THE HERALD

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Political Crisis in Sandwich Islands.

For the last month or two, matters political have been in a very unsettled state in the realm of King Kalakaua. Popular indignation had, for the last year and a half, been directed against the administration of Premier Gibson, and some recent opium transactions of a fraudulent nature had, to a very considerable degree, intensified this feeling of dissatisfaction against the government. The country seemed to be on the verge of revolution, and the King's life was in danger.

Walter N. Gibson, who had been Premier and Minister of Foreign Affairs for the last six years, came in for a very large share of the censure attached to the government for their unsatisfactory conduct of public affairs. He seems to have been the power behind the throne and to have exercised an extraordinary influence over the mind of the King. When the Ministry saw that matters had grown serious, they immediately resigned; mass meetings were called and resolutions passed embodying the demands of the populace. Among these resolutions was one to the effect that Mr. Gibson, the late Premier, be incapacitated for holding any office and that restitution should be made of embezzled funds. The King, seeing the turn events had taken, thought it best to yield in time and with a good grace. He accordingly, as soon as the resolutions reached him, addressed a letter to the assembled multitude, informing them that Mr. W. L. Green had been called upon to form a cabinet. As to the King's share in the opium fraud, it is difficult to ascertain; he denied being implicated in the matter, and expressed the greatest willingless to have the whole case investigated. The new Ministry is made up as follows: Green, Premier and Minister of Finance; Brown, Foreign Affairs; Thurston, Interior; and Ashford, Attorney General. These men all enjoy the public confidenc, and represent different nationalities, as follows: Green is an Englishman, having left London in his boyhood; Brown is a New Yorker, and Ashford is a Canadian, while Mr. Thurston is a native of the Islands.

Prior to the year 1844 the Sandwich Islands were practically a portion of the British Empire; but in that year they were recognized as an independent nation by Great Britain, the United States, France and Belgium. The population of the Islands is about 120,000, the climate is agreeable and the soil very productive.

During the *regime* of Mr. Gibson, his whole aim seemed to be the aggrandizement of the kingdom, ambassadors were accredited to the different foreign courts almost as numerous as those from the British Empire. It is extremely doubtful, however, if there was not some selfish motive at the bottom of all this. While drawing a salary of $6,000 annually, it is quite reasonable to suppose that he would leave nothing undone to ingratiate himself with his royal master in order to have this state of things continued. It is said that it was at his suggestion that Kalakaua, a few years ago, made a tour of the world, and that Queen Kapiolani and the Princess, Miriam Likelike, were present at Queen Victoria's jubilee.

After the formation of the new Ministry, Gibson and his son-in-law, Hazeltine, were arrested on charges of robbery and perjury. The ex-Premier was tried at Honolulu and acquitted of robbery of the public funds. He immediately made his escape on board a ship which brought him to San Francisco, thus managing to save his life. A new constitution has been drawn up, which the King was compelled by the populace to sign. The following are among its chief clauses:

"All men may freely speak and write, and publish their sentiments on all subjects, being responsible for the abuse of that right and no law shall be enacted to restrain the liberty of speech or of the press. No subsidy or tax of any description shall be levied, unless by consent of the Legislature, except when between sessions of Legislature the emergencies of war, invasion, rebellion, pestilence or other public disaster shall arise and then not without concurrence of all the cabinet, and a majority of the whole Privy Council, and the Minister of Finance shall render a declared account of such expenditure to the Legislature. The king is commander-in-chief of the army and navy and of all other military forces by sea and land, but he shall never proclaim war without the consent of the legislature, and no military or naval force shall be organized except by authority of the legislature. The King cannot be sued or held to account in any court or tribunal of the kingdom. The Cabinet shall consist of a minister of foreign affairs, a minister of finance and an attorney-general, and they shall be His Majesty's special advisers in the executive affairs of the kingdom, and they shall be ex-officio members of his council of state that shall be appointed and confirmed by the King, and shall be removed by him upon a vote of want of confidence passed by a majority of all the elective members of the Legislature or upon conviction of felony; and no removal shall have effect unless it be countersigned by a member of the Cabinet, who by that signature makes himself responsible. The legislative power of the kingdom is vested in the King and Legislature, which shall consist of nobles and representatives sitting together."

From remarks let fall by the ex-Premier since his arrival in San Francisco, it is not unlikely that the United States have had some designs upon the Hawaiian kingdom, and that possibly Mr. Gibson, who is an American by birth, was not altogether unaware of what these designs were. The turn affairs have taken will, no doubt, frustrate any sinister project that may have been intended. Latest accounts state that matters are settling down to their normal condition.

Illogical Conclusions.

