

A SHIPLOAD OF WOMEN CONVICTS.

The Russian steamer *Petersburg* arrived at Colombo on Saturday, Sept. 20th. On inquiry I found she was a convict-ship conveying female prisoners from Odessa to Saghalien, the long narrow island off the east coast of Siberia belonging to Russia. My interest was roused and I have visited the vessel.

She has on board one hundred female convicts, a number of women who are the wives of men who were taken out in the *Nijni Novgorod*, the boat which was here about a fortnight ago, and about forty passengers, besides officers and crew. I inquired if there were any political prisoners amongst the women. «No, no», was the reply. «Do you know that 75 per cent. of the prisoners on board this ship are women who have been sentenced to Siberia for the murder of their husbands?» I gasped. «And almost the whole of the other 25 per cent. are women convicted of incendiarism—settling fire to houses that were insured for the purpose of obtaining the insurance money. One of them is for uttering false coin.»

«Do you send no political prisoners by sea?» «Scarcely any. In fact political prisoners are very rarely sent to Saghalien, which is the place where all the convicts transported by sea are taken to. All the political prisoners go overland to Siberia proper. It is much cheaper to send them by sea, as the voyage only takes about fifty days, but the overland route occupies a year. The political convicts are taken to the Russian border by train—in fact they go by train as far as the railways run—but they have to walk the rest of the distance, which is almost equal to walking across Europe.» «And the deaths are much fewer taking them by sea?» «Of course; it occupies so much shorter time, and the climate trials are not so great. As you know, it is very hot in the Red Sea, but no adult person has died on this voyage—only one or two little children, and that might occur in any ship.»

«Are the women always kept below, or do you allow them on deck any time for exercise?» «At sea they are on deck all day, from seven in the morning till sunset, if they like. Of course they are only women, and we have not so much reason to fear a revolt amongst them as if they were men. But these women have good food, and they took a great deal better now than they did when they left Odessa, as most of them had been in prison for two or three years.» «I should think with a steam or hot-water hose ready to turn on them at the first signs of insubordination, as I understand you have, the convicts would very seldom mutiny. Have you ever known them to do so?» «Never. We were once in danger of being wrecked off Saghalien when we had a lot of convicts on board, and the water got into the engines, and the men (200 or 300 of them) tried to tear down the bars to escape drowning. They promised that if we would let them out they would not attempt to get away or do any harm. We did let them out, and the first thing they did when they got on deck was to fall on their knees and pray. Then they helped in the work very quietly, and it was just the same when they got ashore. There was not the slightest sign of mutiny.»

«What is done with the convicts on arrival at Saghalien?» «They first have to work their times in the mines (coal mines), and then they are allowed to settle on farms if their conduct has been good. They have their wives and children there, and some of them get quite wealthy, but they are not allowed to leave the island. Those whose conduct has been good have full liberty in every other respect. The ground is very fertile in some parts, and the climate is a very good one.» «You have a very wholesome way of keeping your male prisoners clean by turning a hose on to them, I believe. Are the women bathed in the same way?» «Yes; they are put into a big box, into which a number of pipes communicate, and the water is turned on. They also have a shower-bath every day at the same time.»

I felt I was broaching a delicate point when I asked if I could be allowed to see the convicts. The second officer said it was against the rules to allow strangers to see them, but he would ask the captain if I might. We then went on deck in search of the captain, and while he was being sought for I had leisure to observe the appearance of things on deck. The tumbies (poor) were there in force, as they are on all ships: a great number of Russian women, with their children, going out to join their convict husbands, were squatting about, looking cheerful enough. I observed one or two soldierly-looking men, but they did not appear to be armed in any way. Presently the officer came back, having obtained the necessary permission for me to see the convicts. We went by a private entrance, and, stepping from one of the principal passages through a doorway, I found myself in a narrow chamber at the top of a short flight of stairs confronted by a dozen women, dressed in what most resembled a sackcloth nightgown. Nothing else. Their feet were bare. I had not expected to across them quite so suddenly, but a warning to be careful of the slippery floor and steps recalled me from my amazement. We descended the ladder, which had not more than about eight steps, and stood in a large room, fitted up at the sides and in the centre with what most resembled great wooden racks, like those used in a paper-store. There were none of the iron cages which I had expected to see; but I was informed that this was not the conventional form of accommodation, the *Petersburg* being a ship which had been improvised for the purpose of transportation.

