Biberia.

A see route to Siberia is the latest item ot interest regarding the northern regions. Only a few years ago such an idea would have been deemed preposterous. Within a few weeks, indeed, there was but dim hope that certain expectations which had bean formed would be fulfilled, and certain efforts which were being made in the direction indicated were as yet pronounced vain and chimerical. What was so recently, however, only an idea has become afact. A sea rout to Siberia has been discovered, and the discovery has by those best qualified to judge been deemed an event of high importance—one of the most important in modern times. Towards the end of July last two ships with of interest regarding the northern regions.

Towards the end of July last two ships with Towards the end of July last two ships with a small tag for the river work were despatched from London, their instructions being that they should penetrate the Kara Sea, enter the estuary of the Yenissei and proceed as far up the river as possible. The two ships, with the little tag, made the voyage bravely, without any accident, from London to Karaoul, 160 miles up the Yenissei, in thirtyning days. The yovage was accombisised Karsoul, 160 miles up the Yeniasei, in thirty-nine days. The voyage was accomplished in this space of time in spite of strong and continuous northeasterly winds and heavy ice floes which occasioned no little dolay. They remained at Karsoul nineteen days and took twenty-siz days to return to Lon-don. The entire trip, it will thus be seen, covered sighty-four days, or two months and twenty-three days.

Yenlaseisk, the capital of the province of the same name, is about 1,600 miles up the Yenissei from its mouth, or about 1,350 from Karoul. The town has a population of from eight to ten thousand and is the centre of trade for a large part of the interior. At Karaoul the ships halted and the cargoes were transferred to the riverine boats, cargoes being also secured from the riverine boats in return. Making allowance for the distance between Karaoul and Yenisseisk, the calculation was that when the ships had reached London the rich cargoes which they had taken from the Thames in July would just be finding storage at the docks of the Siberian city. ian city.

The immediate practical result of this lat-est expedition, the first of a really commer-cial character, is the virtual establishment of a sea route to the very heart of Siberia, which means the establishment of a new trade outlet and probably a most prosperous trade centre. Of course, it is well known that the Kara Sea is not navigable at all seasons of the year; but as a result of this voyage the conclusion has been reached that if Siberia-bound vessels do not leave British ports later than the first week in Angust they will have sufficient time to reach Karaoul, exchange their cargoes and accomplish the home transce the same season. It has soul, exchange their cargoes and accomplish the home voyage the same season. It has been further determined that no great dan-ger is to be apprehended for vessels of heavy draught, from the peculiar character of the estuary of the Yenissei. It is broad as well as long, studded with numerous islands, and as went continuously almost by northantely salong, studded with numerous islands, and swept continuously almost by northeasterly winds. The water, it was believed, was shalow, and from these various causes the conviction had been arrived at that then avigation of the estuary would be perilous to vessels of any draught. This delusion, which proved fatal to the expedition of last year, has also been dispelled. On this last occasion the two merchantmen, with the little tug, sailed up the estuary nearly two hundred miles, exchanged cargoes with a flotilla from the upper reaches of the river, and sailed home again. The conclusion is not unwarranted that there is no serious hindrance to navigation in the ordinary conditions of the estuary tion in the ordinary conditions of the estu

of the Yenissei.

How has this revolution been brought about Like most other results of a similar kind; it a the fruit of much labor and personal self-sacrifice. Originally engaging the time and attention and the means of eonal self-sacrifice. Originally engaging the time and attention and the means of one man, the scheme came to interest many persons of means and influence; but from first to last it has been distinctively a private enterprise. Capt. Wiggins is to be credited with the paternity of the idea; and since 1874 he has made fifteen voyage to give his idea practical shape. At first he worked on his own means, and when these were exhausted, assistance began to come to him from outside sources. Latterly a sort of syndicate was formed, and prominent among Wiggins's friends and helpers were Mr. Albert Gray and the Milburns, the great shipping firm of Newcastle and London. In April of last year an appeal was made in the shape of a confidential circular inviting subscriptions. Money came in from private individuals all over the country, and Wiggins was able to set out in his little ship Labrador, although a little too late, as experience proved, to make what some were pleased to think would be not saily the final experimental trip but one

which should settle the question of the feasibility of a sea route to Siberia. Wiggins reached the Kars Sea and sailed to the mouth of the Yenessei. In none of his farmer voyages had he encountered so much i.e. He feared to penetrate the estuary. At the mouth of the estuary he waited for the riverine boats. At the head of the estuary the riverine boats waited for the Labrador. The result was that they never met. Total want of finnds at the beginning of the year forced Wiggins and the Labrador to South America, but the voyage was so arranged that if a fresh expedition were arranged for the present year, the captain, his boat and that, it a fresh expedition were arranged for the present year, the captain, his boat and well-trained men could be on hand. Un-happily; however, the boat met with an accident and had to be laid up in dock. When the expedition which had ended so fortunately was arranged, Wiggins was unable to come on and take charge.

