

## EUROPEAN INTELLIGENCE.

**Arrival of the "Canada."**  
HALIFAX, March 3.  
"Canada," Maudie, left Liverpool 9 o'clock morning of 20th, Queenstown 21st, arrived at Halifax at 4 o'clock morning of 3d. Has 30 passengers.

Rebel private "Georgia" quietly slipped away from Charlottetown Roads at midnight on the 15th, and stood out to sea.  
Case of "Pampero" has been further debated in Exchequer Court, Edinburgh. Defendants complained of informations being had in law, and objected to the case going to trial. Adjournment was granted for reply of Crown Counsel.

There was a vague rumour in London, on 19th, that France contemplates speedy recognition of Confederates, under which rebel loan advanced to 50 and 57.

Army and Navy Gazette thinks present spring campaign in America promises to bring forth results decisive of contest and of the fate of Lincoln cabinet.

In House of Lords on 18th, the Marquis of Clanricarde gave notice that he would, on 23d, call attention to recruiting by Federal agents in Ireland, and ask what steps the Government intended to take respecting it.

In Commons, Mr. Baillie asked Attorney General whether he was of opinion when an English vessel was captured by an American cruiser in neutral harbor it was the duty of Government to wait for decision of prize court before demanding reparation? He also asked whether the capture of British vessel "Science," at Matanzas, was not violation of International Law and direct act of hostility to England?

At Gen. said if merchant vessel were captured in neutral harbor it would not be duty of Government to wait for action of prize court before demanding satisfaction, but with regard to case of "Science" it was controverted whether she was captured in American waters or not. In instructions given to American cruisers nothing could be more distinct and clear than that no neutral vessels should be taken in Mexican waters; if therefore, cruisers captured British vessels in Mexican waters they would do so in direct contravention of instructions, and in that case he had no doubt that United States would make reparation.

Mr. Layard said British Government accepted proffered mediation of Portugal in Brazil question, but did not know whether Brazilian Government accepted.

In Commons on 19th Mr. Layard said that Government had no official information of capture of British ship Mariabon by Alabama; also said no communication had been addressed to Government with view of recognition of the Empire of Mexico. British Government had hitherto declined to express any opinion on subject. In reply to Mr. Haliburton, as to capture of rebel ship by Federal vessel in the harbor of Sanluis, Nova Scotia, Layard said that Lyons had been instructed to demand redress, but before those instructions were received Seward had expressed regret and offered reparation.

In reply to some enquiries on Danish question, Palmerston spoke strongly as to Austro-Prussian invasion of Schleswig, and was loudly cheered. He declared saying what Government would do if Germans entered Jutland.

**THE WAR IN DENMARK.**

Copenhagen telegrams say the Germans have entered Jutland in considerable force. Germans attacked Danish outposts along whole line on 18th, but after several hours engagement were repulsed, but occupied all former positions. Danish iron-clad Monitor's attempt to destroy bridge thrown over to Egersund not successful.

Assorted Dances have withdrawn behind entrenchments of Duppel.

Danish frigate in English Channel overhauled numerous vessels, including American barque.

War risks were being paid on belligerent vessels in England.

Frankfort Diet resolved that an embargo be placed on Danish shipping in all German Ports in consequence of Danes having laid embargo on all German shipping.

Austro-Prussian note to minor German States declares they do not recognize necessity of Federal reserve being stationed in Holstein. Should such want arise, Great Powers would place at disposal of Diet sufficient reserve for expedition purpose. Expected this note will aggravate prevailing indignation of minor States at high handed proceedings of Austria and Prussia.

POLAND.—Insurgents attacked Russian garrison on Konkie, and drove the Russians out of the town. Russians were then attacked by the other insurgents, and defeated with heavy losses.

Almost all the guards on the Warsaw and Vienna railway were arrested.

**LATEST.**

LIVERPOOL, 20th.—Evening.—British channel squadron summoned home from the Mediterranean.

French policy appears to be setting in favor of Denmark, and some Journals utter warnings to Prussia. Montevideo is silent.

Paris correspondent of the Times says that Napoleon will not fail by any opportunity given him to march French troops to Rhine. Little credence in alleged intention of France to recognize the Confederates.

Rebel loan weaker to-day, 56 and 57.

COPENHAGEN, 19th.—Officially announced all quiet at Duppel at 11 this morning.

