

SAFEGUARDS FOR RULERS.

SECRET POLICE AND THEIR METHODS OF PROTECTION—QUEEN VICTORIA STRUCK IN THE FACE.

There are few countries either monarchial or republican, in which the sudden death of the chief of the state at the hand of an assassin is not calculated to produce a crisis of such importance as to shake the political, administrative, economic, and social fabric of the nation to its very foundations. This being the case, it is only natural that the most elaborate systems of protection should be organized for the safety of the rulers, and that the slaying of the latter should be regarded as more than an ordinary murder, even in Republican countries. The assassin of President Carnot was treated as a pariah and conducted to the scaffold at Lyons barbed and with a crape veil covering his head and face. Yet that these measures are never entirely adequate, is shown by the number of sovereigns and Presidents who have succumbed to the hand of the assassin in the last thirty or forty years, while still more who have died by their persons the scars of wounds inflicted by assassins. Among those marked are Queen Isabella of Spain, Emperor Francis Joseph of Austria, and Emperor Nicholas of Russia, while the Shah of Persia, who was murdered last week, has but shared the fate of Presidents Lincoln, Garfield and Carnot, of Sultan Abdul-Aziz, of Michael of Greece, of Alexander II. of Russia, of Charles III. of Parma, of Danilo of Montenegro, and of several more.

Contrary to popular belief, it is no longer the gorgeously apparelled bodyguards who constitute the principal safeguard of rulers. If they still exist, it is more for the purposes of pomp and show than for protection. The duty of providing protection is vested in the hands of the police, who are for the most part arrayed in plain citizen's clothes so as not to attract attention that might impair their usefulness. Indeed, the general public knows very little about them, and has but a faint idea of the extent to which they surround their illustrious charges with precautions all the more difficult to devise by reason of the necessity of keeping them from the knowledge not alone of the outside world, but also of the very people for whose benefit they are organized. Thus, the picked men of the A Division of the London police, to whom is assigned the responsible duty of guarding the Queen and the Prince of Wales, not alone from danger but also from annoyance, are under orders to hide as far as possible from them the fact that they have any risk to run, either small or great. They are expected to keep out of sight as much as possible, and yet to be ever on hand in moments of trouble and danger, and at all costs to avoid everything in the shape of publicity and fuss.

Each year they arrest many individuals, mostly cranks, for offences connected with the royal family, no intimation of which ever reaches the ear of the public. Mad men and mad women without number endeavor to obtain interviews with the Queen and the Prince of Wales, either by calling at the royal residences, or else by trying to waylay them when they are walking or driving out. The male cranks are mostly in love with the Queen, or profess to be her son or husband, while the women either allege that they are the daughters of Her Majesty, or else that they have been secretly married to the Prince of Wales. There, too, there are any number of crazy inventors, authors and poets who are determined to draw royal attention to their unappreciated genius. With the object of protecting the Queen from encounters with people such as these, the police are informed an hour beforehand of the itinerary of her daily drive, and thereupon at certain points along the route constables in plain clothes take up their station in an unobtrusive manner, and do not hesitate to arrest at once and to remove any stranger whose actions or appearance are in the least suspicious. The people thus taken into custody are either warned out of the district in which Her Majesty may happen to be residing at the time, or else are consigned to the Insanity Board of the County Workhouse.

QUEEN VICTORIA'S NARROW ESCAPE.

Until last summer these elaborate precautions were relaxed when the court was at Balmoral, the country for miles around the castle being the private property of the Queen, and as such supposed to be inaccessible to the general public. Last spring, however, a man who subsequently turned out to be insane, was captured just outside the lodge gates of Balmoral on the Ballater road, which the Queen daily passes along on her afternoon's drive. It was just before the royal carriage was due that a policeman, standing outside the lodge gates had his attention attracted to a well-dressed man with a wild look in his eye, carrying a large army revolver, which he was flourishing about on that lonely highland road in a manner to alarm any one who happened to be aware that Her Majesty was about to drive past. Accordingly, he attempted to remonstrate with the stranger, and on the latter responding thereto by aiming the revolver at his face, he grappled with him, and with the assistance of a young man who came up and threw the fellow to the ground and disarmed him. Brought to the Balmoral lodge gates, he was searched, and in his pockets was found a letter addressed to the Queen, assailing her with the bitterest reproaches, and also another document addressed to Mr. Vanderbilt, whose daughter the writer expressed a desire to marry. The six chambers of the revolver were all loaded, and in a small satchel that he had with him were fifty additional cartridges. It was while he was being searched at the lodge that Her Majesty passed out through the gates, in happy ignorance of the danger which she had so narrowly escaped.