The captain, it is understood, is greatly chagrined because he has failed to seize the prize which was so nearly within his grasp. There are many who sympathize with him. There are many who sympathize with him. It ought, however, to be some consolation to the captain that the two ships which traversed the Kara Sea were in charge of old Labrador mates, and that his brother was no command of the tug. Besides the work is not allower. He has the possible glory of future, years before him. The enterprise is and ever will be associated with his name, and if he has not made the final discovery he has the satisfaction of knowing, and of knowing that the world knows it, that but for him the discovery would not now be made.

What is the salue of this discovery Its

for him the discovery would not now be made.

What is the value of this discovery? Its value is mainly commercial. There are people who now are disposed to belittle the value of Siberia. Good enough, they say, as a place of axile for Nihiliats, but that is all. Such was not the opinion of Capt. Wiggins during his voyages. Such is not his opinion now. Such has never been the opinion of is friends. And such is not the opinion of some of the men best acquainted with the regions which this new sea route promises to open up. To one of the promoters of the undertaking Baron Nordenskiold recently wrote; "Allow me to express my most cordial conpliments and well wishes to the energetic and foresighted promoters of the undertaking. I am persuaded that its success will at once be regarded as an event rivalling in importance the return to Portugal of the first fleet loaded with merchandise from India. Siberia surpasses the North American continent as to the extent of cultivatible soil. The Siberian forests are the largest in the world. Its mineral resources are immense, its climate, excepting the Tundra and the northernmost forest region, healthy, and as favorable for culture of cereals as any part of Europe." This may be a somewhat rose-colored picture, which the Tundra and the northernmost forest region, healthy, and as favorable for culture of cereals as any part of Europe." This may be a somewhat rose-colored picture, which time and further discovery may dim. But it is the language of a man who knows more about the region of which he speaks than any other man in Europe or America. And it is undeniable that in those very regions through which the Venissei runs there are gold fields which might be profitably worked, and corn lands which are only awaiting the facilities of transit to compete with India and Southern Russia, and possibly even North America. The future, of course, will be greatly dependent on the attitude which the Russian Government may assume. If no hindrances are offered from this quarter a new field of enterprise has been hrown open to the world. hrown open to the world.

The following from a document that is declared to be an abbreviation of the funda-mental provisions of the Federal Constitution menent provisions of the Federal Constitution of the new republic of Brazil will give an idea of the general character of the laws under which the Brazilians will henceforth be held. The quotation refers to the rights of citizens, and says:

and says."

"First: They may do or cease to do what they think best so long as they respect the rights of others. Secondly: Protess freely their religion. Thirdly: Express their opinionifreely. Fourthly: Teach and learn what they choose. Fifthly: Select the mode of living that suits them. Sixthly: Meet publicly without interference of the police. Seventilly: Come into, remain in, or quit. Brazil as suits their interest. Eighthly: Ask for any thing they require. Ninthly: Als for any thing they require. Ninthly: Als for any thing they require. Ninthly: Als are equal before the law. The republic will abolish special privileges, titles, and other class distinctions."

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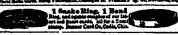
The honest and law-abiding citizens of Mexico and of the West Indies are greatly troubled these days by gangs of bandits who have sprung up in various parts of the country. In Cuba the desperados display unusual energy and do not hesitate at times to dely the troops sent in their pursuit. Notwithstanding the vigorous attempts on the part of the authorities to prevent their lawlessnesses they still continue to kidnap unprotected citizens for whose release they demand heavy ransoms. The New York Sun suggests that as the present military force appears to be present military force appears to be insufficient to cope with the robbers and as Spain is now at peace, it might be well for the Madrid Government to send the whole Spanish army to Cuba for a few years.

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