 1890.

A deputation from Bristol recently waited upon Sir Charles Tupper, in London, to urge the advantages of Avonmouth, in the Bristol channel, either as the destination or point of call for the proposed Canadian mail and passenger service. Sir Charles Tupper promised to transmit the representations of the deputation to the Canadian Government.

Lawrence the eldest son of Henry Irving the famous actor, accidentally or by intent shot himself with a revolver the other day. The wound though serious is not expected to prove fatal.

At Tyrone, Ireland, on Sunday so severe was the snowstorm that a funeral procession became lost and the hearse had ultimately to be abandoned in a drift.

## UNITED STATES.

The deaths from the gripe in New York last week numbered 153. 217 Policemen are down with the disease.

Mrs. Grace Field-Lindley, eldest daughter of Mr. Cyrus W. Field, died in New York on Monday.

Rear Admiral C. R. P. Rodgers died at Washington the other day. He was born in 1819.

The Oklahoma Indians are indulging in the ghost dance, but show no hostility toward the whites.

Andrew Carnegie, the Scotch millionaire, will add \$1,000,000 to his gift of a free library to Pittsburg, Pa.

J. E. Henry, a lumberman of Zealand, New Hampshire, has been fined \$1,000 for importing Canadian workmen.

The net gold in the United States treasury, coin and bullion, is \$125,812,529, a decrease of \$20,036,330 since January 10, 1891.

The Customs Inspector at Buffalo has seized a large quantity of butter and eggs belonging to a Canadian huckster for fraudulent entry.

Rev. Henry Gabriels, president of St. Joseph seminary at Troy, has been appointed Bishop of Ogdensburg, N. Y.

Ex-Chief of Police Wilson D. Snyder, of Bethlehem, Pa., bled to death the other day. He ruptured a blood vessel while lifting a whole beef on a wagon. He was a powerful man, and shouldered 600 pounds easily.

A meeting of the Rye Flour Millers' Association was held in New York on Monday. The price of rye flour in barrels delivered there was fixed at \$5.25 to \$5.35.

Mr. McKinley was inaugurated as Governor of Ohio the other day amid the most imposing pageantry and crowds unprecedented in the history of the state.

The United States has ratified the Brussels anti-slavery treaty, but disclaims any interest in African possessions or protectorates.

The total number of immigrants landed in New York during 1891 was 445,290. They came on 94 vessels, which also carried 105,023 cabin passengers.

A mine explosion on Thursday near McAllister, L. T., caused the death of 200 men as nearly as can be estimated at present.

George Reamy, of Grand Rapids, Mich., who took part in the Battle of Baltimore against the British in 1812, died on Friday aged 104 years.

The Law and Order Society of Pittsburg, Pa., has entered suits against 35 employees of the Sunday papers, charging them with engaging in worldly employment on Sunday.

Anna M. Dunigan, aged 70, fell dead on the street in New York last night, and before her body could be removed, three rings and a bracelet were torn from her fingers and wrist. The jewels were worth \$1,500.

Chairman Springer, of the U. S. Ways and Means Committee, has drafted a bill to admit all wools free of duty and to repeal the duties per pound and per square yard upon woollen goods.

The President of the United States has notified various countries which have neglected to make reciprocity arrangements that certain duties will be raised on March 15.

Rosa Kohner, 19 years old, a native of Bohemia, committed suicide in New York on Monday by jumping from the roof of a five storey tenement house. Inability to procure work was the cause.

At Newark, N. S., yesterday C. S. Quackenbush shot his wife Annie, mortally wounding her. He then placed the muzzle of the revolver in his mouth and shot himself through the head, expiring instantly.

Quackenbush was 46 years old, and a wealthy retired insurance broker. He claimed that his wife was extravagant, and she said that he was insanely jealous.

Rev. Dr. Lyman Abbott, of Brooklyn, delivered a notable lecture in Boston the other day on religious evolution. He frankly avowed his belief in the evolution of the scientist, and held that there was also a religious evolution, and that spiritual thoughts were constantly developing from simple to complex, and from lower to high forms, and this being so it must not surprise anyone to find errors in the Bible, which is the work of God expressed in human lives.

## IN GENERAL.

The ravages of influenza are increasing throughout Europe. Hundreds are dying. Germany and England are in accord on the Egyptian question.

The czar peremptorily denies that there is a famine in Russia.

The accession is formally announced of Prince Abbas, oldest son of the late Khedive, to the throne of Egypt.

Owing to so much sickness prevailing, the Pope has dispensed with church regulations as to fasting in Turin and elsewhere.

Paris papers suspect Great Britain of being desirous of annexing a portion of the Sultan of Morocco's domains.