The place was filled with sackcloth-gowned women, apparently varying in age from 25 to 40. My chaplain called out something which I took to be an announcement that a stranger was present. The women formed a ring round us and stared. They were of the Russian bourgeois type, scarcely one of them with good features, and some of them repulsively ugly, but upon the faces of one and all there seemed to sit a look of hopeless indifference. The compartment (which was not the hold) was on

the whole very clean, but in one corner I observed a little heap of rubbish for which my companion appeared to hold a woman whom he called for, and who I suppose had been made a sort of matron over the rest. A good many children were laid about, and appeared to suffer from the heat more than the adults. It was a cheerless hole, and I thanked the second officer for his kindness, and then left the boat.

THE ACCIDENT TO THE CZAR'S TRAIN.

St. Petersburg, Nov. 2.

The Court Minister is severely blamed, even in the highest quarters here, in respect of his first telegram about the railway catastrophe which, as is known, gave so little of the real truth. People do not understand why they tried to conceal the affair, and suspicions arise that we have not yet learned all. Thanks to this genuine Russian system of concealment, the wildest reports have free play, and it has been frequently asserted that the terrible catastrophe was due to a nihilist plot. According to the information which I have obtained, these reports are really unfounded. The Danish Minister has gone to St. Petersburg to meet the Czar and Czarina. In order to take the latest news with him to the Danish Royal family at Copenhagen.

The well-informed *Grashdanin* gives further particulars concerning the fatal catastrophe, from which it appears that it was the carriage in which the Minister of Ways was travelling, and not one of the engines, that ran off the line. The Czar and Czarina and all their children, except the Grand Duchess Olga, were assembled in the Imperial saloon-carriage when the accident happened. The Emperor was just about to take coffee, which was being handed to him by a footman. The latter was killed, as was likewise the dog, which was lying at his Majesty's feet. The flooring of the carriage collapsed, and all the occupants were precipitated on to the ground. Fortunately the train stopped immediately, its speed being only about 25 miles an hour at the time. The Grand Duchess Olga, who happened to be in the next carriage, which was overturned, was thrown out to a distance of several yards without being hurt. Tears stood in the Czar's eyes when he found his entire family were safe. The Empress lost no time in helping the wounded.

Odessa, Nov. 2.

The Director of the Caucasian Railways, M. Aleumikoff, who was to have been dismissed on account of the recent disaster, is reported to have shot himself in his office, leaving behind a letter addressed to the Emperor Alexander.

Paris, Nov. 2.

The staff of *La France* is sending a message of congratulation to the Czar on his fortunate escape in the railway accident at Borki, and it is probable that this token of sympathy for Russia will find imitators. An English statesman, three years ago, when Bulgaria was a cause of anxiety to Europe said: «The prospect of peacefully depends on the Czar.» It is felt here that France owes much to his quiescence, his policy of waiting, and his strong belief in the growing power of Russia. «Why should I fret or fume since time fights for Russia better than my government could?» were his memorable words soon after Prince Ferdinand went to Bulgaria. The thanks-giving service that is to take place in Paris cannot fail to call forth a demonstration of French sympathy for Alexander III.

