

SUCH A MUTINY INDICATES such serious discord existing between the authorities and the seamen and soldiers, as is a peril to the peace of the Russian Empire. At Moscow the same rebellious spirit has been displayed, as well as at St. Petersburg. At Moscow this movement is especially dangerous for there are concentrated an enormous population of artisans and work people of the lowest rank. Moscow is a congeries of industrial establishments. Moscow is to Russia, what the towns of South Lancashire, in the West Riding of Yorkshire, and in South Staffordshire, are to England; what Belfast is to Ireland, and Glasgow to Scotland; the centre of national industries, and of mercantile houses, bankers, etc. In a despotic country like Russia, where every man goes about with a government gag in his mouth, and men are forbidden to read anything of which the government disapproves, there are the elements of revolution, all prepared for a movement that no troops could suppress.

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NEWS FROM THE INTERIOR OF RUSSIA shows that the conditions in Manchuria and Port Arthur have been systematically falsified in the public press, so that few Russians know what has happened to the war ships since the war commenced. What is known, has aroused intense indignation, which is likely to be shown by insurrectionary movements when the fate of Port Arthur is realized by the people.

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IMAGINE, IF IT IS POSSIBLE, a government sending out a fleet of warships manned by mutineers, to traverse thousands of miles, in order to engage such a navy as that of Japan, which is commanded by a most successful admiral, every one of whose men is full of enthusiastic loyalty! The Black Sea squadron is not likely to be sent on such an errand of certain disaster.

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ELECTRICAL PROGRESS.—When Dr. Darwin, before the days of railways, wrote:

"Soon shall thy power unconquered stream afar,
Drag the stone team, or drive the rapid car."

though he had some knowledge of electricity, never dreamt of its ever displacing steam as a motive power. This revolution is, however, in progress. On the North East Railway, England, there are now 67 miles of road running out of Newcastle-on-Tyne on which passenger cars are moved by electricity, only a few locomotives being used to draw heavy freight trains. This was found necessary to accommodate the enormous local passenger traffic which is more expeditiously handled by electric power.

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AT CHICAGO, THERE IS SUBWAY being constructed to run for 40 miles under a number of leading streets, of which about half is completed. Through

this gigantic tunnel heavy freight will be conveyed to warehouses whose basements will be connected with the subway for delivery purposes. When this unparalleled underground railway is in operation the streets of Chicago will be free from railway and other freight wagons and thus add materially to the convenience of lighter vehicular traffic and contribute to the more rapid transportation of freight between railway sheds and warehouses, as well as to the cleanliness of streets and safety of street passengers. Small electric engines are to be used to draw the trains. The Newcastle electrical cars have proven such a success that other railways are likely to make the same change. The Chicago work, though promising to be a great success, so far is not out of the experimental stage. If the subway system for conveying the heavy freight of large cities proves successful, both mechanically and financially, it will lower the cost of keeping roadways in repair, and prevent traffic becoming dangerously congested. We are evidently on the eve of revolutionary changes in the sphere of transportation.

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WAR LOSSES.—An elaborate work has just been issued in Paris, France, in which the results are given of an exhaustive enquiry that has been made regarding the losses of France in what is styled the Waterloo campaign. The army records have been searched, and the most complete tabulation of the kind ever issued, has been compiled from them showing the losses in each regiment of officers and privates. The result shows that in that campaign the French lost 55,000 men, or 45 per cent. of those engaged. Doubtless, the English and Prussian losses were as large, making together a total loss of 110,000 men. During the war in Manchuria it is estimated that 200,000 have fallen, and half as many put *hors de combat* by sickness and wounds. Verily, war is a scandal to humanity, a disgrace to civilization, and an insane method of settling an international dispute.

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A BOGUS FIRE COMPANY.—The U.S., Postmaster General has prohibited the use of the mails to "Hartford Insurance Co.," of Indian Territory. This action was taken on behalf of the real Hartford Fire Insurance Company, of Hartford, which has been much annoyed by the operations of the bogus company that used its name, by which many persons have been defrauded.

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A REINSURANCE DISPUTE.—The Firemen's Insurance Co., of Baltimore, has entered suit against the Virginia State Insurance Co., for the sum of \$300,000, which the plaintiffs claim to be due to them under a reinsurance contract covering a large number of buildings and other property destroyed by the Baltimore fire. The defendants have not disclosed their grounds of defence.