

STRIKE IN BELGIUM.*Brussels, August 10.*

Thirty Westphalian miners, arriving in the district of Jumet, where a strike is in progress, were conducted under police protection to "Centre" mine; but they refused to enter when they realised that they were to serve as strike-breakers. The strikers then accorded them an ovation.

KILLED ON THE STREET.*Vienna, August 10.*

This afternoon, in the inner city, in the dismantling of the house at the corner of the Singer Strasse and Stockneisen Platz, a beam fell on the head of the General Intendant of the Ministry of War, Johann Fuchs, who was passing below. His injuries were so serious that he died in a few minutes.

INTERPRETER SENTENCED.*Bordeaux, August 10.*

The Court of Appeal here, after a three days' hearing, condemned a native interpreter from Senegal Colony today to six months imprisonment. He had assaulted Commandant Lenfant and threatened to kill him; but was acquitted by the colonial courts, and has now made an appeal against the present verdict.

RAILWAY ACCIDENT IN ROUMANIA.*Bukharest, August 10.*

At Vertshora in a collision between an engine and a trolley, four persons were killed, and one severely injured.

FATAL ACCIDENT DURING GUN-PRACTICE.*Lehe, August 10.*

A fatal accident happened this afternoon during artillery practice in the Weser fort Ringhammerhof I. While one of the 21 centimetre guns was being loaded, the cartridge exploded. Two of the gun detachment were killed, one severely and eight slightly wounded. The killed were the Marine Artillerymen Liebaum and Seyffarth.

TURKEY GUARDS AGAINST PLAGUE.*Constantinople, August 10.*

A pestilent disease has broken out in Trebizond prison. It has been determined to subject arrivals from Trebizond to three medical examinations, and to take in hand disinfection and the poisoning of rats, both in Trebizond, Sinope, and Kavak on the Bosphorus.

LATER TELEGRAMS.

Tokio, August 11. It is generally understood that Dr. Goto, known through his administration, in Formosa, will be the President of the South Manchurian Railway. His method of administration justifies the belief that he will not treat Japanese and foreigners differently. The Government has issued detailed instructions for the South Manchurian Railway Company. Those instructions prescribe that the capital of the Company is to be 200 million yen; of which one half will be reserved for the Japanese Government and the other half allotted to Japanese and Chinese subjects. The present gauge of the railway will be altered to the standard gauge within three years. There will be a double line of rails between Tairan and Suchiatum. An extra allowance of 6% will be guaranteed for 15 years, on condition of repayment as soon as the railway pays. The Government retains the right to reduce the freight on certain goods, and will have the exclusive use of the railway at times of pressing danger. The Antung and Mukden lines will be connected with the railway.

Lehe, August 11. The following further particulars of the gun accident at the Weser fort have been made known. The cartridge exploded as it was being placed in the gun, and must have been ignited by burning particles remaining in the bore from the previous discharge. The commander of the party had failed to observe any sparks owing to the bore of the gun being enveloped in the vapour of the powder. The private Liebaum had just raised his arm as a signal that the breech might be closed, when the catastrophe occurred. Liebaum's arms and head were blown off. The other men, as already reported, were more or less severely burned. One of them lost both eyes. The firing practice was stopped, and has only been resumed today.

Latest Telegrams on page 4.

THE AUGUSTUS BRÜCKE.*(Concluded.)*

The reign of August the Strong, from whom the bridge acquired its present name, saw its last reconstruction, under Oberlandbaumeister Pöppelmann, the architect of the Zwinger, between the years 1727 and 1731. At this date one and a half more pillars and one more arch were filled in, and since then the Augustus Brücke has remained the same up to the present day, with very inconsiderable alterations. As the bridge authorities were not in a position to meet the cost of this work, the King undertook to execute it himself,

which cost him 57,000 talers. Four years after his death, his successor, Elector Friedrich August II, and King August III. of Poland, filled up one more arch on the left bank, in order to make room for the construction of the Catholic church, and thus did away with the old draw-bridge through the town-wall, which had hitherto been necessary for strategic purposes; and the bridge has consisted from that date of 18 pillars and 17 arches.

