

HAPHAZARDS.

This column in future will be contributed to by the lazy member of the editorial staff, who from his natural disposition finds it hard to sustain for any length of time the stilted style of editorials, and who being a bachelor, and deficient in imaginative power, has difficulty in speaking of himself in the plural, as if he were "two or more persons," as Father Frost would call them, into "our opinions." And so there is and of us, and it is only I.

Now what matters it to you, my readers, who this I may be. Thomas à Kempis in the *Imitation* tells us to "inquire not who said this, but to attend to what is said."

It concerns the editor very much, however, to know who it is he writes for. He should know his readers at least to the extent of being able to read correctly what are the subjects they wish to read about. This is not always easy, and therefore, to aid me I would be glad of any hints you may be kind enough to give. For my part I shall take you into my confidence and tell you in my plain way what I think about concerning a variety of things, and in return for this confidence I shall rely upon your writing me now and again, giving me your ideas or making enquiries about the things that are of special interest to you. What I want is that you help me to make this column your own, so that every week it may contain a paragraph devoted to your own pet hobby. This will, I trust, make this column interesting, and it will also make my task easy, and hard ones I hate.

As a punishment for their transgression our first parents were condemned to hard labor, *aux travaux forcés*. Part of the sentence was that thenceforth they should earn their bread by the sweat of their brow. It is as natural to dislike hard work as it is natural to try to escape punishment. Don't mistake me and think that I would excuse idleness. Before the transgression and the fall I cannot imagine that our first parents were idle in the beautiful garden but their time was filled with easy occupations that cost no effort and brought no sense of weariness or pain. So I infer that it is not natural to be idle. Before the blighting sentence fell upon them their intelligence and all their faculties were so perfect that whatever they chose they could easily do. But now the man who is able easily to achieve many things is an exception to the rule, and therefore it is better for each one to learn first what he is specially fitted to do, and if he finds this out he will be able to escape a great part of the punishment and will succeed in obtaining the greatest results for the least amount of labor.

Reading over what I have written here, I take it as an augury of good for this column that its first quotation should be from so marvelous a book as the *Imitation*. It needs no exercise of poetic fancy to lead one to the belief that the book is divinely inspired. Sometimes perhaps I shall have occasion hereafter to recommend you to read books that I have found to be particularly good; could I possibly find one better than this? Read it, read but a chapter or two thoughtfully, and though you are as great a sinner as myself, (God help me) you will be lifted up from the meanness of your surroundings, you will feel some of the enthusiasm of the saints, and, till the atmosphere of this low world closes in once more around you and chokes the aspirations that bring longings for a better life, you will realize that we were all created to serve God only and to love Him, and that all besides His service is the vainest folly. I am not preaching, but only thinking of my own sad wanderings, which make me miserable. It is true that the greater the distance reached the more difficult to get back to the narrow path, but just as the departure from the straight line is more evident the greater the angle, so it seems to me that the farther a man departs from duty the more apparent it must be that he has gone wrong. It is easy to moralize and natural to admire virtue. Thank God it is also natural, according to our higher nature, to be virtuous. But too often our lower nature prevails, and while we see as in the distance and admire the beauty of what is good and in a vague hesitating sort of way wish to bring these beautiful things near to us and into our daily life, still we follow also to the things that are not good and continue the pursuit while our conscience disapproves. *Vide meliora, proboque; deteriora sequor.* So the old pagan poet wrote, and St. Paul too complains, "I do not that good which I will, but the evil which I hate, that I do." The experience of the heathen and of the Apostle is the same. It is the experience of every one. But there is a way of escape for the resolute and brave. St. Paul exclaims:—"Unhappy man that I am! Who will deliver me from the body of this death?" And in the next verse the answer comes:—"The grace of God by Jesus Christ our Lord."

What heading shall I give this column? It is an irregular piece of writing, and I didn't propose to make it anything else. So let it be called *Haphazards* and me.

