

THE ENGINEER'S DUG.

It was Slide's Canine Instinct That Prevented a Railroad Wreck.

"Yes, sir," remarked the gray-haired gentleman with a slight tremor in his voice, "I have given up railroading now, having become a little bit too far advanced upon the road of life to sit in a cab and make a locomotive move. Oh! you want to know about that dog of mine. All right, I used to run into Chicago on the Lake Shore on old 432. That dog never missed a trip over the road with me, and I owe my life to him upon more than one occasion. His name's 'Slide,' not of 'Slide, Kelly, slide' fame, however. I'd go down to the round-house and see my old girl run out, and then monkey about her to see that nothing was out of whack until it was time to start. Right at the hour Slide could be seen coming down the street with my dinner-basket in his old mouth. When it became time to start I'd give the whistle a chance, and Slide would be on board in the cab beside me. That dog never would walk. He was too blooded for that. It became no trick at all for him to climb out on the foot-board, run along and jump down on the pilot, get up on the other side and walk into the other window. Whenever we got to New York Slide would go down and ride into town, big as life on the cow-catcher. I even taught him to pull the whistle cord whenever I commanded. Every body along the line knew him. When I got down to oil my wheels he would always follow and watch to see that no kids jumped on the locomotive.

"I remember distinctly one stormy night as I was approaching Chicago. There was a tremendous tempest on the lake, for I could hear the dull roar of the waves beat upon the shore. I had to lay upon a siding and wait for orders to pull in over any one of the fifty tracks that spread out near the city. There was a little telegraph station a few rods away from where I lay. Orders were confidently expected in a few minutes, but they did not come. My fireman and I got lonely sitting out there in the driving rain, and not even distinguishing each other's voices in the din. I remember Tom yelling 'It'll be a hard time out on the lake to-night,' and then the light came from the station bobbing up and down and some one came hurrying up and gave me the written orders to proceed over the last track to one of the stations on the outskirts of the city and lay there until a special had passed.

"Well, the brakeman got down to throw the switch, when Slide made a bee line out of the cab and flew at the fellow as though he had gone crazy, and back. Why he simply tore sounds into shreds. He jumped at the fellow every time he made a movement for the switch; he would crouch down and beg and whine terribly. 'Say, Charley, I won't touch that switch,' the brakeman said as he walked toward me with a white face. 'There's something gone wrong, and I know it,' he went on. At first I laughed, but gradually something strange came over me suddenly. I could feel the warm perspiration trickling down my back bone. The conductor got impatient and yelled to us to pull out. The brakeman started back to throw the switch again, but, sir, the dog displayed the same tactics, and even bit the brakeman's hands. Just then there was a sudden lull in the storm. The most mournful howl I ever heard came from that animal.

"My God, look!" cried the brakeman pointing up the track. "Both of us sprung to our posts and peered towards Chicago. A great red light came like a flash out of the inky blackness and the special rushed past us like a whirlwind and was gone.

"Four white faces looked into one another's countenances a moment later, and just then the operator came rushing out with orders to stop us, but we had been stopped by a keener instinct than human intelligence and telegraph wires. Yes, he was our mascot," concluded the old engineer, brushing a strange moisture in his eyes and walking further along life's rugged road. The dog had gone before him.

The Liquor Law.

