

THE PABLO.—It is a pleasing fact that is not, however, widely known, that the native residents of India are winning constant recognition from their Caucasian brothers. Almost all of the actual administration of India is in the hands of the native. Ninety per cent of the civil officers are dusky in countenance. There are but thirty five British-born Judges, as compared with some 2,500 native Judges. The improvement in the condition of the people of India cannot be better demonstrated than by statistics such as these.

A BENEFACTOR TO HUMANITY.—Joseph Francis, an almost unknown inventor, whose ingenuity has been the means of saving hundreds of lives, passed quietly away a few weeks ago. Eighty two years ago, when he was but a boy of eleven years, he constructed, half in fun, a small boat with cork in both bow and stern. This was the first life-boat built in America. A few years later he constructed other boats on the same principle, and the Governments of England, Russia and Brazil bought them eagerly. In 1842 the inventor completed his corrugated iron water tight car, which, during a single storm, was the means of rescuing two hundred human beings from a watery grave. Notwithstanding his great services to humanity, he has been but little known, and the paragraphs which now announce his death will convey to many the first intimation that such a man as Joseph Francis ever existed.

A COWARDLY BLOW.—It is always an easy thing for a man who is devoid of manliness to attack a man who cannot hit back. The fight is then all on one side and sometimes looks like a brave action to the unsophisticated public. But the public, especially the Canadian public, are by no means so unsophisticated as our American friends believe. The United States prints have caused a vile and unfounded slander to be circulated concerning the Duke of York. They name him as a depraved man of the lowest stamp, knowing that he is powerless to defend himself. The Royal family of Great Britain are not in the habit of entering upon newspaper controversies regarding their private affairs, nor will the young heir to the throne be less mindful of the dignity of his position than his immediate relatives. The shameful attack which has just been made upon him will be ignored, yet it cannot but cut him deeply. Nor is he the only person who has received a cowardly blow. His young bride is placed in a horrible position, and she too is powerless to combat the slander. If our friends across the border would but content themselves with slandering their own people, since slander they must, and leave the Royal family of Great Britain, and especially the women of the Royal family, alone, it would be far more satisfactory to all concerned.

NEWFOUNDLAND AGAIN.—Again the vexed bait question is harrassing the Newfoundland fishermen, who, notwithstanding that the fishing season has been a good one, are in a worse plight than ever. The famous Bait Act was recently suspended by the Government. As a consequence, there was a rush of cheap bait at St. Pierre, which was much appreciated by the French fishermen. The cheap bait and the French bounty together made life pleasant for the alien fishermen, although the Newfoundland toiler on the deep was not benefitted particularly. As if this grievance were not enough the French lobster packers on the disputed shore branched out in a new line of business. Under the treaty rights they have been able to import their own fishery supplies duty free; but they went a step further, and imported large quantities of lobster cans, which were put openly on sale at St. Georges. Naturally, the Government interfered with this high-handed action and confiscated the goods. The French Admiral, then in St. John's, resented the "interference" of the British Government and steamed away to St. George in a most uncourteous manner, leaving the Governor, who had issued invitations for a ball in his honor, and the French Consul, who had arranged for a garden party, in a most embarrassing position. A childish pouting fit of this kind will hardly make any serious impression on either the British or French authorities, but for the present it has caused the poor fisherman, who is certainly the one most concerned in the squabble, to be overlooked.

TROUBLE IN CLASSIC GREECE.—It is not long since the King and Queen of Greece celebrated their silver wedding with much pomp and rejoicing. Their ever-fickle subjects rejoiced with them, but to-day we hear that owing to the turbulent state of politics in the classic country, the King has thought best to abdicate his throne, while his enemies have taken advantage of his downfall to proclaim a Republic. This is but one of the interesting pages of Greek history. Greece was a Province of Turkey for more than three centuries, and it was not until 1830 that she started out in life as an independent kingdom. Great Britain, France and Russia combined to protect the kingdom, and guaranteed \$20,000 a year each for the income of the reigning sovereign. Prince Otho of Bavaria, who was first chosen, reigned for 29 years. He did not enjoy the confidence of his people and was finally expelled from the kingdom. The crown was then offered to the Duke of Edinburgh, who declined the proffered honor, and to the late Earl of Derby, the brother of Lord Stanley. Finally, Prince George, son of the King of Denmark, was selected, and for the past thirty years he has been faithful to the interests of the kingdom. Of late years there has been much financial embarrassment, and the Governments have risen and fallen so rapidly that there has been no opportunity to inaugurate and carry through any systematic reform. Affairs may not be so serious as they appear to be, and it is of course probable that the three protecting powers will make short work with the infant Republic.