PAUL.

HELD UP BY TRAIN ROBBERS.

A Parlor Carload of Passengers Robbed Near Kansas City.

KANSAS CITY, August 4.—"Hold up your hands!" was the command that astonished the passengers on the St. Paul sleeper attached to the rear of the Washburn Western express as it pulled out of Barton last evening. The command was spoken by one of two men who concealed by handkerchiefs the eyes entered the rear of the coach. The passengers looked into the muzzles of two revolvers. Hands went up, one robber then said: "The first one that offers resistance will be shot down by our men on the platform." There was no man on the platform, but the passengers submitted quietly. There were seven people in the coach—five passengers, the sleeping car conductor and the porter. One of the passengers was a woman. At the first command her face blanched with fear, her hands went up for a moment, then fell lifeless into her lap. She had fainted.

"I guess she won't bother us," remarked one of the robbers and they commenced their work of plunder. One man went through the passengers one by one, while the other, with his revolver in his extended arm, kept a watchful look on signs of opposition. They secured \$175 in cash and two gold watches. They then started the robbers got on the train at Kansas City. Leaving the St. Paul coach the robbers started for the next stage.

A SLAVE CONDUCTOR. On the platform they met Conductor John Roach. One robber pushed his revolver under

the conductor's nose and ordered him to hold up his hands. The conductor supposed some railroad men were playing a joke upon him, and with a laugh he attempted to push past them. A gun of rapid fire was pointed at him, and he knew the attack was serious. He had no weapon, but with his lantern he dealt one of the men a vicious blow on the head, smashing the lantern's glass and extinguishing the light. Simultaneously the other robber fired a shot at him. The bullet missed its mark. The first robber recovered, and also shot at the conductor, but he missed. The robbers, with one man paring shot, swung off from the steps of the car. The conductor hurried his lantern after them. The train was running twenty-five miles an hour. Conductor Roach saw the robbers rise and make off towards Kansas City. That was the last seen of them.

(Continued from third page.)

NEWS OF THE WEEK.

IRISH.

Mr. O'Connor, a respectable farmer of Bandon, was charged at the Bandon police court with defacing a Government placard, by writing "God Save Ireland" over the words "God Save the Queen." The magistrate ruled this to be no offense, and dismissed.

It is reported on good authority that Mr. John Dillon will proceed from Australia to California and thence to Denver, Col., where his brother resides. He does not expect to return to Ireland for a year. His mission in Australia has been abundantly successful.

Mr. William O'Brien, M.P., with that remarkable industry characteristic of him, wrote an entire novel while confined in Galway jail recently. The book will be titled, "When We Were Boys." It is a description of Irish social life, the scene being laid partly in Ireland and partly in London.

John Dillon's health would not permit him to accept the compliment of a public welcome at the National Convention of the National Union of the Nationalists of the Australian colonies, Queensland. Like many far and away more sturdy tourists, he was prostrated for a moment by the intense heat that is characteristic of the country.

NEW YORK, Aug. 2.—A London special to the *Mail and Express* says the Parnellites have consummated a piece of splendid politics. The attitude taken by Mr. Parnell and his followers in voting for the royal grant has been a complete surprise to the Queen. Her Majesty has hitherto regarded the Parnellites as irreconcilable. It is stated now that the former wishes to visit Ireland in the spring. It is quite probable she will do so.

LONDON, August 2.—Lord Mayor Sexton, of Dublin, has written to the United States Legation here with reference to the letter received from him from President Harrison. He says that the letter was willingly opened and defaced before it reached him. The seal, he says, was melted and gum was scattered over the outside of the envelope.

LONDON, August 1.—In the House of Commons this evening Mr. Sexton moved an adjournment in order to consider the sentence passed upon Dr. Tanner under the Crimes act. He argued that the charge against Dr. Tanner was not assault with violence, that it did not come under the Crimes act, and therefore the sentence was illegal. Mr. Madden, solicitor-general for Ireland replied that there was a method of testing the legality of the sentence without adjourning the House. After a lengthy debate Mr. Sexton's motion was rejected—174 to 118.