An important decision has just been rendered by the Supreme Court of Canada on the question, whether or not it is ultra vires of a provincial government to pass a law such as the following, which occurs in the amended Liquor License Laws for Ontario: "In the case of an application for a tavern or shop license by a person who is not, at the time of making such application, a licensee under the Act, or in the case of an application for such license for or transfer thereof to premises which are not then licensed, the petition must be accompanied by a certificate signed by a majority of electors entitled to vote at elections for the Legislative Assembly in the polling sub-division in which the premises sought to be licensed are situated, and the said majority must include at least one-third of the said electors who are at the time of such application residents within the said polling sub-division." Those opposed to the law argue that if the principle of preventing the issue of licenses be valid, it is conceivable that Prohibition should be introduced throughout the Province through the instrumentality of an act of the Local Legislatures, whereas to prohibit is the function of the Federal government. The Court, however, did not sustain this view, but held that "the Legislature could properly impose these conditions to the obtaining of a license, and the provision is not ultra vires of the Local Legislature as being a prohibitory measure by reason of the rate-payers being able to prevent any licenses being issued, nor is it a measure in restraint of trade by affixing a stigma to the business of selling liquor." The importance of this decision will be readily seen. It removes all doubts concerning the constitutionality of a provision which is regarded as one of the most desirable amendments of last session.

The Hindoo and the Crocodile.

There is one crocodile more in the Hooghly than there ought to be; which happens in this wise. Some fishermen at Kidderpore caught a crocodile, and after various unskillful attempts to kill it were dragging it to the police station for the usual reward, when a native gentleman came up and made a bargain with them to return the creature to the river again. He no doubt hoped that by showing kindness to the crocodile he would induce it to refrain from attacking him and his family when they went to bathe. Pious Hindoos are not good naturalists, and are willing to believe that by restoring a crocodile to the river they are propitiating the entire mugger family.

English Naval Matters.

The English naval manœuvres of this year are based on different principles from those which have controlled these operations in past years. It has been found that these make-believe wars are of great advantage in bringing out the weaknesses in the naval defence of England, and in giving confidence to the officers and men connected with the navy. Flag officers have had to devise strategical combinations, and to carry them into effect; captains have found themselves in positions of responsibility and considerations similar to those which would prevail in real war; ships' companies have had to accommodate themselves to the conditions and the necessity of keeping at high speeds, and the necessity of keeping a keen and prolonged lookout for the enemy. It is easy, of course, to poke fun at these sham battles on the seas, in which a great deal of noise is made by the firing of heavy guns, but no one is hurt. On the other hand, it cannot be denied that the experience that has been gained by the English naval authorities as the result of these operations is of inestimable value in the event of an actual war. It is hardly likely that the great military and naval nations to the old world would indulge in these pretentious contests if they were not sure that they had a practical value. As we have said above, the English naval manœuvres of this year will be carried on a different theory from those which have controlled these operations in the past. On other occasions the available fleet has been divided between the English and the supposititious enemy, and the latter has endeavored either to capture the English fleet, or to take for a time at least, some of the great commercial ports, or to hold one of the channel ports for a sufficient length of time to permit of the assumed landing in England of an invading army.

This year the effort of the enemy is to be directed to the work of cutting England off from her foreign supplies—supplies which are necessary for her prolonged existence. The hostile fleet consists of eight battleships and fourteen cruisers and gunships. The British fleet consists of nine battleships and fourteen cruisers and gun vessels, each fleet having in addition twelve torpedo boats. The enemy is given twenty-four hours' start from its base, after which war will be considered begun, and to be continued ten days, and the British fleet will put to sea, with the object either of engaging and defeating the enemy or of compelling him to seek protection at his base. The entire waters ten miles from the shore between England, Ireland and France, into which converges the great foreign commerce of England, is supposed to be the area within which the enemy's fleet is operating. If for ten days he can maintain himself within this area without being beaten and driven away by the English fleet, or forced to seek a base of supplies, then it will be considered that the enemy has attained his end, and victory will be accorded to him. That is, it would be assumed under such conditions, even though merchant vessels were not captured, that these might and probably would, be taken in the event of actual hostility, and that an English fleet was not as efficient as it was supposed to be in that interval of time it was not able to clear of these obstructions the great ocean high roads close to the English coast. These manœuvres will be watched with a great deal of interest, as they will demonstrate the force and efficiency of England's defensive strength. Of course, in the event of a war, it is possible, and perhaps probable, that merchant steamers carrying food supplies and raw materials to England would sail in fleets under the convoy of English war vessels, as was the case in the great wars two or three generations ago. But such methods would interfere seriously with modern business operations, and the English people would think many times before declaring war if they supposed that they would be compelled to resort to these old-time devices for the purpose of getting their daily food and the materials needed to give employment to their millions of workmen.

