

THE HERALD

WEDNESDAY, AUGUST 17, 1887.

Political Orbits in South West Islands.

For the last month or two, matters political have been in a very unsettled state in the realm of King Kalakaua.

Walter N. Gibson, who had been Premier and Minister of Foreign Affairs for the last six years, came to a very large share of the censure attached to the government for its unsatisfactory conduct of public affairs.

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 the British Colonies.

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.

During the regime of Mr. Gibson, his whole aim seemed to be the aggrandizement of the kingdom, and as a result they were recognized as an independent nation by Great Britain, the United States, France and Belgium.

After the formation of the new Ministry, Gibson and his son-in-law, Hauke, were arrested on charges of robbery and perjury.

It is extremely doubtful, however, if there was not some selfish motive at the bottom of all this. While drawing a salary of \$600 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 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.

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Religious Opinions.

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.

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Shipping 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 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 onto the Toledo, 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.

The bridge is supposed to have been burned by a pariah fire. The following dispatches tell the dreadful tale: The Chicago Times special from Forest, Ill., says all railway forces in the vicinity were alerted at 11:30 p.m. by three miles east of Chatsworth last night when an excursion train, Toledo, Peoria and Western, was wrecked on a bridge over the Vermillion River.

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Canada the Old Country.

The Montreal Gazette of a recent date has the following: The Hon. J. O. Quinn, Speaker of the Canadian House of Commons and Colonel of the 6th Battalion, was in the city yesterday for the first time since he was appointed to his position as Speaker of the House.

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St. Agnes Church.

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Telegraphic News.

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Market Prices.

CHICAGO, Aug. 10, 1887. Beef (quarter) \$0.04 @ 0.04 Beef (small) \$0.07 @ 0.12 Mutton \$0.08 @ 0.08 Pork (small) \$0.08 @ 0.08 Ham \$0.08 @ 0.08

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