EUROPEAN.

CONSTANTINOPLE, August 2.—The Sultan is displeased at the attitude of the insurgents in Crete, and has decided to suppress the insurrection, even if it has to be done by force. Eighty thousand Turkish reserves have been called out, and the army is moving towards Crete, and work is proceeding at the dockyards with feverish activity.

LONDON, August 1.—A report is published here that it is in contemplation to call Prince Albert Victor to the House of Lords before the next session. There is a little difficulty in the selection of a title. To ask him to sit in the House of Lords as Earl of Chester is out of the question, since he has a brother-in-law a duke, and there seems nothing but the creation of a new title or the Prince's assumption of the dukedom of Lancaster. It is probable that the latter course will be pursued. It is not anticipated that Prince George will be called to the House of Peers during the present reign.

PARIS, August 4.—*La Liberté* says:—"M. Waddington, the French Ambassador at London, has been directed to ascertain what chances the English law affords for the extradition of General Boulanger as guilty of a crime under the common law."

LONDON, August 4.—Edwin Rose, an English tourist, left a hotel at Brodick Bay, Scotland, July 17th to ascend the Goatfell. He was accompanied by a man named Annandale, who afterward returned alone and took Rose's bag. A search was made and the corpse of Rose was found beneath a pile of stones. He had evidently been thrown from a cliff. No trace of the murderer has been found.

BELGRADE, August 1.—The conference between ex-King Milan and the Regents to consider a question of the future relations of ex-Queen Natalie and her son, King Alexander, resulted in a decision that the ex-Queen should meet her son only outside of Serbia.

LONDON, August 1.—A despatch received from Glasgow at noon stated that Oros' extensive chemical works were burning. MacIntyre's distillery was threatened. A quantity of vitriol from the chemical works was running into the canal. The damage had amounted to £2,000.

AMERICAN.

SAN FRANCISCO, Cal., August 1.—Chillan papers say the steamer *Rapel*, from Valparaiso for Montevideo and Buenos Ayres, struck on Humboldt Island, in the Ocean Archipelago, on April 25th, and became a total wreck. Second officer McLaughlin, chief engineer Schneider, purser Elliott, and eight of the crew were lost. Capt. Caspar, two officers and three of the crew succeeded in reaching Castro. The remainder of the crew remained on the island.

SAN FRANCISCO, Cal., August 1.—William L. Rose, note-teller in the Nevada bank, has been arrested in Victoria, B.C. Rose had with him \$1,500 in cash and \$25,000 of promissory notes belonging to the bank. He will be prosecuted for taking stolen property into the Dominion.

DELAWARE, Fla., August 1.—William Gaskin, colored, was hanged here to-day for the murder of his wife. He addressed the crowd from the scaffold.

PHILADELPHIA, August 2.—The British steamship *Chancellor*, of 2,116 gross tons, from Santiago de Cuba, July 23, for Baltimore, iron ore, struck on the rocks off Wallingford Island, in the Bahamas, and became a total wreck. She was valued at \$100,000. Her cargo was valued at \$50,000. About a year ago the *Chancellor* struck at nearly the same spot and sustained \$40,000 damages.

KANSAS CITY, August 2.—This afternoon a well dressed man riding a large horse rode up to Altman's jewelry store. He dismounted, "letting" the horse stand without hitching, went into the store, and at his request was shown

some diamonds. He grabbed a handful, dashed out and sprang for his horse, but the animal became frightened and ran off. The robber then ran to a corner, jumped into a hack and drove rapidly away pursued by the police. He has not been captured; The diamonds are raised at \$15,000.