The Argentine Revolution.

Latest advices from the Argentine Republic encourage the hope that the revolution is over. The resignation of President Celman and appointment of Gen. Pellegrini to the head of affairs gives general satisfaction. The people have gained their end, though it must be confessed the means employed were desperate and cannot entirely be justified. Still the desperate nature of their case somewhat mitigates their offence. With a recklessness seldom witnessed, the government had oppressed them with financial burdens and were contemplating still greater additions to their load. The national policy of Celman and his colleagues consisted largely in the construction of railways and public works by means of borrowed money. So long as the borrowing continued the show of prosperity was kept up, but when the time for paying back arrived the true state of affairs began to be realized. The bursting of the boom has seriously affected the banking institutions of the country, gold being at a premium of three or four hundred per cent. It is thought, however, that the banks will be saved, but the public credit is badly damaged and will be reduced for decades, and distress will be general but will hardest upon the poor, while the nation is struggling out of the slough into which it has been led by an extravagant, unthrifty and corrupt Government.

A Cruel Decree.

The Czar's infamous decree of religious intolerance excites much indignation in England, as it should in every country in the civilized world. Not since the Dark Ages has such a brutal spectacle been presented. It is not only a persecution of the Jews, but of all persons who do not conform to the Czar's own notions in religious affairs. All the American and other Protestant ministers in Russia have been ordered summarily to quit work under pain of expulsion or worse. Even the Greek Church itself is to be purged of all who are suspected of any degree of heterodoxy. Thousands of the Old Believers are yearly sent to Siberia for no other fault than their refusal to accept certain dogmas and forms which the Czar deems orthodox. It is not long since the use of any language other than Russian, was forbidden in public or private worship, the officers saying bluntly, "If you want to talk with God, you must talk in Russian." But now the Czar goes further, and tells his subjects that if they want to worship God at all, they must do so in the Czar's own fashion. Against such tyranny the world should speak in no uncertain tone.

Who is Responsible?

The reluctance of the Dominion and Quebec governments, to espouse the cause of the friendless immigrant girl who was seduced and ruined by the man that should have been her guardian, gives strong ground for the accusation of a contemporary, that "were there any political object to be served by prosecuting the case, these two Governments would be case in peculiar, and sad without. Seduction, in the eyes of the law, being an offence against the parents or guardian of a minor victim, these must bring the action for damages. But parents or guardians, in this country, the girl has none. Those who come nearest to filling that position are the Dominion government, which assisted the girl hither, and the Provincial government which is the guardian at law of all minors who have neither parents nor guardians. Either government could proceed against the unprincipled seducer. Therefore to quibble over the question, upon whom does the greater responsibility rest, is unworthy of men who have the honor of their country at heart, and upon whom is laid the duty of putting down injustice, oppression and wrong. The unseemly spectacle presented by two governments, each of which professes to be the champion of the rights and liberties of the people they govern, seeking to evade a work so philanthropic and commendable is not calculated to increase the respect of the people for their rulers, or to create the impression that they are actuated by pure and unselfish motives.

How much the success of the whole often depends upon the proper working of the several parts was strikingly illustrated by the recent break at the Sault Canal. Though closed for traffic for only 85 hours, the loss the stoppage entailed upon the country in general, is estimated at over \$1,000,000. Not less than 182 vessels were congregated at one time; while the total number delayed is 255. These carried a total cargo of 248,484 tons and passengers to the number of 1,362 of whom 1,302 were tourists and 62 locals. The average time for which the total of 255 vessels were delayed is 1 day, 16 hours, and 32 minutes. The loss to vessel owners alone will be \$80,000 per day.

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