In consequence of circuitous movement of enemy, Danes were compelled to evacuate Kolding in Jutland. Cavalry engagement subsequently took place without any decisive result.

PARIS, 21.—Archduke will be present at

the baptism of son of Prince of Wales, and on quitting England will proceed to Vienna, and officially receive Mexican Deputation.—The Archduke will leave Trieste on board Austrian frigate, and will touch at Civita Vecchia to receive the blessing of the Pope.

LONDON, 21.—Increasing fears of further complications arising out of Danish war.

Admiral Dacre's squadron now in the Tagus has been ordered to return to England and assemble in Portland Roads, where it will await further orders.

Breadstuffs dull. Consols 91½.

**MONKS AND A MONASTERY IN NORWICH.**

Many of our readers will learn with surprise that a monastery has been established in Norwich and that monks, habited in cowl and gown, will soon be walking our streets—not, indeed, a Roman Catholic monastery, but a monastery formed and supported by members of the Church of England, and presided over by a clergyman of the Anglican order. Brother Ignatius and his companions, driven apparently from the inhospitable limits of Clonon, have emigrated to what they trust will prove a more genial atmosphere, where they hope and expect to receive a cordial welcome from their secret partisans in this Protestant city. Rumour had some time previously pointed out the site of the monastery—a large rambling building on Elmhill, once the residence of a worthy citizen who still lives in the vicinity of some of our older townsmen—Mr. Eliza De Haque, formerly a clerk of Norwich. It is somewhat singular that the property, which is leasehold, belongs, as we understand, to the Dean Chapter, the lease having been purchased for the brotherhood from a Dissenting gentleman of the city. Workmen have been employed upon the premises, turning an extensive room into a chapel, where public service will shortly be held. The small boys who run about the streets already call out to each other, "Them's the monks there," and the neighbours state that there is now from morn till eve a constant sound of bell-ringing, chanting and music. Any one who has business at the monastery goes up to an old-fashioned door and rings for admission. Soon a grating is opened, and a monk dressed in black gown, cowl, and gold crucifix, with sandals, inquires the business of the applicant, and if the answer is satisfactory admits him into the holy precincts.

The first service of a public character were held on Sunday, but the "grand opening night" took place on Wednesday. On ringing we were admitted through the postern, and having crossed a courtyard were left to find our way, guided by the sound of chanting, to the upper room, where the service was being held. Near the door was a small receptacle for holy water, and on the mantel shelf was, we suppose, some holier water still, possessing, no doubt, peculiarly potent and meritorious powers. An inscription on the vessel ran, "I certify that this water was obtained from the river Jordan, Tuesday in Holy Week, 1862. A. Willis Fleming."

Clad in a white gown, with a white, black, pointed cowl on his head, and with his back to the audience, sat a monk in an attitude of devotion, utterly motionless and impassive. Straight before him, on the same side of the altar, sat another monk similarly clad, with his face towards the wall, and his back to his brother monk. The service was entirely musical, even the prayers being chanted.—*Norfolk News*

**FLOODING IN THE ARMY AND NAVY.**

Yesterday morning, returns to Parliament were issued showing the number of persons flogged in the army and navy in year 1862. In the army 126 soldiers were flogged, the number of lashes inflicted being 5999. In the royal artillery 16 men were flogged; in the 19th foot guards, 8; in the military train, 7; in the 3rd foot guards, 7; in the 41st and 60th infantry regiments, 5 in each; in the 1st foot, 4. The other regiments in the return do not any of them exhibit more than three cases, and many have only one. In all but 12 out of the 126 cases of flogging, 50 lashes—the highest number allowed by the law—were inflicted.

In the navy, where 55,782 men were liable to corporal punishment, there were 941 cases of flogging. The highest number of lashes inflicted was 48, the lowest 6. The number of men and boys flogged pursuant to sentences of court-martial was 71. The ships having the largest number of cases were the Odin (27), Neptune (25), Mars (23), Bacchante (20). The offences in the case of the Odin were "disobedience of orders," "mutinous and disgusting language."

Frequent items of offence are contempt of superior officers and smuggling liquor into the ship. We find also such offences as these punished by the lash—"skulking," "insolence," "dirtiness," "quarrelling," "false insinuations," "bad language," "idleness," "malingering"—for which 36 lashes were inflicted on board the Nimble—"asleep on watch."