A NOVEL WITNESS

Colonel Gouraud has received a photograph from Mr. Edison containing a record of the Chippewa Indians' imitation of the cry of an owl. This record has been obtained by the great American dry goods merchant, Messrs. H. B. Chatlin and Co. New York, on behalf of the Jackson Manufacturing Company, of Nassau, N. H., who will introduce the same before Mr. Justice Kay in their trademark appeal case, the point at issue being briefly the meaning and pronunciation of the words *Ko Ko Lo*. Colonel Gouraud will lend his phonograph to the plaintiffs this morning for the purpose of establishing their case, the phonograms being sent to Colonel Gouraud by special messenger for this purpose.

RUSSIAN PROJECTS FOR DEVELOPING SIBERIA.

The attempt being made under English auspices to tap the trade of Siberia by the water route of the Kara Sea and the Yenisei has suggested to several Russian authorities interested in that province alternative schemes intended to retain for Russian merchants exclusively the advantages that must accrue from exploiting the immense natural resources of Siberia. A brief summary of these will not be devoid of practical interest. First among these authorities comes M. Sibirakoff, who was originally an ardent supporter of the water route from the north, but this idea he has now given up as chimerical. As the necessary consequence he has become the exponent and champion of communication by land. M. Sibirakoff claims to have discovered in the Ural chain, between the basins of the Obi and Petchora, a pass 100 versts broad, which he has utilized for some time for the carriage of goods into the Petchora district. This route has not met with much favour from Russian critics on account of its distance from the sea and for local reasons. A more favourable reception has been accorded to the scheme of M. Golokhvastoff, who has already obtained the necessary authority to make a preliminary survey. This is based on the construction of a railway from the village of Otdorsk, on the little Obi, proceeding in a western direction across the Ural at a height of about 600 ft. above the sea. It would also cross the river Ussura, reaching the sea, via the Tundra Bolshezemelsk, to the north of Belkowsk. It is said that no difficulty is to be encountered on the 100 versts of this railroad, and that fuel is plentiful. On the other hand, the railway could only be worked for 180 days in the year, but the advocates of

this route estimate that during that period 30 million pounds (30 lb.) of merchandise could be conveyed along it. The great difficulty is to find a suitable port on the Arctic Ocean. Expeditions are to be sent out by the Russian Geographical Society next spring with the view of making a suitable selection.

AUBURN-HAIR.

«It is rather colder than I could wish», said the imperious Bailey in «Martin Chuzzlewit», when Paul Sweedlephish had him for the first time; and doubtless many a girl, when she has glanced at her hair in the mirror, has thought, if she has not expressed, a similar sentiment.

There never was a time when woman's hair and the fashioning of it did not furnish a good deal of material for masculine satire, in some form. But red-headed girls have had their full share of the world's admiration, and a passion for the different shades of red hair—golden, auburn, and bronze red—has raged very fiercely in different periods, from the earliest times.

The great Italian painters, Titian, Paul Veronese, and others loved the gold-red hair, and their beauties were all crowned with the fascinating tint. In the «Merchant of Venice», Bressano, gazing with rapture on the portrait of Portia, says:

In her hair
The painter plays the spider, and bath woven
A golden mesh to entrap the hearts of men
In «As You Like It» Rosalind says of her lover: «His very hair is of the dissembling colour.» And when Celia replies, «Something browner than Judas», Rosalind continues: «I faith his hair is of a very good colour.»

In the «Two Gentlemen of Verona» Julia says of Sylvia, «Her hair is auburn, mine is perfect yellow.»

Some of the greatest beauties of the world have had hair the colour of which was «thrown in the shadow, and gold in the sun.»

Fair Rosamond's crisped locks are compared by an old ballad to threads of gold. Joan of Arc, the beautiful enthusiast, had bronze golden hair such as artists weave into their dreams of fair women. Helen of Troy had masses of tawny hair, and so had Sappho, the poetess of Greece.

Cleopatra, Egypt's famous Queen, had red hair and was freckled.

The auburn hair of good Queen Bess is famous, and she delighted to display it for the admiration of her courtiers. It is described as soft, silky, and wavy, of a beautiful golden brown, and shown as though powdered with gold dust.