The man was subsequently discovered to be an escaped lunatic, afflicted with homicidal mania, and was at once consigned to that great asylum prison for the criminal insane in Berkshire, which is known as Broadmoor. There he will spend the remainder of his days, not by virtue of any commitment of a court of law, but merely on the strength of one of those survivals of the old Lettres de Cachet of Bastille days, which are known as "Detention during Her Majesty's pleasure." It is in this great asylum prison that either have been incarcerated, or are still detained; those ten or twelve people who have made attempts on the life of the Queen, who has only on one instance sustained personal injury, namely, when a cashed-off officer of the crack 10th Hussar Regiment struck her across the face and shoulders with a rattan cane.

THE MONEY IN GOAT-FARMING.

From The Corvalls (Ore.) Times. There is profit in the goat business, according to the experience of a man who has been in the goat business for many years. He has a band of fifty goats, and he has made a profit of \$100 in the last year. He says that he has seen a profit of \$100 in the last year, and he has seen a profit of \$100 in the last year. He says that he has seen a profit of \$100 in the last year, and he has seen a profit of \$100 in the last year.

ZEALOUS SERVICE AND SMALL REWARD.

It will be seen from this that the office of policeman in attendance on the royal family is by no means a sinecure, and it is of all posts the one in which faithful, zealous and efficient service obtains the least recognition and ungrateful to those who guard them properly, but because the men who guard best are naturally those who make the least fuss. Thus a constable who again has preserved the Queen or Prince from any kind of trouble or hurt will often be less noticed than the more demonstrative servant who utters once in his life

had the good luck to stay the arm of a would-be assassin as the pistol was fired, instead of beforehand.

The President of the French Republic is guarded by a company of picked members of the Parisian police force, composed of the cleverest men in the service, and they have kept watch over the chief magistrates of France ever since the constitution of the Third Republic in its present form. There has only been one break in their term of service, and that was attended with fatal consequences. For some reason never yet satisfactorily explained, Prime Minister Dupuy dismissed the so-called Elysée Brigade of police shortly before M. Sadi-Carnot's last visit to Lyons, alleging that he had other projects in view with regard to providing for the safety of the President. These projects he failed to put into execution, and the result was that Mme. Carnot, aware that her husband was in daily receipt of anonymous letters threatening him with death, was thrown into a state of nervousness that filled her with the gloomiest forebodings when he left for the South. It was the first trip of this kind that he took without being escorted by members of the Elysée Brigade, and it is probable that had they been in attendance Caserio would never have succeeded in plunging his knife into the breast of the unfortunate President. It is scarcely necessary to add that one of the first things that was done after the election of M. Casimir Perier to the Presidency was to reconstitute on a still more elaborate scale than theretofore the Elysée Brigade.

Police watch over the safety of King Humbert, one of them, a sergeant of gendarmes, acting as the shadow of His Majesty by day and even by night. He is a thoroughly Herculean specimen of tried courage and resource, and, being a native of Piedmont, is like all Alpine Italians, blindly devoted to his King. He has been attached to the service of Humbert for many years, especially since the Anarchist troubles which led to such severe reprisals on the part of the Government and to consequent threats of assassinating the King. The latter is attended by this man even in his perilous mountain excursions after the chamois, and at night time has him sleeping across the threshold of his room.

THE CZAR'S CORSIKAN BODYGUARDS.