**THE YELVERTON CASE.**—The Hon. Mrs. Yelverton, whose cruel suspense during five years of protracted litigation has excited the sympathy of every generous heart, now lies suffering from a pulmonary affection at Nevins, on the Loire. The persecuted lady has presented a petition to the House of Lords praying for an extension of time, on the certificates of two medical men, who are of opinion that a voyage to a northern climate at this inclement season would endanger her life. The "sickness of hope deferred" may probably have much to do in the painful position of the lady, who, we are informed, is so exhausted, both physically and pecuniarily, by the protraction of the suit, as to

now, in turn, be compelled herself to ask for time.—*Morning Advertiser.*

## The Standard.

ST. ANDREWS, MARCH 9, 1864.

**PUBLIC DOCUMENTS.**—Within a few days we have received the following Public Documents:—The Inter-colonial Railway Correspondence. The Financial Statements.

Report on the Mines and Minerals of New Brunswick, with an account of the present condition of mining operations in the Province, by Professor Bailey, of the Provincial University.

Tip-sixth Annual Report of the Railway Commissioners.

The Third Annual Report of the Crown Land Department.

The Report of the Chief Superintendent of Schools.

Want of space prevents our giving an extended notice of these Reports at present, but in future numbers extracts will be given. Prof. Bailey's Report should be in the hands of every one who takes any interest in this Province; it covers valuable and important information, given in a familiar manner, and which was obtained from actual observation, and a careful examination as to the limited time at the Professor's disposal would permit.

In the Surveyor General's Report which contains 132 pages, is given a return showing the area (in acres) of this Province—the number of acres granted or located—the number of acres ungranted or unlocated—the number of acres cleared and cultivated—and the number adapted for cultivation. The Railway Commissioners' Report contains 15 pages and is principally occupied with the Capital account, Revenue account, Resident Engineer's Report, and General Superintendent's Report. The surplus for the year was \$10,738.

23. The Report of the Chief Superintendent of Schools contains 72 pages, will be read with interest (we will not say pleasure) by many of the Teachers.

**Railway Extension Westward.**

Notwithstanding the declaration "that the Government do not intend to submit any measure this Session for Railway Extension," the conclusion arrived at by the people, that a measure will be brought forward in the House immediately for that purpose. It is also believed that the outside pressure will be so powerful through the respectable and numerous delegations from the different counties that no party in the Legislature, however strong, will be able to withstand their appeals; and that as the constituencies have demanded it, the representatives must yield to their requests. From the Legislative reports we learn that the Provincial Secretary, in reply to Mr. Stevens, one of the Representatives from this county, stated that "the Government of Canada had commenced a survey of the Intercolonial Railway line on its own responsibility, and that the introduction of any act would cripple the finances of the country, and interfere with the carrying out of the act passed last winter, if it were found that Canada would join them." Here then is a dilemma; no one has a better knowledge of the finances than the Secretary, and he solemnly declares that they will be "crippled" should any act be introduced. What is to be done? the people are clamoring for Railway Extension, and having tasted the "sweets" of the Sheldrake line have determined to take another "plunge," and either "make a spoon, or spoil the horn." If the Intercolonial is to be cast aside, and the expensive legislation of last winter on the matter is to be thrown away, it is to be hoped that the western extension will not meet with a similar fate, for want of "funds."

The Railway correspondence laid before the House reveals the fact that the Government of this Province use every effort to hold the Government of Canada to the agreement of 1862. The last detached sheet, however, published since the correspondence became public, was not included because it was not considered official.

**The Trade of Aroostook and the St. Andrews Railway.**

We copy from the "Aroostook Times" the following facts, which speak for themselves and are evidence of the wisdom of locating the Railway in its present position. The engineering difficulties and the enormous cost of bringing the line into the town of Woodstock, were well known and felt by the Company, who had expended so large an amount in completing the first section to Hillman's mill valley. When the branch from Houlton is completed, the Bonadon's will have proof of the benefits arising from the present location. A gentleman who is a resident and property holder in Woodstock, and who knows something of engineering, declared to us some five years ago, that it was impossible to carry the line into Woodstock, unless at a very great outlay, and that a stationary engine would be required, as the grade would be so steep. However the matter is now settled, and we take up the Times article:—