Some of the American papers are willing to acknowledge that they find considerable difficulty in reconciling the position assumed by the United States Government relative to the Behring sea seizures, with their conduct regarding the fisheries on the Atlantic coast. Among the journals sufficiently courageous to make a declaration of this kind stands the Boston *Herald*. Speaking of the valuable possession held by the American people in the fur monopoly of the North Pacific, it goes on to say that it is the duty of the American Government to protect this possession by every means that does not interfere with the ordinary avocations of its own citizens or those of any other country, and continues as follows:

"But in the enforcement of what it considers necessary regulations, it has adopted theories respecting the application of municipal laws which are antagonistic to the ideas entertained by New England fishermen regarding their rights on the coast of Canada. This is a condition of affairs that cannot long continue. To quote a homely simile, it is clear that what is sauce for the Canadian goose must also be sauce for the American gander. We cannot, with any sort of consistency, work ourselves into a state of excitement over the seizure of American fishing vessels for violations of the municipal law of Canada, when, at the same time, we are seizing Canadian vessels for violation of similar municipal laws which we have in force."

This reasoning is of the common sense kind and should be sufficiently logical to convince all right thinking Americans of the extremely ridiculous and antagonistic actions of their Government in connection with these two fishery questions. Our Boston contemporary, however, after so far acknowledging the utter untenableness of the stand taken by the United States Government, makes an exhibition of its weakness when it recommends as a plan for the settlement of the whole question, the abandonment, by the Americans, of their pretensions to their rights in Behring sea, while insisting on a similar abandonment on the part of the Canadian Government regarding the Atlantic coast fisheries.

Nothing could be more illogical than this contention. There is no parallel between the two cases. We have already, more than once, shown that when Alaska belonged to Russia, the United States Government strenuously and successfully resisted any claims on the part of the Russian authorities to exclusive rights in the waters of Behring sea; now that they have come into possession of these territories the treaty provisions which forbade their former owners to exercise unlimited control of this vast expanse of ocean still holds good. Besides the treaty entered into in 1825 between Great Britain and Russia guarantees freedom from molestation to all British and Canadian vessels while fishing or navigating in these parts.

The whole case might be summed up thus: On the Atlantic coast American fishing vessels are seized on account of the violation of international treaty obligations; on the Pacific coast British and Canadian vessels are seized in defiance of such obligations. This being so, our American friends may be very sure that our Government has not the slightest notion of giving away our legal rights in order that our neighbors may be induced to desist from the most glaring violations of the provisions of international law.

Characteristic Gritism.

Were we to accept the attitude of the leading Grit papers as the exponent of the true inwardness of the present Opposition in Canada, we should certainly conclude that Mr. Laurier, their new leader, is not, at present, nor is he likely, in the near future to be, on a bed of political roses. The leading newspapers of his party have made but slight reference to his speech at Somerset, and some of them have criticised it most severely. The Montreal *Herald* and *Witness* have been most unsparing in their criticisms. And here is what the Toronto *News* (independent Grit), has to say about it:—

"Mr. Laurier, in a speech dallyered at Somerset, Megantic county, last week, ably talked round the question of commercial union. He said that he was not yet ready to declare for the principle, as there were many matters to be considered requiring a good deal of study. It was just such a trimming, meaningless, non-committal utterance as the Grit 'leaders' have of late years been putting forth on every new issue, and will do much to convince thinking and progressive men that a great mistake was made in choosing Mr. Laurier for the provisional leadership."

The Kingston *Whig*, commenting on his reference to fiscal matters, has the following:—

"Mr. Laurier is following in the footsteps of Mr. Blake in his treatment of fiscal questions. The people cannot admire timidity in a party leader, and it behooves Mr. Laurier to have definite ideas of some sort. He cannot hope to make the Liberals a unit until he lays down a programme of some sort, the bolder and more aggressive the better, and sticks to it until the opportunity occurs for a test of its popularity."

A person would scarcely be guilty of exaggeration were he to conclude from the foregoing and similar manifestations of every day occurrence, that the elements of disintegration predominated over the force of cohesion in a party thus situated. Yet what could be expected from politicians who possess no positive principles, and who accept and adopt, at first sight, anything that is opposed to the line of action pursued by the Government, without, for a moment, considering what effect such conduct may have on their own standing as a party. Thus their whole existence is of a changeable, negative and contradictory nature. They did their part to fan the flame of discontent in the Northwest, and then blamed the Government for the troubles which ensued. When the rebellion was put down and the chief offender captured, they indulged in the wildest clamors for his execution; when the Government allowed the law to take its course regarding the rebel chief, they inaugurated the race and revenge cry over his dead body. They raised the Repeal cry, and then feigned to deplore its existence. They fostered and encouraged the spirit of annexation to the United States, and now they say annexation can only be averted by allowing the neighboring Republic to control and regulate our commercial affairs. What will they try next?

EDITORIAL NOTES.

Late advices from the Pacific Coast are to the effect that more British and American schooners have been seized and towed to Sitka. It is most extraordinary that these captures should take place in the face of the information received from Washington and Ottawa. What makes the seizure of British vessels inexplicable is the fact that those vessels seized last year were ordered to be released by United States Attorney General Garland.