BOSTON, August 3.—The *Herald* devotes nearly two columns to the misdeeds of Samuel Oakley Crawford, alias Dr. A. C. Crawford, of New York, who has been creating a stir at New York, in Christian science circles especially. It says many residents of Boston were victimized by him. Crawford is wanted here for a forgery of \$4,000 and for other offenses. Under various aliases he has operated in many states.

BURKLEY, Va., August 4.—A collision occurred on the Virginia Midland railway this morning between two freight trains. Fireman Fox was killed and Engineer Davis seriously injured. Engineer Hayes and brakeman McDonald are missing and are supposed to be under the wreck. Fireman Kelly and brakeman McCallum were also badly hurt.

APPLETON, Wis., August 4.—Senator Wm. Kennedy returned last night from Winnipeg. He is very close-mouthed, but it is understood he has been retained as suspect Burke's counsel and will have charge of his defense.

SAN FRANCISCO, August 4.—Samoa advises that a German gunboat has gone to Marshall Island to bring back the departed King Malietoa. The Germans favor Malietoa as King and Tamea as vice-king.

CITY OF MEXICO, August 4.—It is proposed to have a world's fair here in 1892, to commemorate the 400th anniversary of the discovery of America.

PITTSBURG, August 4.—The explosion of a boiler near McKeesport yesterday killed Engineer Erb and fatally scalded three others.

SPRING VALLEY, Ill., August 4.—Twin children were brought to one of the locked out miners died here of starvation.

A DERVISH ANNIHILATION.

Gen. Grenfell Nearly Exterminates the Boudan Fanatics.

CAIRO, August 4.—Gen. Grenfell engaged the Dervishes near Toki yesterday and completely routed them. Wad-el-Jumi, the Dervish leader was killed. The Dervish loss was 1,500 killed and wounded. The Egyptian loss was slight. Besides Wad-el-Jumi, the slain on the Dervish side included twelve Emirs and nearly all the fighting men. Fifty standards were captured by the Egyptians. Gen. Grenfell marched out of Toki at 5 o'clock in the morning with a strong reconnoitering force of cavalry and camelry and advanced close to the Dervish camp. Making a feint of retiring he drew the whole of Wad-el-Jumi's force to a point within four miles of Toki. Here the Egyptian infantry were held in readiness for an attack, and a general action was at once begun.

The Dervishes made a gallant defense, but were driven from hill to hill. The Egyptian cavalry made a succession of effective charges, which Wad-el-Jumi and the Emirs were killed. After the fighting the Dervishes were completely routed.

Later particulars say that the Dervishes fought desperately, throwing themselves upon the advancing columns repeatedly and refusing quarter. The crisis of the battle was reached when the Dervishes attempted to turn the extreme right of the Egyptian cavalry. The Dervish force was repulsed and the Egyptian cavalry pursued the retreating rebels for miles. General Grenfell ordered the gunboats to pick up fugitives and wounded.

Gen. Grenfell, in his official report of yesterday's battle, says the Dervishes made repeated and desperate charges upon his men. They were met by the infantry in line of battle, supported by the Twentieth Hussars and the Egyptian cavalry. The Egyptian horse artillery did excellent service. The Dervishes numbered 3,000 fighting men. The British troops will not return to Cairo.

The Khedive has sent congratulations to Gen. Grenfell. It has been decided that a permanent occupation of Sarraz is necessary for the protection of the frontier. A movement upon Dongola is deemed useless unless the Government assent to the view of English generals, that Berber should be held as the true key to the Sudan. The Egyptian loss was 17 killed and 13 wounded. One thousand Dervishes were made prisoners.

THE ALGERIAN WRECKED.

History of Her Chequered Career.

As the steamer *Algerian* was proceeding westward Thursday morning, about 3 o'clock, she ran into the canal bank, and the vessel, carrying eight hundred of her crew and making hole in her side. She kept on her way until the water commenced to pour into the fire-hole, when she was turned about and run into the bay below the canal, where she sank in fifteen feet of water, the main deck alone remaining above the surface. The accident was due to the fact that the vessel was not answering the helm in the very swift current. At the time of the occurrence there were a dozen passengers on board, and these were landed and forwarded on steam will probably be raised to-day.