"The great amount of business in the way of passengers and freight done by the St. Andrews Railway during the short time in which the road has been in operation to the Richmond Terminal, we do not need to say, will surprise many who are not conversant with the figures. It appears from statements recently made public, that the net profits of the earnings of this road for the year 1863, in round numbers were \$10,000; and this year it is estimated the net profits will be \$70,000, and the gross receipts, \$147,000, nearly five-sixths of which, or \$122,000, comes from our side of the line. When we take into consideration the disadvantages

under which this road has labored, owing to the want of rolling stock sufficient to transport the great amount of freight which is daily accumulating both at the St. Andrews and the Houlton Road station, we are the more surprised that so much business has been transacted, especially when we consider how small a portion of Aroostook County is accommodated by this road at present. A correct estimate can hardly be formed of the amount of traffic over this road, when a Branch from Houlton shall have been completed, and a larger portion of the trade of Aroostook is made to contribute by this thoroughfare to the tide waters. We may mention, in connection with this subject, that at a recent meeting of the directors of the Aroostook and St. Andrews Branch Railroad, authority was given to the President of the Board, to communicate with the directors of the Canada and St. Andrews Railway in England, in behalf of this Branch, to see what terms they would make in regard to facilitating the building of the road to the Line, and the furnishing of necessary freight cars, with the privilege of running the same into their Company's depots; and as the Company fully appreciate and understand the importance of keeping control of the Aroostook business there can be no doubt that a satisfactory arrangement will be made."

**State of the St. Stephen Bank.**

Monday, Jan. 4, 1864.

DUE FROM THE BANK.

Capital Stock paid in, \$200,000

Bills in Circulation, 143,973

Net profits on hand, 47,993.73

Balance due to other banks (nothing)

Coal deposited, including all sums what ever due from the Bank not bearing interest, its bills in circulation, profits and balances due to other Banks excepted, 41,176.61

Cash deposited bearing interest, 15,767.50

Total amount due from the Bank, \$416,912.84

RESOURCES OF THE BANK.

Gold and Silver in its Banking House, \$25,180.71

Real Estate, 4,994.00

Bills of other Banks incorporated in this Province, and checks, 90.00

Bills of other Banks without the Province and checks, 3,054.00

Balances due from other Banks in London, St. John and United States, 112,780.59

Amount of all debts due the Bank, including Notes, Bills of Exchange, and all Stock and Funded debts of every description, including balances due from other Banks, 295,295.51

Total amt. of resources of the Bank, \$446,912.84

Date and time of declaring the last dividend, September 30th, 1863.

Amount of last Dividend, 3 per cent, 6,000.00

Amount of reserved profits at the time of declaring the same, 32,000.00

Amount of all debts due, not paid and considered doubtful, 1,882.75

**FROM THE STATES.**

BANGOR, March 5.

Heavy firing was heard on the 1st inst., in front of Newbern. All citizens aiming for emergency.

Rev. T. Starr King died suddenly of diphtheria at San Francisco yesterday. Whole community united in public demonstrations of grief.

Side-wheel steamer "Scotia" was captured on the 1st inst., in running out of Wilmington. Is of 300 tons burthen, built on the Clyde, and belonged to the same company that sent out the "Princess Royal."

The draft for March 10th has been suspended.

Fighting reported at Deep Cut, 18 miles from Norfolk, on 1st inst. Next day heavy firing was heard in the same direction.

Nothing later from the Army of the Potomac or Kilpatrick's raid.

Superfine Flour \$6.35 a \$6.45 Extra \$6.70 a \$6.80.

A very destructive fire occurred at Calais, yesterday morning, by which several houses, including Horton's Hall, J. B. Horton a store adjoining, the large building owned by C. R. Goodenow, the house and store of Thos. Barrett, and a building occupied by John Tracy and others, three families in all, owned by S. B. Pool. The fire broke out in the rear of Horton's store in some manner unknown, and obtained so much headway before the alarm was given that Mr. Horton was unable to save any of his goods. Mr. W. W. Pike occupied the store adjoining, and succeeded in saving the principal portion of his goods, some of them in a damaged condition; his loss will probably be about \$500. Mr. Barrett had no insurance. Mr. Pike had insurance of \$1500 on his stock of goods. Mr. Poole had no insurance—probable loss \$400. Mr. Goodenow was insured to the amount of \$4200 on his building—probable loss \$800. Mr. Horton had insurance on the Etna of \$1500 on his building and \$500 on his stock.—*Globe.*

In a recent debate in the English House of Lords, it was stated that the American claims against England, for depredations by the Alabama, amounted to two millions of pounds sterling.

