

certain journals that the Bismarcks, both father and son, do not like the interference of women in politics; and there are those in Europe who would be rather amused to see the great Chancellor successfully foiled by one of the sex he scorns so much. The Dutch of today have only to resemble their ancestors of two centuries ago, and they need not fear annexation to Germany.

Public interest has been again aroused in England by the strange events which have been brought about by the Parnell Commission. After having spent enormous sums to prove the authenticity of the infamous letters of which Mr. Parnell was said to be the writer, the *Times* has been obliged to admit that the precious epistles were the handiwork of an able forger named Pigott, and to apologize. This catastrophe has gone the round of the European press, and everywhere provoked surprise. Millions of readers have read about these letters. The *Times* never expressed the least doubt—never made the slightest reservation respecting what was called "The criminal connection of Mr. Parnell and his colleagues with Revolutionists." It defied them to reply. It proclaimed itself ready to undergo all the consequences of its attitude if the falsity of its assertions were proved. The *Times* never thought that the Irish members would consent to an English inquiry, or that the truth would be finally discovered. It boasted of the precautions it had taken to prove the authenticity of these letters which it was using to throw dirt on a party and on a nation, and yet these much boasted precautions consisted only in financial truckling with the estimable (?) Pigott.

Mr. Gladstone's speech, March 1st, in the British House of Commons, showed that he had not lost any of his old-time eloquence by his sojourn under Italian skies. For an hour and forty minutes he eloquently advocated his policy, and it is safe to say that copies of this address will make their way to every village of the United Kingdom. Mr. Parnell has also shown that he can speak with eloquence when occasion requires, and the enthusiastic reception accorded to him by his political friends will not be grudged him by any honorable foe. The juvenile hands that now conduct the *Times* seem unable to sustain its weight, and to be paralyzed by this incident. In the conduct of newspapers as well as nations the Pitts are few and the imbeciles legion.

From Paris to Peking in twenty days, over the great Russian railways via the Caspian Sea and Samarcand. Such is the announcement for the tourists of 1889. It is nothing very strange to go from Paris to Peking; thousands have done so already, but make the journey through the heart of Asia; to ride in a railway carriage over the desert plains of Turkestan and Mongolia is another and a very different thing altogether. The building of this system of railways marks an epoch in the history of those coun-

tries. It means a revolution in the ideas of those people. Cities will be built along these highways of traffic, new industries will be developed, and markets opened for the commerce of the world.

In connection with this rapid railroad development may be noticed the efforts that are being made to secure more rapid transit across the oceans. Mr. Brice Douglass, the famous shipbuilder and architect of those splendid and lately built ocean steamers *Alaska*, *Oregon*, *Umbria*, *Etruria*, the North German Lloyd fleet and the last Australian racers, *Ormuz* and *Orizaba*, is now making a tour through some of the leading capitals of Europe. He says the public is demanding vessels of increased speed. "The governments of the United States, England and Canada are demanding that the mail service should be accelerated, and, in view of the next mail contracts, new and faster steamers will have to be built. To insure comfort with increased speed, vessels especially constructed to meet the heavy gales of the Atlantic winter season must be built on quite a different model from what they have hitherto been. The length should be at least 580 feet; beam, 62 feet; and the engines driving twin screws of at least 25,000 horse power. Such a vessel could easily make 24 knots an hour, or 600 miles per day, and the whole voyage between Queens-town and Sandy Hook could easily be made in five days. Four hundred tons of coal per day, or 2,000 tons for the entire voyage of five days is not more than that which is consumed by many ocean steamers. The saving of two or three days in feeding a large number of passengers would be a great economy to the company. Such a steamer could be built for at least two million dollars and it is quite probable several such will be shortly constructed." It is understood that the French "Compagnie Transatlantique" have made negotiations for three such vessels, to be built at the earliest date possible. If so the famous British, German, American and Canadian steamship lines had better look well to their laurels.

Already Rome is full of strangers, who, with guide book in hand, seem determined to enjoy the spring weather and view everything from the Coliseum to St. Peter's. The streets are also full of wagons and carts loaded with merchandise and building material; for it should be remembered that Rome is growing faster proportionately than any other European capital. However, on Saturday, Feb. 23rd, there was more than the usual stir.

The American Base-Ball Club, which under their leader, Spaulding, of Chicago, has made the tour of the world, had announced that they would play the American national game in the park of the Villa Borghese. This drew out more than 10,000 people to witness the performance, the like of which had never been seen before in Italy. The game was so entirely new that the astonished Italians knew not what to make of it, and seemed really startled to hear the tremendous

hurrahs that were frequently given to the players by the American and English residents.

J. H. WARD.

EUROPE, March 11th, 1888.

## TE KOOTI.

New Zealand settlers living in the neighborhood of Poverty Bay have had a great scare recently over the threatened uprising of Te Kooti, a Maori fanatic. The man claimed to be the savior of his people, and was at the head of a considerable force of natives, when the government troops prevented his advance.

Te Kooti, the leader, has had a remarkable history. With a number of other natives, he was in 1866 deported to the Chatham Islands for having been in rebellion in the province of Hawk's Bay. Not having been released when they expected, these native prisoners seized and bound the guard, killing only one man, who made some resistance. They then took possession of a schooner which had come for supplies and sailed for Poverty Bay. Here they were attacked soon after landing by Captain Biggs, who was in charge of the district, and withdrew into the fastnesses of the Urewera country. In a few weeks after, Te Kooti, with a considerable number of natives, attacked the village of Matawhero, near Gisborne, and killed Captain Biggs and about thirty other Europeans, men, women and children. The massacre was accompanied by terrible barbarities and nameless horrors, and created a great sensation, not only in the colony, but in England.

For about two years after that Te Kooti wandered over the country, fighting with the colonial forces and causing much apprehension in the out-settlements over a wide area. At length he retired into the King country, and remained with Tawhiao and Rewi, and into that district the government did not care about pursuing him. When Mr. Bryce was native minister he was desirous of getting the King country opened, and he decided to issue a pardon to Te Kooti. He found that Tawhiao's people did not care to give up Te Kooti to the government, while Te Kooti, by his influence, could do much to prevent a peaceable settlement of the difficulty with the whole residents in the King country. There was a strong feeling of disapproval throughout the colony at Mr. Bryce's action, as the massacres perpetrated by Te Kooti were of the most shocking character, and very different from what Maoris had done before. In order that Te Kooti might have some land for his subsistence, and might be induced to remain in Waikato, and not go back to the Poverty Bay district, Mr. Bryce gave him a piece near Kihikihia amply sufficient for the sustenance of himself and those attached to him.

Te Kooti took full advantage of his pardon. He did not reside on the land given him, but remained in the King country, where he es-