Jokes and witticisms should not be persevered in at the expense of others, or in the presence of those who do not appreciate them. These are frivolities which persons of light and vivacious temperaments are liable to indulge in. A most sad and tragic event happened in Montreal not long since, as the result of conduct of this kind. We have already published in our columns an account of the death of a Mr. O'Connor at the hands of a life-long acquaintance named Carroll. These men occupied contiguous stands in St. Ann's market, and, it appears, Mr. O'Connor was in the habit of teasing his rival neighbor relative to his trade, frequently telling him that he (Mr. O'Connor), was doing all the business. Carroll, who was of a less lively disposition, was much aggravated at this, and in the heat of passion struck the blow which resulted fatally for his tormentor. This should be a lesson to those who are inclined to indulge in jokes which are distasteful to their hearers.

The report of the Hudson's Bay exploratory expedition, sent out last year under command of Lieutenant A. R. Gordon, has just been published. Lieutenant Gordon is of opinion, judging from his observations, that the Straits are impossible of navigation before the first of July, and close about the first week in October. Another very important fact in connection with this question, narrated in this report, is that in an iron ship making the voyage, the compass is subject to such variations from magnetic disturbances as to be wholly unreliable. Even during the summer months the inhospitable and bleak shores of the Straits present such a picture of loneliness and desolation as to render navigation of more than ordinary difficulty, and by no means inviting. In thick weather the only safety lies in the constant use of the lead, as the dead reckoning is frequently in error to a considerable extent. The report recommends the sending thither annually of a Government vessel to regulate the fisheries and collect revenues from the traders competing with the Hudson Bay Company. The Americans, says Lieutenant Gordon, enjoy a monopoly of the Hudson's fisheries, which consist principally of the whale, porpoise, walrus, seals of all kinds, and polar salmon and trout.

Secretary Whitney's despatch to Admiral Luce, at Halifax, seems to indicate a much less amicable and just disposition on the part of the American Government, relative to the Fishery question, than should naturally be expected in the official utterances of a great nation. One would suppose that the highest ambition of a Government would be to have its subjects well instructed in the provisions of all laws whose infraction is liable any moment to involve them in serious difficulties. Admiral Luce seems to have been imbued with notions of fair play, and in this spirit submitted to Capt. Scott, of the Canadian fishery protection service, a number of questions relative to the rights of American fishermen, and transmitted a report of the answers received, to the authorities at Washington. On receipt of his letter Secretary Whitney sent him the following rather sharp reply:—

"I assume that your application to Capt Scott was not for the purpose of obtaining from him an exposition of the law, but to enable our fishermen to know the extent of the Canadian claim, and thus avoid difficulties, if they should so choose. This is not quite clear from your report, and it would be better to issue no more circulars and withdraw such as are within your reach. Capt. Scott is not understood to be the agent of his Government for any such purpose as that for which you have employed him; and if he were, the application might more properly be made to our own Government in case a correct statement of the Canadian claim is desired.

(Signed) "W. C. Whitney."

The Admiral says he accepts full responsibility for his instructions to American fishermen; that the great thing they wanted to know was what the Canadian laws and regulations are, and that is what he endeavored to ascertain. If they obey Canadian laws they will not then suffer annoyance and loss from seizures. The Admiral has, since this little episode, left Halifax for Bar Harbor, Me., it is supposed in obedience to orders from Washington.

Shocking Railroad Disaster.

One of the most dreadful railroad disasters ever known happened in Illinois on Wednesday night last, the 10th inst.. The train to which the accident occurred was a special of fifteen coaches and two engines, and had on board over nine hundred excursionists bound for Niagara. The train left Peoria, Ill., at 7 o'clock in the evening, on the Illinois Central Railroad; at a point not far from Bloomington it switched unto the Toleda, Peoria and Western road. Shortly before midnight it passed through Chatsworth and a few minutes later came to a burning bridge across the Vermillion River near Piper City. There was no time to stop the train which was going at a rapid rate, and the cars with their human freight were hurled to destruction. Over two hundred persons were killed outright, and four or five hundred wounded. The bridge is supposed to have been burned by a prarie fire. The following despatches tell the dreadful tale:

The Chicago *Times* special from Forest, 11th, says all railway horrors in the history of this country were surpassed three miles east of Chatsworth last night when an excursion on Toldo, Peoria and Western Road dropped through a burning bridge, and about 200 people were killed and four times that number were more or less badly injured. The train was composed of six sleeping cars, six day coaches and chair cars, and three baggage cars. It was carrying 960 passengers, all excursionists, and was bound for Niagara Falls. The train had been made up all along the line of Toledo, Peoria and Western Road, and the excursionists hailed from various points on the Central Illinois, the bulk of them, however, coming from Peoria. Some of the passengers came from Canton, El Paso, Washington, and in fact all stations along the line. Some were from as far west as Burlington and Keokuk, Iowa. A special cheap rate had been made for the excursion, and all sorts of people took advantage of it. When the train drew out of Peoria at 8 o'clock last evening, it was loaded to its utmost capacity. Every berth in the six sleepers was taken and the day cars carried sixty people each. The train was so heavy that two engines were attached to it, and when it passed it was an hour and a half behind time. Chatsworth, the next station east of here, is six miles off, and the run was made in 7 minutes, so the terrible momentum of those 15 coaches and two engines shooting through space at the rate of a mile a minute can be understood. The train did not stop at Chatsworth, and sped by the small stations with lightning speed. Three miles east of Chatsworth is a little slough, and where the railroad crosses a dry run about ten feet deep and fifteen feet wide. Over this was stretched an ordinary wooden trestle bridge, and as the excursion train came thundering down on it, what was the horror of the engineer on the first engine as right before his eyes leaped the bright flames, and the next instant he was among them. There was no chance to stop had there been a warning. It would have taken half a mile to stop that onrushing mass of wood, iron and human lives, and the train was within a hundred yards of the red-tonged messenger of death before they flashed their fatal signals into the engineer's face, but he passed over in safety. The first engine kept the rails. As it went over, the bridge fell beneath it, and it could only have been the terrific speed of the train which saved the lives of the engineer and his fireman; but the next engine went down, and instantly the deed of death was done. Car crashed into car, coaches piled one on top of another, and in the twinkling of an eye nearly 100 people found an instant death, and fifty men were so badly hurt they could not live; as for the wounded, they were everywhere. Only the sleeping coaches escaped, and as the startled and half-dressed passengers came tumbling out of them they found such a scene of death as is rarely witnessed, and such work to do that it seemed as if human hands were utterly incapable. It lacked but five minutes of midnight. Down in the ditch lay the second engineer, McClintock, dead, and fireman Applegate badly injured. On top were piled the three baggage cars, one on top of the other like a child's card house after he has swept it with his hand. Then came the six-day coaches. They were telescoped as cars never were before, and three of them were pressed into just space enough for one. The second car had mounted off its tracks and crushed through the car ahead of it, crushing the woodwork like tinder, and lay there resting on the tops of the car seats, while every passenger in the front car was lying dead and dying below. Out of the car but four people came alive. On top of the second car lay the third, and its bottom was smeared with the blood of the victims. The other three cars were not so badly crushed, but they were broken and twisted in every conceivable way, and every crushed timber and beam represented a crushed human form and broken bone. Instantly the air was filled with cries of the wounded and groans and shrieks of those about to die. The groans of men and screams of women united to make an appalling sound, and above all could be heard the agonizing cries of little children, as in some instances they lay pinned along side their dead parents, and there was another terrible danger yet to be met. The bridge was still burning and the wrecked cars were lying on and around the fiercely burning embers. Everywhere in the wreck were wounded and unhurt men, women and children, whom they could be saved if they could be gotten out, but whose death, and death in a most horrible form was certain if the twirled wood of the broken cars caught fire, and to fight the fire there was not a drop of water and only some able-bodied men who still had presence of mind and nerve enough to do their duty. The only light was the light of the burning bridge, and with so much of its aid the fifty men went to work to fight the flames. For four hours they fought like fiends and for four hours the victory hung in the balance. Earth was the only weapon with which the fire could be fought, and so the attempt was made to smother it. There were no baskets or barrows to carry it, and so desperate were they that they dug their fingers down into the earth, which a long drouth had baked almost as hard as stone, and heaped the precious handfuls thus hardly won upon the incroaching flames, and with this earthwork, built handful by handful, kept back the foe. While this was going on other brave men crept underneath the wrecked cars, beneath the fire and the wooden bars which held as prisoners so many precious lives and with pieces of board and some times their hands beat back the flames when they flashed up alongside some unfortunate wretch, who pinned by a heavy beam looked on helplessly while it seemed as if his death by fire was certain; and while the fight was thus going on the cars of the workers were filled with the groans of the dying men. The anguish of those whose death seemed certain unless the terrible fire could be extinguished and the cries of those too badly hurt to care in what manner their end were brought about so only as it would be quick, so they dug up the earth with their hands. Finally the victory was won, and the fire was put out after four hours of endeavour, and as the last sparks died away a light came up in the east to take their place and dawn upon a scene of horror. While the fight had been going on men had been dying, and there were not so many wounded to take out of the wreck as there had been four hours before, but in the meantime the country had been aroused and help had come from Chatsworth, Forest and Piper city, and as the dead were reverently laid along the side of each other in the cornfield, there were ready hands to take them into Chatsworth, while some of the wounded were carried to Piper city. One hundred and eighteen was the awful poll of the dead, while the wounded number four times that. Any full tale of the dead cannot be told, for to-day Chatsworth was turned into a morgue. The town hall, the engine house and the depot were all full of dead bodies, while every house in the little village has its quota of wounded. There were one hundred corpses lying in the extemporized dead houses, and every man and woman was turned into an amateur nurse. Even in a lumber yard noise of the hammer and saws rang out in the air, and the busy carpenters were making rough coffins to carry to their homes the dead bodies of the excursionists, who, twelve hours before, had left their homes full of pleasurable expectation of the enjoyment they were going to have during the vacation which had begun. When the news of the disaster was first flashed over the wires, prompt aid was at once sent. Dr. Steele, chief surgeon of the Toledo, Peoria and Western Road, had come on a special train, and with him were two other surgeons and their assistants from Peoria, also came Drs. Martin, Baker, Flevegler and Johnson, and from every city whence the unfortunate excursionists had come their physicians and friends hurried out to help them. From Peoria also came delegations of Red Men and the Ancient Order of United Workmen, members of both societies being on the Illinois train, so that after 8 o'clock in the morning there were plenty of people to do work that needed such prompt attention. In the town hall was the main hospital in which the anxious relatives and sorrowing friends sat fanning greatly suffering faces. Down in the dead houses fathers, husbands, brothers, sisters, wives and children tearfully inspected each face as it was uncovered and sighed as the features were unknown. In the anguish a well-known face, sometimes fearfully mangled, but yet recognized, was unknown.

