

The unsettled state of affairs in many portions of South America is not deterring the enterprising railroad men from their work. An important trans-continental road is being laid across the Andes, extending through Chili and Argentine to the Atlantic and Pacific coasts. The new line will be a vastly popular one, as hitherto a long and dangerous sea-voyage around the continent, or a most uncomfortable mountain journey have been the only means of communication between the East and West. With the railroads, cables and telegraphs, the South Americans will soon be too busily occupied to waste their time on civil war.

Chili is slowly struggling back to her position as the leading financial state of South America. She can point with pardonable pride to fifty years of financial prosperity, during which her stocks have been respected in all quarters of the globe. The country is not yet settled from the disturbances of the war of 1891, when false reports quickly affected all Chilean stocks, and now the excited state of neighboring countries does not conduce to the safety of any South American investments. Fortunately the statesmen of Chili are grappling with the trouble in earnest, and hope before long to bring back the former reputation of the State.

General Booth, whose happy facility of obtaining whatever money he deemed necessary for his philanthropic enterprises is so well known, is in trouble. His scheme for rescuing the "submerged tenth" of London demanded a capital of \$5,000,000. The amount, large as it may seem, was very quickly made up, and the work began. The General also asked for an annual income of \$150,000 a year, and it is his failure to realize this sum that is depressing his enterprises. His work is an excellent one, and though many do not wholly approve of his methods, all will feel sorry if the gigantic scheme, which so far has met with success, should fall through for want of the comparatively small amount of the annual income.

The public betrothal of the Princess Marie of Edinburgh to the Crown Prince of Roumania is causing European diplomats to consider the possible complications which may arise. The Princess is a niece of the Czar of Russia, and Roumania are not on the best of terms. The little kingdom, lying as it does between Russia and the much-coveted Constantinople, has long been desired by the Great Northern Power. But the Royal Family of Roumania is German, and the future Queen is also a grand-daughter of Victoria, so it is not likely that either Germany or Great Britain will allow the rights of the kingdom to be trifled with. The alliance is a popular one and seems decidedly in the interests of Roumania.

The limited knowledge possessed by the people of Quebec and Ontario as to the climate, scenery and resources of the Maritime Provinces is simply astounding. We bluenoses are travellers, and a large number of us are as familiar with Quebec, Montreal, Ottawa, Kingston and Toronto as is the average inhabitant of the Upper Provinces, but the ignorance which prevails among the intelligent classes of Ontario and Quebec as to this country is simply lamentable. If our fellow-countrymen in the West would but visit us during the summer months, partake of our hospitality and enjoy our balmy ocean breezes, they would find that in extent and beauty of scenery this section of Canada is equal to any in the broad Dominion, and that in intelligence and culture its people know no peers.

The City Engineer and the Board of Works deserve much credit for the many reforms which they are pushing, not the least of which, by-the-by, is the improved state of the sidewalks. No city in the world can show a finer pavement than that now laid on parts of Pleasant and Hollis Streets. In fact, the stubbed-toe sensation, which had almost become a chronic feeling of the Halifaxian, is completely missing when one promenades on the new pavements. Doubtless in the past we had cause to be thankful for the benefits of water and gas, but it is a little hard on pedestrians who have to surmount the two brick mounds which commemorate the introduction of these great modern conveniences into so many city domiciles. The sooner the unsightly, dangerous and frost-heaven brick walks come up the better for all concerned.

Reforms are not brought about in a day or a week. Public opinion needs to be fully educated before it recognises the drawbacks of methods which have the seal of tradition upon them. For years the streets and sidewalks of Halifax have been in a shameful condition. For years the appropriations of public money for street purposes have been frittered away at the dictate of men who in the nature of things could have little or no knowledge of street repairs. For years attempts have been made to reform the methods of distributing and expending these moneys under proper supervision, and the public beginning to appreciate the situation began to hope that ill-paved sidewalks and undulating roadways would soon be a thing of the past. Some of the members of the City Council frankly acknowledged that the distribution of street appropriations among the different wards was unwise, and that they possessed neither the training or practical knowledge necessary to properly supervise the expenditure of the money. These Aldermen made a patriotic attempt to have the street appropriations expended directly by the City Engineer, holding that official responsible for the result; but their proposal met with strong opposition in the Council. As a result the matter was compromised by continuing the old method of ward appropriation; the expenditure, however, being under the control of the City Engineer. We should be gratified for even this measure of reform, for assuredly a half a loaf is better than no bread.