Mennonites are leaving Russia in large numbers owing to the famine, and will settle in America.

It is stated that the population of Rome increased 20,000 during 1891. The city contains about 435,000 people.

Owing to the drought in the Broken Hill district of New South Wales the Government has ordered rain-making experiments.

The discovery has been made of a revolutionary movement having for its object the overthrow of President Hippolyte, of Haiti.

Sir Francis Clare Ford has been appointed British Minister to Turkey, vice Sir William White, deceased.

Committees of ladies have been formed in Rome and Florence to present wedding gifts to Princess Victoria Mary of Teck.

An outbreak of trichinosis has occurred at Lodz, near Warsaw, Russia. Fifteen persons have died of the disease and 40 are dangerously ill.

President Diaz of Mexico has caused the arrest of 300 priests accused of assisting the revolutions. The action has caused much bitter feeling.

Count Tolstoi in a long article describing the horrors of the Russian famine, says it is a mistake to suppose the Government officials are apathetic. They are simply helpless before the fearful extent of the impoverished districts.

A correspondent who accompanied a Government Inspector on his rounds in the famine districts of Toula, Russia gives an appalling account of the frightful distress everywhere prevailing. The area of pauperism in Russia is ten times the area of England.

Emperor William's fancy legislation for the repression of drunkenness will be debated in the Reichstag next week. The fate of the measure, which is much criticised, depends upon the Centrists, and they incline to favor moral legislation.

Father Oberwalder, who was a captive in the Sudan for nine years, confirms the report of the Mahdi's death, which, he states, was caused by slow poison, administered by a Khartoum girl whose parents the Mahdi had caused to be massacred, taking her as his concubine.

Last autumn a Chinese pamphlet was distributed along the banks of the River Yangtze inciting the natives against the "Christian devils." The pamphlet has been translated in London, and proves to be made up of atrocious statements and sentiments clothed in the most abominable language.

The revolt of the peasantry in Morocco against the exactions of the Bashaw is likely to lead to trouble. To protect British interests several men of war have been sent to Tangier. This has alarmed France, who believes England will annex part of the Sultan or Morocco's country, and in order to prevent this the Paris press is clamouring for the despatch of the French Mediterranean fleet to Tangier.

## Indian Demands.

The Indian National Congress is a representative body of a remarkable kind. It has, of course, no constitutional or official position or existence, but it is in a rough way a native parliament composed of delegates chosen by the learned, cultured and wealthy classes, and it represents all the great religious sects and many of the minor ones which can be brought together for no other object than that of obtaining, at least, the beginning of a constitutional system of government. This year they have fortified their demand for representative institutions with declarations to the effect that the destitution of the masses of the people in certain provinces is owing to the lack of these. The Montreal Witness says that it is easier to see how representative institutions could aid good Government in the way of reforming native customs than in a department which is already so efficiently attended to by perhaps the most efficient Government in the world. The want of food, which has not yet risen to the degree of famine, though it threatens to do so, is the result of the failure of the monsoons, as the regular season winds which bring moisture and rain from the ocean and mountains are called, and these famines, which occur at tolerably regular intervals, have been provided against by the Imperial Government as far as possible and to an extent never before known in the world. The Indian Congress recognizes this fact, but it seems to think that under British guidance a representative body would be able to do more than an autocratic one, however kindly and paternal. It is a hopeful sign that those congressmen and discuss such questions as famines, expenditures, government monopolies, child marriages and other East Indian problems year after year, nor are their deliberations without value as a means of political education and stimulus. It is probable also that they afford much counsel and information to the Indian Government. One would be sanguine, however, who would expect that administration would be either more effective or purer in the hands of an elective parliament than in that of the present Indian Government. Self-government has for a good while been accorded to the village organizations of India, and the contrast between the Orient-

tal laissez aller ways there manifested and the vigorous management and excellent results which mark Government administration is visible to everybody. The native ideas of hygiene and public convenience are very primitive, indeed. Moreover, we could not look in an elective parliament, with money interests under its control, for the same broad intelligence, disinterestedness and public spirit which characterize a volunteer parliament. All the corruptions which follow such franchises would be certain to follow in intensified form in proportion to the very low moral condition of even the best classes, whom only it is now proposed to enfranchise; and there would be a greater distrust on the part of the masses of the rule of the classes than there is of British rule. All these tribulations have to be faced in India some day. The question is, whether the present form of purely consultative parliament is not better than anything else for the India of the present day. The difference between a country like England, which has achieved her own liberties, and that of a country which receives them in gift, is too great to be ignored in deciding how soon the people of India will be actually benefited by sharing in the responsibilities of government.