The dead bodies which were laid in a cornfield were stripped of their watches and jewelry. This fact was proven this morning. Out in the cornfield section the purses, all empty, were found in one heap. It was a ghastly plundering, and had the plunderers been caught this afternoon they would have been lynched.

There was one incident of the accident which stood more horrible than all of those horrible scenes. In the second coach was a man, his wife and little child. His name could not be learned to-day, but it is said he got on at Peoria. When the accident occurred the entire family of three was caught and held down by the broken wood-work. Finally when relief came the man turned to the friend and feebly said: "Take out my wife first, I'm afraid the child is dead." So they carried out the mother, and as a broken seat was taken off her crushed breast, the blood which welled from her lips told how badly she was hurt. They carried the child, a fair-haired, blue-eyed girl of three years, and laid her in the cornfield dead.

ALONGSIDE OF HER DYING MOTHER.

Then they went back for the father and brought him out. Both his legs were broken, but he crawled through the corn field to the side of his wife, and feeling her loved features in the darkness, pressed some brandy to her lips and asked her how she felt. A feeble groan was the only answer, and the next instant she died. The man felt the forms of his dead wife and child and cried out, "My God, there is nothing more for me to live for now," and taking a pistol out of his pocket pulled the trigger. The bullet went surely through his brain, and the three dead bodies of that little family are lying side by side in Chatsworth waiting to be identified.

ORIGIN OF CATASTROPHE.

There have been many guesses as to the origin of the fire which weakened the bridge and caused the accident, but so far they are nothing but guesses. The most probable one is that a spark from the furnace of the engine of a train which passed two hours before caused the blaze. The season has been very dry here, and for a long time almost no rain has fallen, and so the wooden work of the bridge was like a tinder. A live coal dropped on it would fire it at once, and the accident soon followed. Another and startling theory is the one of train wrecking. This is an awful one to contemplate, but it has its adherents. They point to the fact that there were a lot of thieves about, to the additional fact that they seemed to be members of an organization working together, and the diabolical heartlessness with which they went about their work, indicated devilishness which would stop at nothing. The news of the disaster was brought to Chaisworth by one of the passengers about midnight. As fast as the corpses were taken from the wreck they were laid out on the side of the track. Before daylight the work of recovering the dead and moving them to Chatsworth had begun. The residents of the town threw their houses open for the reception of the dead and wounded, but the former were taken to the improvised morgues. The scenes in the different places where the bodies lay were heartrending. The majority of the bodies were mangled in a most frightful manner, many of them having their faces entirely torn away, leaving their brains exposed, while their jaws, fingers and limbs had been torn off. About five o'clock on the Piper staff visited the scene. The sleeping car Tuna was at the end of the train. It was forked in the air, supported by trestles. The front end of the car was directly over the place where the bridge stood. To the right lay a coach broke into kindling wood, and directly on the road was piled up what was left of five six or seven coaches turned bottom up and broken beyond recognition. Beyond were two tenders and one engine. They were turned bottom side up, and were scarcely recognizable. Along the hedges there were valises, boots, shoes, hats, all manner of articles of wearing apparel, broken lanterns and seats from the cars. It was an awful sight. Hats of men and women broken and smeared with blood, cute crocking with gore, ladies underwear smeared with blood. It was plain to be seen from the baggage the travellers were well to do people. It was simply horrible," said E. A. Vansandt, of Peoria. "No words of mine can describe the awfulness of the scene. I was in the rear sleeper and so was in no danger, as no one in the six sleepers was more than shaken up, but even there we got a bad shaking. I felt three distinct jolts and rushed out of the car and ran forward to the wreck. There the scene was horrible. The only light was the flames to the burning bridge, and above the day coaches were piled on top of one another in a heterogeneous mass. The engine was behind in the ditch and the headless body of Engineer McClintock was underneath. From all sides came cries for air, so we went to work, and we worked hard too. If the wreck ever caught fire 300 people would have been burned to death, so the only thing we could do was to smother the fire with dirt. We in front and dropped on top of the car in which Mooney sat. The strange part of it was neither man was hurt. The most terrible death of all was that of Engineer McClintock, engineer of the second engine.