The nineteenth century brought many sore trials for the venerable bridge; for though it had been in a state of defence in 1744 shortly before the outbreak of the Silesian War, and again in 1758 during the Seven Years War, no part of it had ever actually been broken down; therefore the Napoleonic Wars, especially the calamitous year 1813, were a great danger to the time-worn masonry. The star of Napoleon was waning, the Allies were advancing slowly, and the French, who had established themselves in Dresden under General Reynier, thought it advisable to retire and make the pursuit as difficult as possible for the enemy. Therefore, after Marshal Davoust had retired into the town, he began to undermine the third pillar of the bridge. A deputation was sent by the town begging him to desist, but the Prince of Eckmühl was inexorable, and on Friday, March 19, 1813, a portion of the bridge lay shattered in the Elbe. Marshal Davoust commenced to march—with his 11,000 men along the left bank of the Elbe towards Magdeburg, and on the very same day the first Cossacks appeared on the Neustadt bank, hourly increasing in numbers. These were followed by Russian riflemen; a Russian general cut off the French Marshal, and the Stadtrat received an order to construct a regular pontoon-bridge, which was done within 28 hours. Twelve days and twelve nights were then spent in building a wooden section to replace the part which had been blown up, at a cost of 6,000 talers to the town. But in the meantime the Allies were compelled to retreat again, and they burnt the wooden-bridge almost before the last Cossacks had passed over it. The French, under Napoleon himself, were pressing them hard; and he had to reconstruct as quickly as possible what his own generals had destroyed, watching his engineers personally with the exhortation "Allons, sappeurs, travaillez". And in 16 hours a buttress-bridge was completed and 70,000 men passed by the Emperor towards Neustadt. While war continued it was impossible to replace the temporary construction by a solid stone structure, but in 1814 and 1815 the work was taken in hand. The chief obstacle was the lack of money, for the whole damage done by the blowing up of the bridge amounted to something like 58,600 talers.

The year 1845 marks the last misfortune which befel the Augustus Brücke. A long and hard second winter seemed about to give way to spring at the latter end of March. On March 27, the Thursday after Easter, the ice broke up, on Friday the water began to rise alarmingly, flooding the low-lying streets, on Saturday half the town was under water; scattered upon the surface of the water were all sorts of objects, whole houses, still full of furniture, carriages, boats, &c. It was such a flood as had never been seen before, and still there was no sign of the abatement of the waters. On the Elbe-measure the 9 was covered, the water would hardly pass through the arches of the bridge. The whole structure trembled. Thus passed Sunday. On Monday morning the Elbe-measure, which only indicated up to 9½, was exceeded. The bridge was crowded with curious citizens when suddenly a cry was raised "The bridge has cracked!" And sure enough there was a crack through the Crucifix pillar from one sentry-box to the other. The bridge was cleared as quickly as possible, but still anyone who would dare, might cross. At ten o'clock in the morning by the palace-tower clock, the base of the crucifix rose from the bridge, the cross broke off and both disappeared into the water. The crucifix has never been seen since, only the hollow globe with the serpent thrice wound about it was fished up near Uebigau. All thought that the old bridge's last hour had come, when in the course of the afternoon the water fell slightly, and by evening the 9 on the Elbe-measure was visible again. The next day, the first of April, the bridge was in use, seemingly none the worse for the strain put upon it.

The history of the bridge for the last forty years is more or less known, and within the memory of many. It is much to be hoped that the new bridge, which must shortly replace the old veteran, may be worthy of its predecessor, and be the pride of Dresden in coming years as the present Augustus Brücke has been for centuries.

Pension

for 1 or 2 ladies in a noble family. Moderate charges. Excellent board.

Reichenbach Strasse 53, part.

NOTES FROM ALL QUARTERS.

Persia has been making Ministerial Changes, but the people still murmur so discontentedly as to recall a similar phase in latter-day Turkish history. There had been a change of Grand Viziers, and Sir William Whittall asked if the change were satis-

factory. For answer they told him the story of a great man who, come to his last hour, could not die until he had received the forgiveness of all about him. All forgave save his camels. The latter sent their leader, the camel which heads the caravan, but is itself led by a rope attached to the saddle of an ass, to say what was in the minds of the rest of the herd. And the spokesman said, "You gave us camels in marriage, then you tore the children from their mothers, and sold them into slavery; you overworked us, you underfed us, and in many ways treated us cruelly. But all this we forgave you, for we are but animals, and it is our kismet to suffer. But, master, there is one thing we can never forgive you, and that is for having allowed us to be led by an ass." Perhaps the Persians are telling at this moment some such parable to explain their own ill content.