The two most beautiful women that England ever saw, and who took all London by storm, 150 years ago, were red-headed Ginevras, as they were called, were red-headed Irish girls. But theirs were.

The bright tresses which defied
The sun to match them in his noonday pride.

One of them became a Duchess and the other a Countess.

In Ireland looks of the most fiery hue have long been regarded as an attribute of beauty, even by the peasantry. «She's an illigant lady, good luck to her», some rascally loiterer will say. «She's a mighty fine woman entirely; only it's a pity that she has not red hair. An old Irish ditty has these lines:

Heigh for the apple and ho for the pear,
But give me the pretty girl with the red hair

Mary Queen of Scots wore red tresses, and so did those famous beauties of France, Agnes Sorel, Diana of Poitiers, and Gabrielle d'Estrees. The ancient Roman ladies dyed their hair red, in order to make themselves more beautiful and attractive, for they liked what they called honey-coloured and auburn hair.

One world-famous woman owes her immortality to her auburn hair. Petrarch's eyes, wandering at church, fell upon Laura, arrayed in a green mantle, over which her hair fell in plaited tresses and his heart was won for ever:

The snow was set amid those threads of gold
To which Love bound me fast.

And in one of his sonnets he says:

The gold and topaz of the sun on snow
Are shamed by the bright hair above those eyes.

HYPNOTISM AT BERLIN.

At a late meeting of the Berlin Medical Society Professor Virchow introduced a French physician, Dr. Feldmann, who made some experiments in hypnotism. A young man named Garriek offered himself as a medium. After a few seconds of the usual manipulations the medium fell into a deep magnetic sleep. He became perfectly apathetic and motionless. In the state of «suggestion» Dr. Feldmann showed the influence of various medicines on the medium, who took quinine for sugar, smacking his lips with enjoyment, and he believed ammonia to be perfume, and smelt at it for some time. Immediately afterwards, following the will of the doctor, he showed the usual signs of abhorrence of those bitter and caustic substances. With the same success he ate a lemon for an apple. A piece of camphor held on his forehead had a singular effect. The medium bent his body far backwards, and had to be held on his chair.

A magnet caused a dreamy state, during which the medium related his impressions as to events in the street, in which he believed himself to be. Then the medium obeyed the will of the doctor in various ways, shovelling snow, skating, falling, and rising again with one jump at the doctor's suggestion, and finally took a pocket-book by force out of Professor Virchow's pockets. He was then ordered by Dr. Feldmann to repeat himself, and soon woke out of the hypnotic sleep remembering nothing of what had happened. Two young physicians then spoke, declaring that such experiments were without scientific basis. They believed the «suggestion» to be probably genuine, but as to the other experiments, especially the effect of medicines and the magnet, they thought they needed careful examination.

VIRGINIA TOBACCO EXTRACT

(SOUTH DOWN SHEEP WASH)

TO CURE SCAB IN SHEEP
FREE FROM POISON

Way of using it

One part of extract is mixed with 150 or 200 parts of cold or hot water for bath, and 150 parts to cure by hand.



to the present has given complete satisfaction. Adopted by all sheep farmers and breeders in the River Plate. Take notice and ask for our mark: «LA LLAVE»

MONTEVIDEO SOLE IMPORTERS BUENOS AIRES
Piedras 201 corner Misiones. Calle San Martin 104

ENFERMEDADES del PECHO, del LARINGE, CATARRO, BRONQUITIS, TOS REBELDE, ASMA, OPRESION, COQUELUCHE, HEMORRAGIAS, TISIS PULMONAR, ESPUTOS de SANGRE.

Recomendada a todos los Oradores, Predicadores, y Abogados.

Como los productos con base de alquitran tienen propiedades demasiado irritantes, las notabilidades medicas prefieren la AUREINE BERLAL en las enfermedades de vejiga en general, y principalmente en el Catarro vejical, Cistitis, Incontinencia, Retencion de la Orina, Albuminuria, Diabetes, Pérdidas seminales y Leucorrea.

