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The Sunday Closing Law in France.

Paris, Oct. 20.—Considerable difficulty continues to be experienced over the intricate Sunday closing despite the fact that there already existed a law in France compelling Sunday rest twenty-six years ago, but which was repealed by the majorities of the left of the chamber and senate on the ground that it was contrary to liberty of conscience and the liberty of the individual. It may be interesting to add that among those who voted for the repeal of the laws in 1880 weze Louis Blanc, Jules Ferry, Carnot, Jules Simon, Littre, Emmanuel Arago, Victor Hugo, Charles de Freycinet, CasimirPerier, Goblet, Lockroy, Emile Loubet, Meline, Ribot, Rouvier, Constans, Henri Brisson and M. M. Sarrien and Thomson, who are in the present cabinet. The movement on the present occasion has more chance of becoming an accomplished fact. By degrees shopkeepers in Paris are conforming to the new law. The unaccustomed quiet and calm which prevail in several quarters of the city show that the government after a time will carry the day. Every Sunday sees more shops closed; many grocers, however, still remain open till midday, when they close until the following midday, Monday, thus giving what the law exacts, twenty-four hours' clear rest. Drapery shops still decline to close, pending applications for special permission. Shopkeepers that still hold out against the new measure are threatened with hostile demonstrations on the part of shop employes' associations. Less friction is to be be recorded; there is a general tendency on the part of employers and employed to come to terms with regard to the application of the new laws. It does not pay large shopkeepers to hold out. A note is taken of those that refuse to close and they are hissed by a yelling crowd, who make it a point to station themselves in front of the recalcitrants and create a disturbance. Since Prefect of Police M. Lepine has issued a fresh set of regulations as to the working of the law in the various branches of trade, all bids fair to be soon settled. The minister of commerce is determined, in spite of all complaints, to apply the law exactly as it stands, with a proper regard to the liberty of the subject. The minister has just explained to several deputations of proprietors who have been to him, moreover, that they are making a very great pother about very little. The new statute—which hasbeen erroneously described by some English newspapers as The Sunday Closing Act—is in reality a very lenient measure in comparison with the legislation on the subject of some countries; and M. Doumergue—the minister in question—considers people are very ignorant regarding it.

Though the new act demands general Sunday closing, it allows a very considerable number of exceptions. Parliament's very legitimate desire was to ensure all classes of employes and artisans one day's freedom per week, but a considerable number of persons employed in various industries are not included as artisans. Again, the government does not require that all establishments of the same class shall close on the same day. The public, adds the minister, will uave to accommodate itself to the new conditions and there is no reason at all to make out that they are more stringent and onerous than is really the case, and so make them burdensome both to employers and the general public. Meanwhile, certain deputies have announced their intention of agitating for a change in the new conditions. Whether they will succeed remains to be seen. So long as everyone employing labor shall give each one of his staff, somehow or at some time, a complete day's rest each week, there is nothing to prevent such employers from remaining open on Sundays. The shop assistants' union has, however, taken umbrage at anyone daring to remain open while they want to rest. So violent is the union's attitude towards managers and proprietors of shops that defy the law that they are soon glad to close to prevent more serious trouble. The demonstrators in favor of Sunday closing or of a day's rest per week are a most determined body, and have sworn vengeance on all those that advocate slavery. Side with the majority and so be on the safe side. This will prevent one's shop windows from being smashed, and personal injuries. The police are kept well employed of late averting collisions between the two hostile camps.

THE WATER QUESTION.

in France has always been a troublesome one. Paris is just now in the throes of a fever panic as the outcome of the nature of its water supply. There is no doubt that typhoid fever is active and increasingly so. During the first half of August last there were in this capital and the suburbs 82 cases; during the first half of the present month there have been 239, or four times the number a month ago. So far the disease has been mild and the mortality not remarkable, but medical men utter a warning note. Paris is dependent for its water on the infiltration system, and the first rains, that drag with them into the river gathering grounds all the impurities of the soil are sure to be marked by a leap in the mortality from typhoid. The average mortality from typhoid in the French capital is 612 per 10,000 nhabitants.

FOREST FIRES.

Never before have so many forest fires been witnessed in France as during this summer. The conflagration still rages fiercely in some parts. The long series of forest fires which have been pretty general all over the country have not only destroyed acres upon acres of magnificent timber, but in several places—such as in the neighborhood of Toulon—have led to serious loss of life. The neighborhood of Les Maures de l'Esterel and the Landes, near the Pyrenees, have suffered most. The cause of the disaster is attributed to the dryness of the season. Once started, the fires spread with tremendous rapidity in all directions. The flames leaped in a moment through the dry bushes and undergrowth; the trees, which are largely resinous, and the dry leaves fell an easy prey; in the space of a few moments a whole forest could be seen alight and burning like a torch. Many of these terrible fires were also due to the carelessness of smokers, workmen, sportsmen, and the sparks from passing engines. In all the principal forests notices are now to be seen warning smokers and engine drivers to be more careful. Some of the fires were also due to fires which had purposely been lighted by forest guards in the stubble, to kill snakes and other vermin and which high winds caused to spread. Incendiarism was also responsible for a great many. Pine cones, on catching fire, burst, and are hurled by the force of their own explosion often several yards distance, thus carrying ignited matter to act as a fuse in another spot. Forest fires of immense extent have been raging furiously for three days in the department of the Var; 40,000 acres of oak trees have already been destroyed. Reports of other more or less destructive forest fires are every day occurrences. Though in each case vigorous measures are adopted at once by local authorities, it must be said that the laws on the prevention are not sufficiently stringent, which is unfortunate. The various efforts that have been made during the last forty years the better to safeguard the forest treasures of France have miserably failed in consequence of the many private interests in question. For instance, there exist laws compelling a forest owner either to clear the undergrowth from his estate or else to make a clearly defined trench between it and his neighbor's property, and also insisting on a clear open space between a forest and a railway line; and had it not been for these the actual plague of fires would doubtless have been greater.