The *Algerian* has probably had as varied a career as any vessel. She was built at the Glasgow yard, and was launched on the river and named *Alger*. She was a composite iron paddle-wheel steamer of 576 tons register, 175 feet 3 inches long and 27 feet one inch beam. She was built about 1850, being then called the *Kingston*, and was placed upon the mail route between this city and Kingston. When the Prince of Wales visited Canada last year she was the rapid of the St. Lawrence on board her.

In 1865 her luck commenced. She caught fire while on one of her trips near the Thousand Islands, and had all her upper works burnt out. All those on board of her escaped, with the exception of an old lady, who jumped overboard with a life preserver. She, however, put the preserver on wrong, fastened it behind her, and the fire it held in her hands, and she was consequently drowned. The following year the vessel was taken to Kingston and rebuilt. Renamed the *Bavarian*, she again went on to the mail line and ran until fire again overtook her. The *Bavarian* left Toronto for Montreal on the afternoon of November 10th, 1875. At 8 o'clock the evening while off Cape Howe, her coast iron walking beam snapped in two. Amongst her cargo was a quantity of highwines in barrels, and these were stored right opposite the stove hole. When the beam broke it fell on these barrels, breaking them open and throwing their contents upon the fire, and in a moment the whole steamer was in a blaze. The pilot jumping from his lounge, and with the assistance of three others launched one of the boats and escaped. Some of the crew and passengers launched a second boat, but flames cut off the others and nineteen people perished. A long enquiry was held into the cause of the disaster. The spring of 1874 saw her again in the shipyard, and when on the river she was named *Algerian*. Disaster again overtook her in 1875, when she ran upon the Split rock and sunk. No lives were, however, lost. She was raised, and since then has met with two or three minor accidents.

On her downward trip, arriving here last Wednesday evening the *Algerian* brought 180 passengers. She is the smallest of the Toronto line boats as well as the oldest.

The Benedictines who own most of the land around St. Melinaud's village, Ind., have a valuable quarry on the banks of the Mississippi. The stone is in horizontal layers about fourteen inches thick, and the quarry which was begun two years ago is now being rebuilt of this stone. The good Fathers are doing all they can to recover from their great loss. They have made and still are making great sacrifices in order to restore the beautiful college building to its former beautiful proportions.

SHE DIDN'T STAY CAPTURED.

The Laughable Outcome of the Behring Sea "Seizure"—A Huge Joke on Uncle Sam.

VICTORIA, B. C., August 4.—The most astonishing thing that has happened here since the foundation of the town was the arrival in the harbor to-day of the schooner *Black Diamond*, Captain Thomas, which, on July 11th, was seized by the American cutter *Rush*, for the alleged illegal capture of seals on the Behring sea. No one particularly noticed her coming into the harbor, and anchoring until Captain Thomas hoisted the British flag and all the other bunting he had on board and jubilantly fired off a few black charges from a rifle he had on board. The schooner *Triumph*, which arrived here last Saturday, and reported the *Black Diamond*'s seizure, was lying in port, but even those aboard of her rubbed their eyes in astonishment at sight of a vessel they thought must be in Sikka by this time.

Capt. Thomas lost no time in having a boat lowered and coming ashore, where he was received with cheers, and given a reception which partook of the character of aovation. Captain Thomas, the moment he stepped ashore, was met by the owners of the schooner, and to them he reported the facts connected with the seizure of the *Black Diamond*, and the interruption of his vessel's sailing trip. He sighted the revenue cutter *Rush* on July 11, five miles away. He was catching seals at the time, and was about 10 miles off shore. He immediately made sail, intending to elude the cutter and avoid any possible trouble. The wind unfortunately, was rather light and the *Rush's* engines enabled her, inside of an hour, to overhaul the *Black Diamond*. The commander of the *Rush* at first regarded the schooner as a pirate, but on ascertaining that she was a legitimate vessel, he immediately being paid to the order by Captain Thomas, the *Rush* steamed almost alongside, her commander shouting out his order for her to lay to. This he did three times, but Captain Thomas still paying no attention to him, he steamed ahead of the *Black Diamond* and lay across her bows, compelling Captain Thomas to haul his vessel up sharply and lay to.