## Navigation of the Air.

The announcement by one of the illustrated magazines of New York that four prizes, ranging from \$500 to \$100, will be given for essays on the navigation of the air is a sign that the question is passing from the domain of visionary inventions into the field of realities. It means that many minds in many lands are bent on discovering the laws that govern the motion of bodies through the atmosphere and applying them in such a way to air ships that the problem is solved. In England the inventor of the Maxim gun is not the only person who is experimenting with an air carriage greatly heavier than the atmosphere. He has been kind enough to favor this paper with two letters which served admirably in letting the public know what he does not intend to do, but kept the veil over his actual process quite thick enough to baffle those who steal inventions. Another inventor in England, however, has begun to proclaim his own ability to transport people through the air by imitating, probably in a very different and more realistic way, the mechanism of the flight of a bird. Undoubtedly it is the development of electricity which has given the spur to activity in this line more than a century after the bold ascents into the air of the brothers Montgolfier. But along with electricity for the motive power goes the improvement of materials for a very strong, very light machine. Aluminium was supposed to be the key to material, owing to its extreme lightness, but it was soon found that this virtue was offset by the weakness of that metal in tensile strength and toughness generally. It was necessary to find something quite as light as aluminium, but as strong and resisting as iron and steel. Hence the sudden disappearance of the inventors who had arranged everything nicely—with the important quality of aluminium misunderstood or forgot. Experiments have been going on for some time to mix aluminium with other metallic bases and obtain resisting power without sacrifice of weight, and, as usual, the confident speak of the results as if their rose-colored claims are allowed, only one serious difficulty will have been removed. The problems of rising and falling slowly or quickly at will; of steering the car in shifting strata of air changing in density and direction; of leaving the ground and returning to it without breaking the machine and destroying life, must be solved before applying the inventive mind to the question of freight, or the weight and size of objects or human beings to be carried.

It has been proposed to divide air ships into two classes; the aeronautical, of which the ordinary balloon is the simplest form, and the aviator, which at present is much like the angel, viz., it can be made, and made with wings, but no one has seen it alive and flying. The aeronautical machine was perfected in France seven years ago to the point of traveling fourteen miles an hour in perfectly calm air, and showing remarkable obedience to the rudder. Last year Lieut. Renard published a statement that his car could be driven twice as fast. Those who study the matter are agreed that the aviator will have to be brought to at least as high a perfection as this before we can say that the navigation of the air is assured. As to aviators, there is Mr. Breary of the Aeronautical Society of Great Britain, who gets power by the recoil into its original shape of twisted india rubber, but only in small models. In New South Wales there is Mr. Hargrave, the "aeroplane" of whose flying machine is like the wings of big butterflies when sailing; he uses compressed air as a motive power, and has not yet made a machine large enough to carry a man. In Paris M. Ader is said to have constructed a flying machine by which he has raised himself sixty feet in the air and flown about 900 feet in a straight line; his machine is a monstrous thing, approximately like a bat, the operator and engine being in the body. The sail-cloth screw is set in motion while the machine is running down an incline. M. Mouillard of Algiers claims to have flown short distances with his adustable "aeroplane," a flat surface like the under parts of birds when soaring with rigid wings. One of the most curious suggestions is that of M. Gustave Trouve described by that inventor in the current number of *Popular Science Monthly*. Here the important parts and planes of a bird are imitated in the machine, but the mechanism of birds is much more deeply sought and followed than ever before. M. Trouve seems to have tried to follow the philosophy of the bird's flight inwards to the very pulses of its heart. The wings of his aviator beat like a bird's and the strokes are obtained by the detonation of gunpowder or other fulminative, each explosion causing the wings to beat downward against the air. But curious and suggestive as this plan is, the fact that it has only been worked out in a model and made to act in a room puts it among the less practicable forms of aviators. Possibly the coming air-ship may combine the detonator principle of M. Trouve with aeroplane of Messrs. Mouillard and Maxim and possibly in the end some modification of the balloon principle may be added to secure buoyancy in very large air ships. We really seem to be on the verge of one of the greatest discoveries. It would be a glory to our century if the true principles were put in action before A. D. 1900.