THE LATEST.

Chatsworth, Ill., Aug. 11th.—The charnel house and hospitals make to-night what has been a peaceful village of Chatsworth of 800 merry excursionists journeying by here to the Falls of Niagara 24 hours ago. Fully half that number have since passed through a maelstrom more fearful than all the whirling waters that they were traveling for to see. Eighty-four of their blackened mangled corpses are scattered in the depot, schools and engine houses here and at Piper city or are being carried on trains in all directions to their homes. One hundred and thirteen bandaged, moaning cripples are stretched on all available mattresses, bedsteads and floors in this village, struggling for a lease of life. The streets are filled with crowds of anxious seekers for friends and relatives, and with other crowds of busy people hurrying for medicine, or slowly bearing rude pine coffins to the trains, or talking earnestly of the horror.

Mr. A. Crowell and wife, of Peoria, were on their way to visit their parents in Kankakee, with their six weeks old baby. Mrs. Crowell occupied a seat in the front end of the car next to the door. Mr. Crowell being unable to get a seat, with his wife, took another position a few yards back. When the concussion came the front end of the car was crushed in and Mrs. Crowell killed. The baby was found in the centre of the car with but slight injuries. It was taken to a farm house near by and cared for.

By reference to the notice of Sheriff's Sale, *re* McDonald *vs.* McDonald, which appears in our columns, it will be seen that two o'clock in the afternoon is the hour of sale, instead of five o'clock, as inadvertently published last week.

Canada in the Old Country.

The Montreal *Gazette* of a recent date had the following:

The Hon. J. A. Ouimet, Speaker of the Canadian House of Commons and Colonel of the 65th Battalion, was in the city yesterday for the first time since his return from England, where he captained the Canadian team at Wimbledon. The Speaker is looking well and seems delighted with his trip to the mother country and the cordial welcome which awaited the "first commoner in Canada" on the other side.

Speaker Ouimet was seen by a *Gazette* reporter and he was evidently impressed with the proverb that a prophet is not so much of a prophet in his own land, for though the Speaker has an honorable and exalted position here, in England from the "ruler of the Queen's navee" through all the other ministerial dignitaries who rule the British Empire, the gallant gentleman was the recipient of many courtesies and acts of compliment and kindness consistent with his position as President of the Parliament of the premier colony.

A *Gazette* reporter interviewed the Speaker yesterday, and in reply to the question, "How were you received in England?" Col. Ouimet said: "I shall never forget the courtesy which was extended to me. The first invitation I received was a special one from the Speaker of the Imperial House of Commons, asking me to occupy a seat in the distinguished strangers' gallery of the House. The first time I went there Sir H. Ponsonby, the Speaker's secretary, and his son, conducted me through Westminster, and sat with me while I listened to the debates in the House."

"What debates did you hear in the Imperial House?"

"The first one was on an Irish railway bill, to which the Parnellite members strongly objected, and the second and most important occasion was when Parnell and Sexton spoke on the enforcement of the crimes act."

"And what do you think of these two celebrated Irishmen?" asked the reporter.

"Their speeches were eloquent and clever. I was impressed with their brilliant oratory, the logic of their speeches, and their evident knowledge of parliamentary rules and procedure. At the same time from all I have seen in the British House of Commons I would not consider that our own Canadian parliament is inferior in debating power. The questions brought before them are, of course, widely different, and the rules are much the same except as regards 'the cloture.'"

"And what do you think of the cloture?"

"I believe it was introduced by the Gladstone Government to remedy an apparent evil. Considering the large number of members in the Imperial House of Commons and the vast amount of business to be transacted, I think it would be impossible to accomplish all its duty if indiscriminate debate were permitted. At the same time the power of cloture places the Speaker in a very unenviable and awkward position. As Speaker of the Canadian parliament I should not like to be placed in the same position, and I hope the time shall never come when 'the cloture' will be considered necessary in the Canadian parliament.

Speaker Ouimet then told the reporter that on the occasion of the great naval review off Spithead he was present on the invitation of the right lord of the admiralty. The splendid troopship *Malabar* was placed at the disposal of the representatives, and every kindness and courtesy was extended to them. Notwithstanding the many invitations Colonel Ouimet had to dinner, he could only find time from his duties as Captain of the Canadian team to attend the "350th Anniversary of the Honorable Artillery Company of London." It is a crack corps, so far as birth and lineal descent are concerned—everyone of them a lord, or a title bearer, including the "full privates," and no doubt the boys could form square and resist a cavalry charge if the occasion offered. But in later days they are most distinguished for being wealthy and able to supply and enjoy a good dinner.

This is not Col. Ouimet's statement, but he was an honored guest of this high-toned corps.