THE SEIZURE.

Then Lieutenant Tuttle, three other officers and two boat loads of Yankee sailors came aboard and began making an examination of the *Black Diamond* hold. Captain Thomas demanded an explanation, when Lieutenant Tuttle informed him that the vessel was being seized for the illegal catching of seals and demanding the *Black Diamond* papers. Captain Thomas indignantly repudiated the charge that he was acting illegally, and refused to give up his papers. Lieutenant Tuttle argued, demanded and threatened, and finally, after three days' detention, when the vessel was under strict guard, ordered his men to break open the cabin lockers and find what the captain refused to give up. The papers were found and Lieutenant Tuttle took possession of them, refusing, to Captain Thomas' repeated demands, to return them.

An American sailor named John Hawkins was then taken aboard by the commander of the *Rush*, who informed Captain Thomas that he and his mate were under arrest, that the schooner would be taken to Sikka, that the crew were not to be detained, but that the vessel was to be delivered over to the United States collector of port, Sikka, who would take whatever further action he deemed necessary by the American authorities. Written instructions to this effect were given to Hawkins, and after a thorough search of the schooner, Lieutenant Tuttle, with his officers and men, departed, and shortly afterward the *Rush* steamed off towards some other vessels in sight.

Captain Thomas said nothing to Hawkins, but putting up the port head towards the Alaskan shore. Four days later the *Rush* was passed by the *Black Diamond*, but did not hail her; the schooner was headed in the proper direction and there was no necessity for speaking. Each vessel was very near the other, the *Black Diamond* reached the harbor of Onalaska, the island of that name, forming one of the Fox Islands in the Aleutian group, and went inside in the hope of finding there an English man-of-war. The place was deserted, however, except by natives, so Captain Thomas, without any delay, a realization of the truth of the saying that "there's many a slip 'twixt the cup and the lip." He was quite hopeful, when he came ashore to-day, that he wouldn't be swung from a yard-arm for not obeying orders. In the face of his predicament he was, in fact, remarkably cheerful. He proceeded at once to the American collector of port, Sikka, and made a statement of what had happened, as he saw it, since the *Rush* parted with him. His story of the affair has been telegraphed to the American authorities at Washington.

The utmost satisfaction is felt here at the escape of the *Black Diamond*, particularly among the sailors and the owners of sealing vessels, and Captain Thomas is being made a lion of for his conduct in the matter.

THE NEWS AT WASHINGTON.

WASHINGTON, August 4.—The report of the arrival at Victoria, B.C., of the schooner *Black Diamond*, caused little surprise here. So far as known there has been no official information received on the subject.

Queen and Emperor Meet.

LONDON, August 2.—Brilliant sunshine and cool breezes prevailed at Portsmouth this morning. The Emperor and Empress, accompanied by the Imperial family, arrived at 10 o'clock. The town was handsomely decorated and the people were in holiday attire. An enormous flotilla of craft, consisting of warships and private vessels covered the harbor, while the shore was densely crowded with people. When the German Imperial yacht *Hohenzoeln*, with Emperor William on board, was sighted, the Emperor and Empress of the Royal yacht *Osborne*, started down the harbor to meet the Emperor, saluted boomed from the forts and warships and a tremendous demonstration made.