The late Czar, Alexander III, relied for preservation from the hands of nihilist assassins mainly upon the picked body of French police, mostly Corsicans, who had been selected for him by M. Hyrvocis, the Chief of the Palace police at the Tuileries in the days of Napoleon III. M. Hyrvocis spent nearly two years at St. Petersburg organizing the service, which exercised supervision over every branch of the Gatchina Palace administration, even to the very kitchens. The men were the most respectable that bodyguard of picked police which watched over the safety of Napoleon III, and which was under the command of the notorious Corsican Griscelli, who saved the life of the French Emperor several times. His methods, however, were of such a character as scarcely to commend themselves to a constitutional government. Thus when Count Camerata, a cousin of Napoleon III, was assassinated in the Tuileries under circumstances which would not bear publication to the world, Griscelli disguised himself and followed the supposed murderer, a man named Zamba, to London, where the latter was mysteriously stabbed, his body being found floating in the Thames. Identically the same fate overtook Silvan di Peruggino, who had organized a plot for wrecking the Imperial train near Biarritz. Somewhat or other the would-be assassin fell a victim to a Corsican dagger at Bordeaux. Two other Mazzinist conspirators named Rassin and Galli, who were engaged in a scheme to murder the Emperor, were likewise stabbed by Griscelli, and a certain Sinibaldi, a Mazzinist who was staying at the Hotel Mirabeau at Paris, under the English name of Peters, was found hanging stone dead to the bars of his cell the morning after his incarceration in the Mazas Prison. These are only a few of the numerous lives which are known to have been taken by Griscelli in the defence of his imperial master, Napoleon III.

SMITH IS A CONFUSING NAME.

Washington correspondence of The Chicago Record. Mrs. Hoke Smith, the wife of the Secretary of the Interior, is a woman who has had a large number of admirers. Her name is so common that it is not surprising that she has been called by the name of Smith in a number of places.

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EDISON'S RECORD OF PATENTS.

Washington correspondence Chicago Record. Thomas Edison has been granted 711 patents during the last twenty-five years, which beats the record of all times and all countries by a large margin. He has been granted 711 patents during the last twenty-five years, which beats the record of all times and all countries by a large margin.

FEMALE SEALS WORK AND GET KILLED.

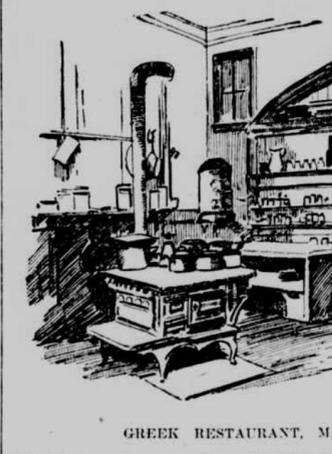
Port Townsend (Wash.) correspondence of The San Francisco Chronicle. The catch of seals by the schooner J. Epinger, of San Francisco, is the most important point in the sealing dispute between Great Britain and the United States. Of the 1,300 seals killed, 1,000 were females. The seals are being taken in the Gulf of Alaska, and the females are being taken in the Gulf of Alaska.

GREEKS ARE GOOD CITIZENS.

A SELF-RESPECTING, INDUSTRIOUS, LAW-ABIDING COLONY.

THE MEMBERS MAKE AN IMMEDIATE START IN BUSINESS FOR THEMSELVES, EVEN ON THE HUMBLEST SCALE, RATHER THAN WORK FOR ANOTHER—CHARACTERISTICS OF THEIR RESTAURANTS—DOWERS FOR THEIR SISTERS IN OLD SPARTA.

While there are here and there Greeks who come from Athens and its neighborhood and from Smyrna, the greater part of their number are from the old Peloponnesus, or the modern Morea. In fact, they are Spartans. They are a vigorous race, as is befitting traditions of their old home. The best known among the Greek business houses is that of Ralli Brothers, brokers in cotton and East India goods. They have branches throughout the South, as well as in Europe and in Egypt. It is said that this house has \$30,000,000 invested in cotton. Its main headquarters are in London. The firm began operations in this city after the War of the Rebellion.



GREEK RESTAURANT, MADISON ST., NEAR OLIVER ST.

will use the margarine by the hour and pay cards for additional pastime, of course, he must pay for extra time spent in the restaurant. But 25 cents will afford him a good dinner and a considerable amount of tobacco. Turkish cigarettes are also smoked with the coffee, which is served black. Hoked lamb and meat and vegetable soups, roasted potatoes, and some are to be found in a Greek restaurant. Bread seems to take the place of any other people in their restaurants here they like a soup which is regarded as a Greek delicacy. It is made of wheat, and is beaten together, making a sour compound. Rice is added to it. This soup is called "manestra." Another dish is meat stewed with barley, on which this mixture of lemon and eggs is put as a sauce. In another esteemed dish is a broth of chicken. In a fourth dish is some sort of the butter separated from the milk. Still another dish is made of whole onions and meat stewed together and called "sifitafiti." For dessert fruit and pastry made with butter and milk are served.