"The Honorable Artillery Corps," continued the Colonel, "in celebrating their anniversary, invited the Honorable Artillery Corps of Boston, which is an offshoot of the parent regiment, and many of them were present. The dinner was a magnificent reunion of the English volunteers, the American citizens and the colonial representatives."

"What, from your experience, is the opinion held by the English people concerning Canada?" asked the reporter.

"I found," replied Mr. Speaker, "that Canadians everywhere were received with the utmost respect. 'To be a Canadian' was the password to the heart of the English people, and they received you as a brother. There was, no doubt, a great deal of discussion about the recent iron duties, and representative men talked to me on the question. English manufacturers spoke as if the duties were unreasonable and directed against them. Not being an active politician, as you know, I could not speak on the question from a party point of view, but I tried to put the case as it really is before their eyes. I told them that Canada was doing what the United States had been doing, and that we expected the same results from our policy, viz., that English manufacturers would invest their capital in this country and develop our vast mines—even to employ and immigrate English labor if necessary. I told the English gentlemen whom I met that our object was to make Canada as prosperous a country as we could, in order to establish it as a favorite field for emigration from the old country, and that if we succeeded in this, Canada would be more and more a colony of which England might feel proud. I pointed out from our point of view the more prosperous a colony was, the more advantageous it would be as a field for emigration for the surplus population of the mother country, and that Canada as a poor country could not be of any use to them more than as a temporary market. England's greatness, in the eyes of other countries, depended to some extent on the greatness of her colonies, which at any moment might be called upon to sustain the dignity of the United Empire. I found that every Englishman with whom I discussed the question was patriotic enough to adopt this view."

"Did you hear any talk of commercial union in England?"

"Oh, it is not talked about at all," replied the speaker, "it has not reached public opinion and English people would not dream of it so long as Canada is to remain a colony."

"How were you impressed with the scores of the Canadians at Wimbledon?"

"They did better work than in any previous matches. Gillies of Winnipeg won the Prince of Wales prize, which comes after the 'blue ribbon' or Queen's prize. In the 'blue ribbon' match, where there were 3,000 competitors, three of our men succeeded in scoring enough points to remain among the 100 first and for a time, in the 'last stage,' at 900 yards, Sergt. Ogg of Guelph held the lead. Unfortunately he lost four shots, which ran him down to 20th. The next moment, however, Langstroth of St. John, N. B., crept up to 7th and Thompson of Montreal was 25th. This shows that our men are just as good shots as the best men from English corps. Our men won in all about $450. I was amazed with the popularity of Canadians on Wimbledon common. When it was announced that Gillies won the Prince of Wales' prize, which is only second in importance to the Queen's trophy, we received a perfect ovation."

"The first minister of the crown who came to visit the colonial camp," continued Col. Ouimet, "was Sir Henry Holland, Secretary for the Colonies. He was accompanied by Lady Holland, and when he was recognised the boys gave him a rousing cheer. I had the honor of being invited to dinner at Sir Henry Holland's, and he afterwards attended the reception I gave at the camp. The Hon. Mr. Stanhope, Secretary for War, and the Secretary of the Colonies in the Gladstone cabinet, also visited us, and the men gave him a hearty cheer."

"All the ministers of the crown whom I met," replied the colonel to another question, "expressed themselves as favoring the granting of a subsidy to the Canadian Pacific mail route, and they told me it would be brought down in the estimates. They were all willing to encourage Canadian enterprise and energy."

The Colonel also expressed his belief that the sending of a team to Wimbledon every year was the best advertisement Canada could have, as the Canadians met both the aristocracy and yeomanry of England there, and it was the best way to make the country known.

St. Agnes' Church.

The corner stone of St. Agnes' Church was laid yesterday afternoon in the presence of a large concourse of clergy and laity, so large that the greater part of them might as well have stayed away for all they saw and heard. His Grace Archbishop O'Brien performed the ceremony, being assisted by the Very Rev. Canon Carmody, V. G., Rev. E. F. Murphy, Rev. P. Danahar, Rev. G. A. Ellis, Rev. G Murphy. Father McTighe, of Pittsburg preached a very able and eloquent sermon. In the cavity under the corner stone was laid a paper containg the names of 5,000 contributors to the building fund, a copy of Saturday's *Herald* and other dailies, the constitution and bye-laws of the several Catholic societies of the city, current coins and postage stamps and a paper containing the following:

Ad dei omnipentis.
Gloriam XIX, Kal. Sept. 1887.
Lapidem Angularem
Eccl. Sub Titulo S. Agnetis, V. M.
Ædificandæ.
Leone Papa XIII feliciter regnante
Cornelius O'Brien
Archiepiscopus Halifaxiensis.
Ægeon S.-Agneti patrona obsequens.
Magna cleri populique frequentia.
Circumdatus.
Sacris ceremoniis rite solutis.
Solemniter benedixit et in fide domini suo loco
Collocavit.