There is friction between Kaiser William and the Czar. The young Emperor has proposed a matrimonial alliance between his sister and the Czar's daughter, but the Czar has declined the German overtures, and bids William look in some less lofty quarter for a brother-in-law. It was hoped that this "misunderstanding" would be made up at the golden wedding of the King and Queen of Denmark, but this favorable moment has passed and the quarrel is still on. The projected match would not have been extremely popular with either nation, but it might have done much towards establishing a feeling of tolerance, at least, between the Germans and the subjects of the Czar. As King William does not take rebuffs timely, there is much speculation as to his probable methods of retaliation.

The asphalt pavements of London, which so many travellers enthuse over, seem to have their drawbacks. It has been the intention of the London Council to dig up many of the cobbled and wooden-paved thoroughfares and lay them with asphalt, on the ground that asphalt was cleaner, needed less repair, and was easier on wheels than the condemned materials. However, a stay has been put to proceedings by the proprietors of cabs and busses, who protest against the proposed change. They claim that it is death to the horses, and as the British public have always a kindly ear towards the sufferings of the dumb beasts, the objection will not be without weight. The smooth surface of the cement in wet weather is so slippery that many horses fall on it and much damage is thereby done. The root of the matter, however, seems to be in the style of horse-shoe used. The French shoe is admirably adapted to the needs of asphalt, and its introduction into London would remedy the danger to the horses, and would afford a great luxury to all who have formerly been jolted over the cobbles.

Two of the cleverest of New York churchmen are pitted against one another in the present temperance discussion. Dr. Parkhurst undertook to put down the saloon as far as possible, and his crusade is being carried on enthusiastically. Dr. Rainsford, his opponent, sees something amiss in the scheme, and contends that the working man has as much right to his saloon as the rich man has to his club. He proposes not to abolish the saloon, but to make each a centre of culture. For that purpose he would dispense with intoxicating drinks, and serve good beers, light wines, tea, coffee and chocolate, and provide smoking and reading-rooms. The reformed saloon would be under the protection of the church, and he claims that it would do much to elevate the masses. Of course, the total abstinence papers have denounced him as an evil-minded man, and the mild-eyed doctor is as much at sea over the turmoil he has raised as was Dr. Parkhurst at the indignation aroused when he made his first statements. We sincerely hope that these two leaders of men will find some common platform on which they may work to advantage for the benefit of their fellow-beings.

Miss Anna Dickinson, one of America's silver-tongued orators, has been making a lively disturbance in the courts with her suit against the Republican national committee. Miss Dickinson was engaged as a Republican speaker for the last Presidential Election, and was employed to speak on political subjects at the rate of \$125.00 a day, with the understanding that if Harrison were elected, she should be paid a bonus of \$1250.00. The speeches were not all delivered, as the committee were advised that they were not having a favorable effect on the party, and though the lady was paid the full amount per day, her bonus was not handed over. Some interesting correspondence has been brought out, in which the character of the chairman of the committee does not appear to advantage. In a maudlin letter to Miss Dickinson's sister he cautions her "to pet dear Anna up and make her strong again," and bewails the wickedness of the world in repaying the orator with ingratitude. Though Miss Dickinson has lost her suit, she has the moral support of both parties, who, publicly at least, spurn the idea that a regular contract should be shuffled out of on account of a trifling legal technicality.

On more than one occasion we have been asked by persons unfamiliar with the locality of Halifax how it is that the city is constantly agitating for railway facilities, while the Dominion Government has apparently done its best to meet the wishes of the citizens. The answer is not far to seek. Halifax is located on the western side of the harbor, along the shore of which the city extends for a distance of three miles. West of the city lies the North-West Arm, leaving the only available railway approach near the extreme northern end of the peninsula. In the first instance the passenger station and freight sheds were located at Richmond, a full two miles north of the centre of the city; but the traffic having outgrown these facilities, a new passenger depot was erected at North Street and a deep water terminus with commodious freight sheds was constructed. Our merchants and shippers, while fully appreciating these improvements, still labored under great disadvantages and found that the extra charges for truckage and lightering were, owing to the distances, a great drawback to the trade of the city, and so a continuous agitation for better terminal facilities has been kept up both by the City Council and the Board of Trade. This agitation is now about to bear fruit, and it only remains for our people to stand unitedly firm in order to secure for the city terminal facilities equal to the demands of our trade. One thing is certain, the trade and navigation returns prove conclusively that the exports and imports of Halifax year by year are steadily increasing, and these returns are fully confirmed by the demand for increased as well as improved terminal facilities.

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