HIG COTTON FACTORS.

Mr. Liverato and Mr. Averoff, of Alexandria, Egypt, bear the reputation of having contributed to the prosperity of the Greek colony in this city. They are importers of coffee and exporters of American drygoods and of petroleum. Gregory G. Liverato is the head of the firm. He has established an international reputation as a philanthropist. At his own expense he maintains a school in his native island of Cephalonia, where from 200 to 300 girls are educated. It is said that the expense of this school is \$40,000 a year. It has been in existence for the last twenty years.

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THE ART OF SMOKING THE NARGILE.

A Greek thus tells how the nargile is smoked by his brethren: "Only pure tobacco is used in the nargile. It is grown expressly for the purpose in Persia. The weed there is called Tumbeky. This kind of tobacco is first washed two or three times by the man who keeps the restaurant. He puts under a faucet and squeezes the juice out of it. Otherwise the tobacco would be full of dirt. Then, when the smoke is drawn through the water—the tobacco having, of course, been dried first—the nicotine is deposited in the water, and a delightful and innocuous smoke is the result. "In their own country these Greeks drink wine. This is made from the grapes of their own vineyards. It is made from the grapes of their own vineyards. It is made from the grapes of their own vineyards. It is made from the grapes of their own vineyards.

AFTER-DINNER SMOKE.

Church in this city. He is a man of simple habits, dresses plainly and is about sixty years old. He is an intensely active man. He has been in this country only four years, and, it is said, has learned English since he came here. He had formerly been engaged in business in his native country. He is said to be Webster's Dictionary and the Bible. Mark Twain's writings are his main source of literary amusement.

THE ACCOMPLISHED CONSUL-GENERAL.

Another prominent Greek here, from an historic family, is Demetrius X. Botassi, the dean of the Consular corps in this city. He has represented Greece here for more than forty years. He is not merely a consul, but he performs the functions of an ambassador. He comes from the historic island of Sphezia, the land of Kanaris and of Miaulis, the naval heroes who burned the Turkish fleet before the island of Chios in the war of independence in 1821. Mr. Botassi is an accomplished linguist. He is decorated by the Order of Aekatarina. He is an advanced scholar in the Albanian language, which is said to have a close relation to the old Pelagic tongue. Mr. Botassi is a contributor to several European periodicals. He is not only esteemed by all the Greeks, but possesses the respect of all Americans who know him.

HOW WINDOOR HOARD JEWELRY.

From Tit-Bits. Never during its existence has India been so rich in her mining output. The people are always adding to their stock. Savings from nearly all sources are deposited in it. The great majority of the jewelry is made of gold. The making of it is a very ancient art. It is a very ancient art. It is a very ancient art. It is a very ancient art.

A WHITE DEER AS A MASCOT.

From The Portland Oregonian. The citizens of Crook County are much put out on account of the slaying of a white deer which has been roaming over their territory. The deer is a very rare animal, and which was looked upon as a sort of mascot, and which no one would willingly slay. The deer is a very rare animal, and which no one would willingly slay. The deer is a very rare animal, and which no one would willingly slay.

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there by the Greeks of this city. The Spartans here thus virtually formed a gold syndicate which averted a crisis in the currency in their native land.

The importation of Turkish tobacco has become a lively business among the Greeks here. They make what they call the Egyptian cigarettes. It is to be found in the penitentiary or State's prison. Some are arrested from time to time, but it is only for violating some city ordinance. The bulk of the Greek colony of this city may be found in the district lying east and south of Chatham Square. The poor Greeks live in Roosevelt, Madison, Oliver, James and Catharine sts. Those who are better off live in One-hundred-and-twenty-fifth, One-hundred-and-twenty-fourth, One-hundred-and-sixty-sixth and One-hundred-and-thirtieth sts., between Third and Eighth aves. Dealers in flowers and confectionery are scattered in Third-ave., One-hundred-and-twenty-fifth-st., in Grand-st., and at various points on the East Side. Cheap oyster stands kept by Greeks along the Bowery and in Third-ave. as far up as One-hundred-and-thirtieth-st., are to be found.