When the *Osborne* approached near the Hohenzoeln the Prince of Wales signalled greetings to the Emperor, who responded heartily. The two yachts then passed through the harbor, and proceeded up the Solent to Cowes. All the war vessels were trimmed with bunting, and as the yachts passed the yards were manned by seamen. On reaching Cowes the Emperor landed at Trinity pier, where the Prince of Wales, who had already landed, made him welcome. The Emperor and suite and the Prince of Wales then embarked, and, accompanied by a military escort, were driven to Osborne.

At Osborne House the Queen received Emperor William on the terrace and kissed him on both cheeks. Cowes and Osborne House were illuminated this evening. Many thousands of lights were displayed aboard the vessels in the harbor and the effect was splendid.

The Emperor was entertained at a family dinner in the palace this evening, when Lord Salisbury and the other Cabinet ministers, and the principal court officials were present. The Emperor was appointed this afternoon an honorary Knight of the Order of the Garter. The Emperor's visit to England, refers to Great Britain's sympathy with a ruler who is indefatigable in the interests of peace and says: "The Emperor's visit will show the two nations the magnitude of the friendly relations in the great work of civilization undertaken by Europe in the twentieth century of the globe. England's sympathy with

Emperor William marks the close relations and the community of interests existing between the two nations."

EMPEROR WILLIAM'S OVAATION.

LONDON, August 4.—Emperor William has conferred upon the Queen the command of the First Dragon Guards of Berlin, and upon the Duke of Cambridge the honorary colonelcy of a regiment of infantry. The document conferring the appointment upon the Queen begins:—

"MOST ILLUSTRIOUS GRANDMOTHER.—It is a special honor for me to be able to enroll you in an army in which your sons and grandsons and other relatives have filled honorary positions for many years."

The Queen, in return, made the Emperor an honorary admiral of the British navy. This rank has been conferred upon no other German prince since the time of Frederick the Great.

Emperor William, the Prince of Wales and Prince Albert Victor yesterday inspected a number of representative British ships at Portsmouth, after which they returned to Osborne house for family dinner. Emperor William wore the uniform of a British admiral. Emperor William and Prince Henry of Prussia to-day visited the new White Star steamship *Tonic*. They inspected her with great interest, the steamer being the first mercantile passenger vessel built as an armed cruiser. Leaving the *Tonic* the Emperor visited Prince George of Wales on board a torpedo vessel.

Emperor William was to have reviewed the British fleet in Spithead yesterday, but the review has been postponed until to-morrow, on account of a heavy storm. A steady rain fell all day, and the haze was so thick that the fleet could not be seen from the shore.

MANCHESTER, August 4.—There is a rumor here that Emperor William, on leaving England, will visit the Queen Regent Christina at Sag Sebastian.

HAPPY SWITZERLAND.

The Extent to Which the People Enjoy Home Rule.

The political divisions and subdivisions of the Swiss confederation are the same as those of the United States, save that the commune performs the functions of both township and county. The citizens of a neighborhood are grouped in the 'government of a commune; regional interests have given rise to the cantons; the federal government unites the whole people. A correspondent of Geneva writes: To what extent the Swiss enjoy home rule and how far the people govern themselves directly may be seen in the operations of the referendum in each division of the state, and the composition of the cantonal and federal executive powers.

On one form or other of the system of the referendum has prevailed in some parts of Switzerland from time immemorial. To this day in many of the communes of Uri, Glaris, Schwyz, Appenzel and Unterwald the citizens meet, as did their fathers before them, in the town market-place or in the open air on a mountain plain to accept or reject by a show of hands the laws laid before them by the communal councils. In these radical democracies the right of initiative belongs to every citizen, he who conceives a law having the opportunity to present it and explain it at a meeting of his fellow-citizens. The Swiss commune is as nearly autonomous as is consistent with cantonal and federal rights. It is regarded as in a state of *petit*. It really exercises the powers that M. de Tocqueville mistakenly attributed to the American township. It is jealous of its prerogatives, and it does not part with the administration of its forests, police, roads, schools, churches or asylums until the points reached where the interests of the state manifestly take the place of locality. Through the referendum of the popular assemblies of the purely democratic communes every citizen becomes a legislator, his voice and vote directly influencing the division of public questions. Yet even the communes having a representative government may readily be controlled by a bulletin board of a commune in Geneva was posted a printed notice announcing that, unless a vote of the people to the contrary was called for, a professor in one of the colleges would be presented by the communal council with an honorarium of \$240.