N. B.—Se toma pura ó mezclada con agua, vino ó leche.

VEN TODAS LAS FARMACIAS

venta al por mayor: ADAM, 32, rue Saint-Paul, PARIS.

GOTA y REUMATISMOS
Curacion por el LIQOR y las PILDORAS de D. Lavallo.
En la Farmacia de D. Lavallo, 23, rue Saint-Claude, PARIS.
Venta en las Farmacias y Droguerias.—Pueden gratis en Francia explicacion.
Exhibe el Sello del Gobierno Francés y esta Firma:

AU PRINTEMPS
GRANDES ALMACENES DE NOVEDADES
Calle del Havre, Boul' Haussmann, Calle de Provence y Calle Canmartin

Acaba de salir á luz
El Catalogo Album ilustrado de las Modas y Novedades de la Estacion, que será enviado GRATIS y FRANCO a quien le pidiere á MM. JULES JALUZOT & Co

PARIS
Este Catalogo se publica en las lenguas siguientes: Español, Francés, Italiano, Portugués, Holandés, Aleman, Sueco y Dinamarqués.

Se envian igualmente franco, las muestras de todos los tejidos de que se componen los inmensos surtidos del PRINTEMPS.

VÉASE EN NUESTRO CATALOGO las condiciones especiales para los envios franco de porte a todos los paises del mundo.

JOHN HARLEY & Co
Importers of and Dealers in all classes of

MACHINERY, TOOLS, ACCESSORIES, &c.

Builders of small Steamships

Sole Agents of the celebrated makers,

Alex. WILSON & Co., London, and ROSS & DUNCAN, Glasgow.

Steamers Building.

GENERAL LAVALLEJA, 55 feet keel with compound superficia condensing engine of the latest system.

ALBERTO, 42 feet keel, compound engine.

AMBLIA, 32 feet keel, high pressure engine.

Montevideo Deposit: Calle Colon 50, 52 and 54.

Ferro-Carril Central del Uruguay

Itinerario á regir desde el 1.º de Noviembre de 1888

HASTA NUEVO AVISO

SALIDAS

ESTACIONES	1 a. m.	2 a. m.	3 a. m.	7 p. m.	9 p. m.	Días DE FIESTA P. m.
Central . . .	6	7.10	10.30	4.30	5.30	12.30
Bella Vista . .	6.9	7.18	10.39	4.37	5.38	12.39
Yatay . . .	6.10	7.25	10.46	4.43	5.45	12.46
Sayago . . .	6.20	7.32	10.56	4.49	5.52	12.56
Colon . . .	6.35	7.38	11.5	4.55	5.58	1.02
Independencia .	6.46	7.49	11.17	5.4	6.10	1.14
Las Piedras (Ll)	6.50	7.57	—	—	6.20	1.24
Las Piedras (S)	—	8.2	11.30	5.12	—	—
Progreso . . .	—	8.10	11.47	5.22	—	—
Joaquin Suarez .	—	8.34	12.7	5.35	—	—
Canelones . . .	—	8.49	12.27	5.48	—	—
Santa Lucia . .	—	9.19	—	—	6.10	—
25 de Agosto .	—	9.24	1.10	6.20	—	—
25 de Agosto S.	—	—	1.18	6.28	—	—
Capurro . . .	—	—	1.33	6.43	—	—
Rodriguez . . .	—	—	1.53	7.3	—	—
San José . . .	—	—	2.30	7.40	—	—
25 de Agosto S.	—	9.34	—	—	—	—
Isla Mala . . .	—	10.29	—	—	—	—
Florida (Ll) . .	—	11.5	—	—	—	—
La Cruz . . .	—	11.35	—	—	—	—
Sarandí . . .	—	12.30	—	—	—	—
Goni . . .	—	1.12	—	—	—	—
Durazno . . .	—	2.3	—	—	—	—
Yatay . . .	—	2.46	—	—	—	—
Yi . . .	—	3.5	—	—	—	—
Molles . . .	—	4.10	—	—	—	—
Rio Negro . . .	—	5.10	—	—	—	—