GREEK EATING HOUSES.

There is a large number of Greek restaurants in and adjacent to Madison-st. These are interesting places. They are plainly furnished; deal tables and cheap chairs are the principal furniture. But for 25 cents a Greek or any one else can get a large amount of good eating. At one of these restaurants, the greatest delight of all is the nargile, the Turkish pipe, from which delicious draughts of smoke are drawn through cooling waters. The Greek has leisure to smoke on Sundays, he does not work on that day.



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RAPID TRANSIT IN BERLIN.

PRESENT SYSTEMS AND PLANS FOR THEIR IMPROVEMENT.

ELECTRICITY IN FAVOR AS A MOTIVE POWER—BERLIN'S FIRST TROLLEY—EXCELLENT CAB AND STREETCAR REGULATIONS—A NEW ELEVATED ROAD.

Rapid transit is the question of the day in the German capital. The industrial Exposition is soon to be opened on the outskirts of the city, and as the streets and "buses" are already crowded, every one is asking what will be done when the thousands of strangers pour in to see the fair. Until within the last few years the population has been so concentrated in large apartment houses in the town proper that the present means of conveyance has sufficed, but suburbs have since sprung up so rapidly that the time has come when Berlin must thoroughly prepare for its metropolitan conditions. In 1870 there were not quite 800,000 inhabitants; to-day there are nearly 1,700,000. The City Fathers are well aware of the need of improvements and are considering various suggestions and plans whereby an adequate system of rapid transit may be established.

At present Berlin has only one elevated road. It belongs to and is run by the State, and has been in use since 1882. It is called the Stadt-Bahn, and starts from Charlottenburg in the western part of the city and ends at the Silesian Railway station in the east, making eight stops on the way. The trains, which are run by steam, travel over enormous brick arches. The cars are the same as those on the regular railroads and are divided into second and third class. Smoking is allowed in the third. The cost of a ride is regulated by the distance, but for five stations, which is the average journey, 15 and 10 pennings are paid respectively. Tickets for the third class are sold by slot machines, and one simply drops his 10 pennings in the receptacle, pulls a lever and out comes the билет.

The interesting thing about the Stadt-Bahn is that it does not disfigure the town in the least. It was built through what were once open fields, and houses have since sprung up about it in such a way as to hide it in all places where it might have become aesthetically objectionable. It is also remarkable for the fact that from several of its stations one can take a train for St. Petersburg and Paris, as well as for all suburban points. The regular railroads connect with it on all sides, and the traveler to Berlin is landed in the very heart of the city. The local trains run every five minutes, and like those of the long distance service, have double tracks. The danger of collisions is consequently reduced to a minimum.

The Ring-Bahn, which connects with the Stadt-Bahn at both termini, is a surface road, also run by steam, and underground in a way to "the outer circle" of the underground in London. Berlin is not, like New-York, a long, narrow city, but spreads out in every direction, and the Ring-Bahn is necessary to provide transit for the outskirts. Thanks to this line, one can go around the entire city by rail, and it gives easy access to all the suburbs. The cost of a ride in the third class for the entire route is less than eight cents. For workingmen reduced rates are given, but they must have finished their journey in the morning by 8 o'clock, and cannot begin it again before 4 in the afternoon. Monthly tickets are also sold at a reduction, and schools and clubs of third members receive 50 per cent discount.

Cabs are the next quickest means of conveyance in Berlin at present—that is to say, first class cabs. Those of the second class are antiquated and dreadfully slow. The Berliners have a joke about them in the form of a conundrum: "What is quicker," they ask, "than thought?" The reply is: "A second class drachsky horse; because when you think it is going to fall, it is already down." Mark Twain also made an apt remark concerning these lumbering stage coaches. During his residence in the city a few years ago a little girl was run over and killed by a second class cab. On hearing of the accident he exclaimed: "Such a lingering death!"