So long as there are windows to railway carriages, bottles and other missiles will be thrown out of them. But let not the tripper alone be blamed: there are others. One was a comfortable-looking Yorkshire clergyman, described by Archbishop Benson as a man with a long upper lip and a self-satisfied expression. While travelling by rail he bought a basket of strawberries, and ate the fruit with great comfort and enjoyment. Then he wiped his fingers and threw the basket out of the window with great deliberation. "A dangerous thing to do, is that, sir," said a passenger in the far corner. The minister reflected genially for a moment, then, looking round with a sweet smile, answered, "We live, sir, in a world of risks!" We do, it is true, and need a good deal of reminding of them. Spanning a London tramway route is a railway bridge at just the right height for taking off the head of a man who stands up on the tram. But one warning does not suffice. Upon each tramcar passing beneath that bridge are two-and-twenty warnings.

Holland is always at war with Nature. On the west, bordering the sea, great part of the land lies between sea-level and eight feet below sea-level. A narrow strip of sand dunes, thirty feet high, fortified by dikes, is the sole barrier between the country and the sea. The latter would overflow 38 per cent of the land were it not for these protections. England is greatly concerned at present about coast erosion. Apparently she needs a few Dutch engineers. If they lose a bit of territory here and there, swallowed by the encroaching waves, they steal some more from the waters elsewhere. The work of reclamation is always going on: the Dutch would polder themselves half-way round the world if the need arose.

CHURCH SERVICES.

ALL SAINTS' (ENGLISH) CHURCH.

Sunday, August 12th. IX. Sunday after Trinity. 8.0 a.m. and 10.0 a.m. Holy Communion. 11.0 a.m. Matins and Sermon. 6.0 p.m. Evensong and Litany.

Chaplain: The Rev. C. A. Moore, M. A., B. C. L. Hon. assistant Chaplain: The Rev. M. S. Farmer, M. A.

THE AMERICAN CHURCH OF ST. JOHN,

Reichsplatz 5, at the head of Reichs Strasse. Sunday, August 12th. Holy Communion 8.0 a.m. Morning Service and Sermon 11.0 a.m. Afternoon Service and address 5.30 p.m. The Rev. J. F. Butterworth, M. A., Rector.

PRESBYTERIAN CHURCH,

Bernhard Strasse 2, at corner of Bismarck Strasse and Winkelmann Strasse. This Church will be closed until September 7th.

HORSE ATTACKS JOCKEY.

Otto Madden, the well-known jockey, had a painful experience on the Brighton racecourse on Thursday. He was suddenly attacked and badly injured by a racehorse.

The animal, Marigold IV., owned by Mr. Bremer, had shown its fractious nature on previous occasions. Last Saturday it behaved in a wild manner at Alexandra Park racecourse, and refused to start. On Thursday the animal was ridden by T. Bradley, and on the way to the starting post, it suddenly reared and threw its rider. The horse then dashed at Madden, who was riding Centre, and dragged him out of the saddle. Marigold IV. then viciously attacked the unfortunate jockey as he lay on the ground. The animal went on its knees, in order that it might make better use of its teeth. Madden, to use the expression of an onlooker, was shaken like a rat.

Bradley and other jockeys belaboured the animal about the head, and eventually Madden was dragged away. He was badly lacerated about the face and throat, and after treatment by a doctor was removed to his hotel.

Meanwhile Bradley had again mounted Marigold IV but the starter refused to allow it to compete on the ground that it was a dangerous animal. The owner has expressed his intention of at once sending the animal to the stud, so that its racing career is ended.

The wounded jockey had several engagements at the Lewes Meeting, but he will be unable to fulfil them.

LATES

Mr. L. O.
Mr. A. C.
Mr. and
Mrs. J.
Miss N. J.
Mr. R. R.
Mr. C. L.
Mr. E. R.
Mr. and
Miss J. F.
Miss M.
Mrs. R. J.
Dr. E. A.
Dr. E. A.
Mr. and
Mrs. J.
Miss E. J.
Mr. and
Miss A. J.
Mr. A. B.
Mr. F. T.
Mr. G. B.
Mr. J. P.
Mr. O. K.
Miss E. J.
Miss A. J.
Miss A. J.
Mr. and
Mr. E. B.
Prof. E.
Miss E. J.
Miss U. J.
Miss C. J.
Miss H.
Mrs. G. J.
Miss H. J.
Mr. C. W.
Mr. F. J.
Mr. F. J.
Dr. W. F.
Mr. C. H.
Mr. L. H.
Miss A. J.
Mr. G. E.