REGRESOS

ESTACIONES	2 a. m.	4 a. m.	6 p. m.	8 p. m.	10 p. m.	Días DE FIESTA P. m.
Rio Negro . . .	—	—	6	—	—	—
Molles . . .	—	—	7	—	—	—
Yi . . .	—	—	8.10	—	—	—
Durazno (Ll) . .	—	—	8.24	—	—	—
La Cruz . . .	—	—	8.32	—	—	—
Goni . . .	—	—	9.10	—	—	—
Sarandí . . .	—	—	9.58	—	—	—
La Cruz . . .	—	—	10.50	—	—	—
Florida (Ll) . .	—	—	11.35	—	—	—
Isla Mala . . .	—	—	12.40	—	—	—
25 de Agosto .	—	—	1.33	—	—	—
San José . . .	—	6.55	—	3.40	—	—
Rodriguez . . .	—	7.32	—	4.17	—	—
Capurro . . .	—	7.52	—	4.37	—	—
25 de Agosto Ll	—	8.7	—	4.52	—	—
25 de Agosto S.	—	8.15	1.33	5	—	—
Santa Lucia (Ll)	—	—	1.43	—	—	—
Las Piedras (S)	—	8.25	1.50	5.12	—	—
Canelones . . .	—	8.49	2.20	5.46	—	—
Joaquin Suarez .	—	8.50	2.35	—	—	—
Progreso . . .	—	9.11	2.53	0.25	—	—
Las Piedras (Ll)	—	9.20	3.7	—	—	—
Independencia .	—	9.23	3.11	6.42	7.35	4.35
Colon . . .	—	8.11	9.30	3.20	6.51	7.45
Yatay . . .	—	8.25	9.39	3.30	7.2	8.15
Sayago . . .	—	8.32	9.44	3.38	7.9	8.04
Yatay . . .	—	8.39	9.49	3.43	7.16	8.11
Bella Vista . . .	—	8.45	9.55	3.49	7.23	8.18
Central . . .	—	8.57	10.5	4	7.35	8.30

NOTA núm. 1.—Los trenes pararán por señal en las Estaciones indicadas por una (*) en la parada del puente de San José y en Ituzingo, y parada Paso de los Toros siempre que haya pasajeros.

2.—Dos trenes números 3 y 6 pararán 30 minutos en Florida para que almuercen los pasajeros.

3.—Los trenes números 5 y 8 harán el viaje de 25 de Agosto á San José y viceversa, los Lunes y Sábados solamente.

Ferro-Carril del Norte

Itinerario desde el 1.º de Noviembre de 1888

HASTA NUEVO AVISO

SALIDAS

ESTACIONES Y PUNTOS DE PARADA	1 a. m.	3 a. m.	5 p. m.
Central . . .	4.30	8	5
Miguelito . . .	4.42	8.12	5.12
Fynn . . .	4.46	8.16	5.16
Noceti . . .	4.49	8.19	5.19
Perez . . .	4.56	8.26	5.26
Paso de la Arena	5	8.30	5.30
Llamas . . .	5.07	8.37	5.37
Lecoq . . .	5.17	8.47	5.47
Santa Lucia . .	5.22	8.52	5.52

REGRESOS

ESTACIONES Y PUNTOS DE PARADA	2 A. M.	4 A. M.	6 P. M.
Santa Lucía	6.30	9.30	6.20
Lecoq	6.35	9.35	6.25
Llamas	6.45	9.45	6.35
Paso de la Arena	6.52	9.52	6.42
Perez	6.56	9.56	6.46
Noceti	7.03	10.03	6.53
Fran	7.08	10.08	6.58
Miguelito	7.10	10.10	7.00
Central	7.22	10.22	7.12