St. Agnes' when completed will be a beautiful edifice. It will be built of brick, the contract price for the outside walls being $7,000. It is said that about enough has been raised to pay this. A collection was taken up yesterday during the services and a considerable amount realized.—*Halifax Herald Aug. 15.*

In Brief, and to the Point.

Dyspepsia is dreadful. Disordered liver is misery. Indigestion is a foe to good nature.

The human digestive apparatus is one of the most complicated and wonderful things in existence. It is easily put out of order.

Greasy food, tough food, sloppy food, bad cookery, mental worry, late hours, irregular habits, and many other things which ought not to be, have made the American people a nation of dyspeptics.

But Green's August Flower has done a wonderful work in reforming this sad business and making the American people so healthy that they can enjoy their meals and be happy.

Remember—No happiness without health. But Green's August Flower brings health and happiness to the dyspeptic. Ask your druggist for a bottle. Seventy-five cents.

Market Prices.

CHARLOTTETOWN, Aug. 16, 1887.

Veal ℔ lb	0.04 @ 0.06
Beef (quarter) ℔ lb	00.6 @ 0.07
Beef (small) ℔ lb	00.7 @ 0.12
Mutton ℔ lb	0.05 @ 0.06
Pork (small)	0.06 @ 0.08
Lamb ℔ lb	0.06 @ 0.08
Ham ℔ lb	0.13 @ 0.14
Fowls, per pair	0.35 @ 0.40
Butter, (fresh,)	0.16 @ 0.18
Butter (tub)	0.13 @ 0.16
Eggs ℔ doz	0.12 @ 0.13
Oats ℔ bush, (black)	0.28 @ 0.30
Hay ℔ 100 lb	0.65 @ 0.70
Potatoes	0.40 @ 0.45
Rhubarb ℔ bunch	0.06
Turkeys	0.75 @ 1.00
Ducks ℔ pair	0.70 @ 0.75
Pigs ℔ pair	4.50 @ 5.00
Flour ℔ cwt	2.25 @ 2.75
Oatmeal, ℔ cwt	2.30 @ 2.50
Straw, ℔ load	0.00 @ 2.00
Hydes	06 @ 0.08½
Sheep pelts	0.65 @ 1.00
Timothy Seed, ℔ bush	3.60
Blueberries, ℔ qt	0.08
Raspberries, ℔ qt	0.12
Black Currants, ℔ qt	0.10 @ 0.12
Green Peas, ℔ qt	0.15 @ 0.18
Cabbage ℔ head	0.05 @ 0.08

Boston Markets.

Eggs—With cooler weather the market has been a little more steady this week, but there is no great improvement in the demand as yet. Eastern extras are scarce and wanted at 16c; other eastern fairly good enough to sacked 15c. P. E. Island, N. S. and N. B. are hard to place at anything over 15c, and most sales are at that price.

Potatoes—The market has been generally well supplied, and prices show but slight variation from day to day. The demand has been fully equal to the supply for the past day or two, however, and the market closes to-day quite firm, at $2.37 for choice stock.

Fish—The weather has been cooler for the past week, and demand for all kinds of fish has improved. Codfish have been in a very good demand, and close firm at quotations. Receipts of unsoked herring are still light and meet with a ready sale at quotations. There is some call for Nova Scotia large fat herring at $5.50 to $6.00 per barrel. Receipts of mackerel continue light, and there is a steady good demand at full prices. Canned mackerel are wanted. Lobsters in fair demand.

The Art Interchange of July 16, gives as its extra supplement a bold and brilliant study of oranges, both fruit and blossom. This is an admirable example of the modern method of water color painting, and is of incalculable benefit to the student. It is published as a companion to a study of apples issued earlier in the year. Another extra supplement is black and white, entitled "The Watering Trough," is a very charming composition, showing the courtyard of an inn. The principal figure is that of a lady alighting from a white horse. Serving maids in picturesque costume, horses, dogs and attendants, make up a very pretty picture. The other illustrations consist of a wheat scene, a charming floral design for vase decoration, sweet pea design for plate (one of the series), a bold design showing lions rampant, suitable for wood carving; a dainty little figure sketch in Continental costume, for decorating mesh cards; outline designs showing child's head, very suitable for general decorative work; floral and landscape designs, suitable for screens, tea service, plaques, vases and panels. The text includes notes on painting oranges in watercolors; how to preserve oil colors from spreading; how to paint on chamois skin; how to construct a portfolio to hold charcoal sketches; directions for painting sketch of birds on pine boughs, oil colors for golden rod; how to paint glass fire screens; directions for picturesque curtains; how to paint child's figures in pastel; decorations for coffee pot, mineral colors for clematis; decorations for candle sticks; etiquette for morning weddings; how to construct a baby's hammock; novelties in furniture, including tables on castors, room suits and cabinets; fancy cushions; hand screens, table covers, drawing table, easels. There are also the usual notes on current art events and book reviews. Price of this issue with all the designs, including the two supplements mentioned above, is 25 cents. Published by W. H. Whittlock, 27 and 29 West 23rd Street, New York.