NO ROOM ON THE STAGE.—There is a certain period in the lives of young people, girls especially, when a wild longing seizes them to go upon "the stage." There is usually no particular talent in this line among the stage-struck youngsters, though there may be a certain ability to pose or an abandon of self that looks promising to the favorably prejudiced audiences of relatives which they have played to. But as for actual genius, it is so rare as not to be worth mentioning. It is the tinsel and glitter of stage life that attracts the uninitiated; and the surest, though perhaps most cruel, method of dispelling the illusion, is to allow the young aspirant to go "behind the scenes" for a night or two. The seamy side is then plainly seen, and the scenes beyond the foot lights will never again exercise the same charm. This cure is, however, not always practicable, and having this fact in view, we would repeat to our more juvenile readers the announcement which beds the door of every theatre office in New York—"No applications for engagements considered under any circumstances."

IS IT WORTH THE RISK?—A new Arctic expedition has set out, and this time there is to be a lady on board the exploring vessel. The *Falcon* is to be under the command of Lieutenant Peary, who will have with him a number of brave and experienced men. Mrs. Peary is not afraid to face the perils and deprivations of the voyage, and she is as keenly interested in the success of the expedition as any one on board. Yet the whole question of Arctic expeditions constantly re-opens. Is it worth while to risk valuable lives on expeditions of this kind? There is now no particular benefit to be derived from a journey of this kind. We know that there is no usable North-West Passage, and there is no longer any dream of an open circum-polar sea. Neither is there any possibility that a habitable country is to be found so far north. Even the inhabitants of northern regions are seeking for less rigorous climates and are constantly moving south. In fact the only object of such an expedition now-a-days is merely to gratify scientific curiosity, and cannot confer any particular benefit to the world at large.

HEROES OR VICTIMS.—There is a general feeling of sorrow for the firemen who perished at the World's Fair recently. They did their work nobly and perished in the discharge of their duty. Their chief led them up the dangerous tower and they did not fear to follow where he led the way. But after all, was it worth while to imperil valuable human lives even to secure the safety of the building. Surely it would have been wiser to let the building burn and prevent by vigorous measures the spread of the flames to the adjoining buildings. The life of the fireman should never be lightly imperilled. Caution on the part of his chief is not cowardice, and should never be regarded as such. In the present case no provision whatever had been made for the firemen. The towers of the building where the flames originated were traps for the venturesome men. Water could not be thrown to that height, nor had any practical form of fire escape been provided. There was nothing but almost certain death ahead of the intrepid men. They took their one chance and died horrible deaths; but we cannot but ask, was it fair, was it just, that they should have felt it their duty to throw down their lives in an impossible venture.

NO MORE RUSTY NAILS.—Two great cartage companies in Montreal have found it necessary to issue an appeal to the proprietors of warehouses and stores, asking that old nails shall not be swept or thrown upon the roadways or lanes, on which horses may tread upon them. They state, that as a result of the loose nails lying about, the horses meet frequently with severe accidents which often result in painful disease and finally in death. Many of us know from experience how serious the results of a prick from a rusty pin or nail may be, and can thus appreciate the agony which a horse who has run a rusty nail into his foot must endure. This warning should be widely circulated, where accidents of this nature are every-day occurrences. Refuse of all kinds finds a home in our streets, and rusty nails and bits of the metal bindings of packing boxes can be found on every block of our thoroughfares. The matter should come home to the proprietors of stores and warehouses. They should feel that they are responsible for the condition of the street in their immediate neighborhood, and should endeavor to prevent the occurrence of these accidents. Our cabmen and truckmen would appreciate the thought and the condition of the long-suffering horse would be improved.

THE CHAINED LIGHTNING.—Almost every day we hear of some death caused by the use or mis-use of electric power. The first and natural thought is to resent the new power, to resent its discovery even, and to generate a public antagonism against it. There is, however, another side of the matter to be considered. By means of telegraphic despatches countless railroad accidents have been avoided, and by means of a recent invention a telegram can be sent from a train that is making sixty miles an hour on wires that are five hundred feet away. In certain great railroad offices there are charts on which the position of all trains on the line are electrically demonstrated at all times. The slightest irregularity is detected, and prompt question and answer prevent what might be serious accidents. The use of electricity on steamers has given greater security to life and property at sea. The electric search light hunts for obstacles in the way, the carbon button registers the neighborhood of icebergs before they can be placed by the search light, and all manner of electric devices are used in connection with the ship's machinery. We may look eagerly forward to the time when invention shall have made still further demands upon electricity, and made it a docile servant of man.

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