PARIS IS PROSPEROUS.

Nothing could be more gratifying than to learn that Paris is just now supremely happy and has never been known before to be so prosperous in every respect. The gay city as a rule troubles itself but very little about politics. The French capital is declared to be on the crest of a wave of unexampled prosperity. Never before have there been such crowds of visitors as this year, and there has been a steady upward tendency in this direction for the last four or five years. All records have been eclipsed, hotels have been turning travellers away, while on all sides new caravansernis de luxe are springing up. Hotels, hotels, and still more hotels, is the need of the hour in this metropolis, and it is being met cheerfully. Thus, interesting eighteenth century palaces standing in their own parks are being converted to meet the excessive demand. Thus, the old "Palais de Castille," once occupied by Queen Isabella of Spain, has been demolished and on its site and that of the park at the corner of the avenue Kleber, animmense hotel is being erected. Another old residence, not less stately and not less historical, which is meeting with the same fate, is the hotel Crillon, at the corner of the Place de la Corcorde and Rue Boissy d'Anglas. The exterior of this splendid building, which was erected in the eighteenth century, is to remain untouched. It was built for the Due d'Aumont, and acquired in 1780 by the Due de Crillon. The chateau country and the Loire have emong other parts of France seen a great many tourists this year, especially English and Americans. It is a district which, more than any other lavorite holiday resort, is adapted for motoring and contains endless famous castles.

How to Cure a Cold.

The question of how to cure a cold without unnecessary loss of time is one in which we are all more or less interested, for the quicker a cold is gotten rid of the less the danger of pneumonia and other serious diseases. Mr. B. W. L. Hall, of Waverly, Va., has used Chamberlain's Cough Remedy for years and says: "I firmly believe Chamberlain's Cough Remedy to be absolutely the best preparation on the marketfor colds. I have recommended it to my friends and they all agree with me." For sale by W. H. Warren, Phm. D.

The Very Latest in Toys.

The annual "Exposition de Jouets," or exhibition of china toys in Paris, was this year a remarkably good one. It is the sixth show of its kind, and progress certainly predominates everywhere. Among the many exhibits are several mechanical workmen who may be set going for six times in succession, but who observe the weekly day of rest act by refusing to work at the seventh time of asking. There is also a cleverly made war motor car which carries a cannon and fires shots as it goes along. Then there are the Cambodian dancers of King Sisowath and little figures representing familiar deputies who fall asleep in the chamber in curiqus positions. One of the most popular toys exhibited on the present occasion is called "the motor car catastrophe." A little clockwork motor car rups splendidly until something goes wrong with the machinery, apparently, and the car breaks into several pieces and throws its passengers out. A more useful device is an alarm clock which fires off a pistol and then lights a lamp under the sleeper's breakfast. The inventor of this ingenious mechanism proposes to improve this by next year inventing a lever bedstead in connection with it. If the sleeper does not arise after the firing of the pistol, the mechanism will let down the bed, rolling him out on the floor. It is said that in Paris one can always gauge popular opinion by the popular songs and the popular toys. This cannot be denied as regards jonets or toys.

The Jar of Coughing

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The French Navy.

M. Thomson, the French minister of marine, will not hear of any reduction in the strength of the French navy. One of his ablest supporters, M. Lauken, who is chief engineer of the French navy, declares that the size and power of a country's battleships are the test of its naval strength. France should, he says, build vessels more powerful than the Dreadnaught, and she had better have four large battleships at a cost of £2,600,000 each than six at £2,600,000 each. Great Britain, he continues, heads the navies of the world because she was the first to build battleships of 15,000 and 18,000 tons, and the nation which first constructs vessels of 25,000 tons—and he hopes France will be that first nation—will at once pass all competitors and fear no foe. Last year 18submersibles of 398 tons each were being constructed for the French ministry of marine, while at the present moment everything is ready for the laying down of 20 more, including two experimental vessels with a tonnage of between 800 and 900. Furthermore, the naval estimates for the current year provide for ten new large submersibles, so that the flotilla of 16 boats which were finished or on the stock at the beginning of 1905 will be reinforced at an early date by 48 new vessels. Submarines are to form the backbone of the French fleet in future.

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