## NAVAL NEWS.

### What the Countries of Europe are Doing to Improve the Service.

The Naval and Military Record (British) of the 26th ult. says: "Should the new Sims-Edson torpedo prove a success, it is no exaggeration to assert in the somewhat stereotyped phrase that modern warfare will be revolutionized. It is claimed that the new weapon can be discharged and manipulated from a ship in motion in such a manner as to enable the operator to guide the weapon in any direction desired. This has already been accomplished with extraordinary success from terra firma, but there have been great difficulties in the way of adapting the torpedo for use from ships, owing to the liability of fouling the cables attached to the torpedo. The recent trial in the Tyne is said to have been highly successful, but judgment must be suspended until a more public trial in the presence of recognized experts has taken place at Stokes Bay. If it becomes possible to insure sinking an enemy's vessel by torpedoes, unless she keeps at a very respectful distance, speed will become of greater importance than ever. When one considers the ingenuity which is being brought to bear upon the construction of weapons of destruction, it almost seems as if we were in measurable distance of realizing the ideal of Lord Lytton in that remarkable novel 'The Coming Race.' 'Vrill,' in some form, may yet be discovered, and with its discovery hostilities among civilized nations would surely cease."

Five of the armor plates of the British cruiser Astrea, building at Devonport, have now been placed in position round the engine hatch, and three more have yet to be added. The object of armor is to protect the cylinders and that portion of the engines above the water line; but the armor does not exceed 4 inches in thickness. Then armor plates have been placed by means of two pairs of shears, one pair inside the vessel and the other outside, the work being superintended by the Boatswain of the Dockyard, Mr. Morris. In private yards it is customary to leave a gap in the side of the ship until the plates have been fixed, but in the Government yards the plates are hoisted over the ship's side.

The British cruiser Philomel, Capt. Campbell, left Plymouth Sound on Christmas evening with the paddle vessel Alecto in tow. The Alecto will be towed as far as Gibraltar, after which she is ordered to proceed to Sierra Leone independently. The vessels have been delayed for several days by weather, as it was not considered advisable for the Alecto to cross the Bay of Biscay under unfavorable conditions. The Philomel proceeds to the Cape of Good Hope and West Coast of Africa station, and the Alecto resumes her old duties in the West African Rivers, under her former command.

The French torpedo boat No. 103 while on her way recently from Cannes to St. Raphael, struck on the Bouette Rock, making a large hole in her bottom. The vessel was towed into the harbor at Agay by another torpedo boat, No. 126, where she sank in seven meters of water. Two engines were injured. Torpedo boat No. 77, of 18 feet beam, capsized in the Port Lorient during her trial. The crew of twenty-five men were ordered to rush to one side, and the consequence was that the craft overturned. No lives were lost.

The British Admiralty recently ordered new crews selected from the Pembroke depot ship at Chatham, for the war ships Cockatrice and Gannet, which are to be recommissioned for a further term of service on the Mediterranean station. They also ordered drafts of marines to be in readiness to join the vessels, also drafts for the Victor Emanuel and Linnet, which are to be recommissioned on the China station. They embark on the steamship Tyne on the 1st of January.

It is stated that the Indian Government has decided to pay a special allowance to the naval officers employed on the new British gunboats Plassey and Assaye, now fitting out at Sheerness. The crews will be mainly composed of lascars. Some years ago special allowances were paid to all naval officers employed on the East India stations, but the scheme was abolished by a former Commander in Chief, and the Admiral is the only officer now receiving special pay.

The following British war ships, building by contract under the Naval Defence act of 1889, are to be conveyed to Devonshire on completion: Rainbow, Retribution, Spartan and Sybille. These four are second-class cruisers of the Latona type, having a displacement of 3,600 tons, and being designed to develop 9,000 horse power. By the latest arrangements the Grafton and Thesus, two first-class cruisers of the Edgar type, are to be delivered at Chatham on completion.

It has been decided by the British Admiralty not to sell the war ships Sappho and Miranda, attached to the Fourth Division of the Steam Reserve at Chatham, during the current financial year. Intending purchasers are, however, to be allowed to inspect the Algeria, which is the only ship to be sold at that dockyard at present. The gunboats Britomart and Swinger, at Devonport, have been condemned and ordered to be sold.

The British Admiralty have sanctioned the expenditure of a further sum of £1,000 for the completion and fitting of the new torpedo gun vessels Salamander, Sheldrake, and Skipjack for sea. These vessels were built at Chatham some four years ago, and have not yet been commissioned for active service. The delay in their completion has been brought about by alterations which were found necessary for the strengthening of their hulls.

The British war ship Gleaner underwent, on the 27th ult., off the mouth of the Thames River, an official forced-draught trial of her machinery. The vessel was fitted with machinery made at Sheerness Dockyard. The trial lasted for three hours, and with successful results. Working at 249.6 revolutions per minute, the engines developed 3,631.6 horse-power, with the speed of 20.1 knots.

Fascinating Gent (to precocious little daughter of handsome young widow on whom he has called)—"You are a very nice little girl. Will you be my wife when you grow up?" Little Girl—"Mercy, no! I don't want you for my husband. You'll have to marry mamma. She wants you. I've heard her say so." Utter collapse of mamma.