The constitution of the canton of Geneva provided that the people may sanction or reject not only the laws passed by the cantonal legislature, but the orders issued by the cantonal executive and executive powers. The exceptions to the exercise of state control are few. The laws declared to be "general" by the legislature and those relating to the annual budget, excepting when the latter establish a new tax, increasing a tax already existing, or necessitate a call for a public loan. On the demand of at least 3,000 voters in the canton—within thirty days after the official publication of a law or order the question of adoption or rejection must be submitted to the people. The vote of the referendum must take place within forty days after the thirty days just mentioned. Thus all the functions of a direct democracy lie with the citizens of the canton in general, save that of deliberation in assembly.

Under the Swiss constitution 30,000 citizens, or a majority in eight cantons, may demand a popular vote on any federal law, whether or not any order emanating from the legislative or executive power, which is of general import or is not urgent in character. The petition of the federal referendum must be made within ninety days after the publication of the law or order.

The cantonal and federal constitutions are also subject to revision on a vote of the people. The voters of the canton of Geneva are called upon every fifteen years to decide whether its constitution shall be revised. The federal constitution may be revised at any time. On the petition of 50,000 voters—about one-twelfth of the total vote—or in case either house of the federal assembly (Congress) demands a revision, the question whether it shall take place is submitted to the country.

The records of the referendum are curious, inasmuch as they show the frequency with which the people have had recourse to it and the tendency with which the democratic has clung to the conservative outcome. In the fifty-five years from 1803 to 1824 the referendum was resorted to in Bern sixty times. In the six years from 1874 to 1880 five measures recommended by the federal executive and passed by both houses of the federal assembly, the members of which were elected by universal suffrage, were voted by a national vote. In 1880 a proposal to revise the federal constitution so as to change the regulations of the law of bank notes was rejected by a majority of 124,000. In 1882, and again in 1878, the people of the canton of Geneva rejected a proposed change in its constitution, the last time by a majority of 8,000 in a vote of 11,300. Twice since 1847 the same canton has voted not to increase the salary of the members of its executive council and it has declined to reduce the number of members from seven to five. The two French cantons of Geneva and Neuchâtel, which only entered the confederation in the present century, adopted the referendum on the avowed ground of its efficiency as a check to hasty and inconsiderate legislation. On the other, and the Swiss people have



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CUTICURA, the great Skin Cure, and CUTICURA SOAP, an exquisite Skin Beautifier, externally, and internally, cure every form of skin and blood disease, from pimples to scrofula.

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show no blind dislike of change or fear of settling once and for all questions of the gravest character. A constitution submitted to them in 1872, the work of the parliament of centralization, who had presented the programme of "an army and a law," went down before a majority of 6,000. Only two years later, however, the present constitution has adopted, religious questions connected with it arousing a strong feeling. It was adopted by a vote of 340,000 against 190,000, the Catholic cantons throwing heavy majorities against it, as it suppressed convents and the Order of Jesuits in Switzerland. In 1878 in the matter of St. Gothard tunnel subsidy the Swiss people showed their capacity to appreciate questions of broad policy. Although the granting of the subsidy put a strain upon the National resources and the enterprise was a verio to the local interest of cantons, half million voters went to the polls on a hot day in midwinter and two-thirds of them voted "Yes."

FORGAVE HER ERE HE DIED.

Mrs. Maybrick's Confession at Her Dying Husband's Bedside.

LIVERPOOL, August 5.—At the trial of Mrs. Maybrick for the murder of her husband, Dr. Mackinnon, president of the College of Surgeons, testified that in his opinion Mr. May