In late years the "Taximeter" cab has become popular, and it deserves importation into American cities. There is a clock attached to the driver's seat, which tells just how many metres have been travelled, how much time has been spent at stops, and how much the journey and stops have cost. It is an extremely ingenious arrangement and shuts out all possibility of extortion, besides being somewhat cheaper than the cab paid for by the trip. The clock is regulated by a rod running from the driver's seat to one of the back wheels.

Counting the first and second class cabs, as well as the "Taximeters," there are about 6,000 in the city, and they are much used by all who can afford them. They stand at specified places called Halte-Stationen, and are not allowed, when without a fare, to prowl about the streets obstructing traffic, as is often the case in London. The Dampfrassenbahn comes next. It is a surface road run by steam, and connects the western parts of the city with the charming little suburb called Grinewald. The traffic in the streets it travels through is so light that it can make good time, and it is particularly popular on Sundays, when the Berliners go out to the beer gardens in the woods. The cars are much like the American cable-cars in size.

ELECTRIC LINES.

Berlin's first electric line was opened three days ago, and this is on a par with the steam tramway. It is built provisionally after the trolley system, but this is only until after the fair is over. The line runs from the Zoological Gardens in the west to Treptow, where the fair is to be held, on the southeastern outskirts. Another electric surface road is soon to be opened in the center of the town, and this will connect the main-line line in New-York, except that the viaducts are to be laid under the travelling rail. The Germans prefer this system.

The great majority of the Berliners travel in horse-carriage and bus. Of the 250,000 people who made use last year of all the different public conveyances, nearly two-thirds were carried in this way; the elevated road and the Ring-Bahn elevated by less than 100,000. The horse-cars are in the hands of private companies, but they pay the city handsomely for right of way in the streets, and are well looked after by the police, who stop only at specified places, and are not allowed to carry more passengers than can be conveniently seated. When a car is full, the conductor must cry "Heute!" to all who want to get in. The lines are arranged in such a way as to make almost every part of the city accessible, and, as has been said, until Berlin began to spread out as it is now doing, they served the public acceptably. To-day, everything, Stadt-Bahn, "buses" and trams, are so crowded at certain times of the day that the most tiresome delays are necessary. The electric surface line will doubtless help to relieve traffic somewhat, and they are to be built in different parts of the city, but they will hardly be able to increase the present speed to any appreciable extent.

Although Berlin is the busiest and the most crowded city in the world, it is not so crowded as New-York. The streets are wide, and a moderate pace, and lasting relief must come from either underground or more elevated roads. Unfortunately for the first project, the soil is very soft, and it is feared that the elevated road would tumble in if a line were built under the streets where it is most needed. The sewage canals are also sunk so deep that an underground road must necessarily disturb them, and this means great expense.

At the present moment public opinion leans mainly toward the elevated system, and this will probably be the means of rapid transit. The first line is to be built in the city, and here, again, however, there are two features of the question that are sure to make trouble. The Berliners will not disfigure their city, and their limbs are so dear to them that they are unwilling to enter into any arrangement which involves the least risk. They abominate the skeletonized Hoch-Bahnen, as the Ring-Bahn elevated by less than 100,000, and they abominate the skeletonized Hoch-Bahnen, as the Ring-Bahn elevated by less than 100,000, and they abominate the skeletonized Hoch-Bahnen, as the Ring-Bahn elevated by less than 100,000.

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CATCHING SHARKS NEAR HAWAII.

From The Pacific Commercial Advertiser. Lieutenant Coyne and some fifteen members of company E started out for the purpose of doing what they could with a certain family of sharks which were reported to be doing much mischief. They stocked the launch well, preparatory to an all-day hunt. Just outside the harbor unmistakable signs in the shape of several fins were noticed projecting above the surface of the water, and it took the soldiers' hair bristles with excitement. A hook baited with a large piece of pork was thrown to a heavy line was thrown overboard. The shark came to the surface, and a pull, and before long a good-sized shark was being hauled up. The shark was excited enough, but when after the line had been thrown over again, another shark came to the surface, and a pull, and before long a good-sized shark was being hauled up. The shark was excited enough, but when after the line had been thrown over again, another shark came to the surface, and a pull, and before long a good-sized shark was being hauled up.