The Boston Traveller says, "Our people know that the Alabama was built and equipped in England; that she is manned by British seamen, and in British ports receives her supplies. The case of the Florida is strictly analogous to that of the Alabama. We believe our government and people will, at no distant day, be a unit in demanding every dollar that these British thieves have destroyed."

Another ship burned by the Alabama.—BOMBAY, Jan. 29.—The Alabama is off West Coast of India; she has burned ship Emma, of New York." The Boston Traveller wants to know "where are the

dozen vessels, more or less, which were sent to hunt this pirate?"

**Legislative Summary.**

FREDERICTON, March 3.

The Manager of the Grand Trunk Railway is here. Mr. Burpee and Mr. Osburn also.

Mr. Landry arrived and took his seat this morning.

In the House this morning, the St. John Bills and others received a second reading, and Mr. Williston brought in a Bill relating to Parjary and Mr. McPhelim one to increase the representation of the several Counties therein mentioned. Mr. McLellan gave notice of Address for returns of monies expended by Bye Road Commissioners.

Mr. Smith laid before the House information connected with the Wesleyan Academy at Sackville.

A messenger from the Legislative Council now entered, modest and polite, announced that the Upper House had agreed to certain Bills, among them that relating to the St. John Savings Bank, also to an address to Her Majesty on the birth of a Prince, and a Committee was appointed to wait upon His Excellency with the same, for transmission to the foot of throne.

Mr. Stevens brought in a Bill to establish a Police Force in the town of St. Stephen, also a Bill to authorize the erection of gas lamps and posts in the parish of St. Stephen, from a point near the "Middle Landing," to Porter's Mill Bridge, a distance of one mile along the banks of the River St. Croix, and to raise money for the support of the same.

Mr. Stevens also read a petition praying for an Act to authorize the erection of a public hall in some portion of Charlotte County, signed by a large number of ladies. It could not be received. The Provincial Secretary laid before the House the Annual Returns of the University of New Brunswick, also the Annual Returns of the Wesleyan Academy, Sackville. It will be noticed that Mr. Smith laid similar documents before the House this morning, which, however, was not done by command of His Excellency, and it is a question whether his conduct may not be considered a usurpation of the authority of the authority of the Crown. Mr. Cudlip, by leave presented a petition from H. B. Crosby, for claims on railway authorities for extra work, which was laid on the table.

A bill to incorporate the Little Digguish Driving Company, was, on motion of Mr. Stevens, committed. The object of the Bill is to enable the Company to clear the stream, which is at present impracticable for driving timber, so that a large quantity of timber on lands on the stream may be brought to market. The rate of toll is low, 50 cents for every thousand of lumber and 25 cents, for every ton of timber. Mr. Smith thought that this Bill would give the Company a monopoly of the whole stream, and might shut it up to all but themselves.

Progress was finally reported, after a severe fight between Mr. Stevens and the opponents of the measure.

Mr. Williston's Insolvent Confined Debtors' Bill was the next matter which engaged the attention of the House in Committee. Mr. Young in the chair.

Mr. Stevens would like to see a Bankrupt Law of some kind passed through the House, and let it be amended from time to time as it was found necessary. This was the only way that a perfect law could be secured.

A motion to postpone for three months was lost, and a motion to report progress was carried.

March 4.

Mr. Scovil introduced a bill to alter the boundary line between Springfield and Studholm, and one to divide King's and erect a new county.

W. J. Gilbert introduced a bill to simplify practice of law abolishing special bail Bill relating to Highways, Saint Stephen, agreed to.

Mr. Tilley moved formal motion for Supply for Tuesday next.

Mr. Johnson referred to letter of A. I. Freeman of yesterday; declared want a base, malicious, deliberate liar; said man who would not resent this was a cowardly poltroon.

Mr. Anglin said could not apply;—duelling was against his principles, and man who would use such language was a low, worthless, blackguard.

Cudlip presented petition from James Olive, and others for a law to protect marsh lands in Lancaster, St. John.

Bill to provide for appointment of a Board of examiners to test fitness of persons desirous of taking charge of steamboat engines, agreed to.

W. J. Gilbert's Bill to provide for simultaneous elections committed.—Mover, Anglin, Boyd, Gilmer, McPhelim spoke in favor; Fisher, Johnson, Smith against it. Progress reported. Adjourned at 5.30.

March 5.

Bills were introduced by Kerr relating to the office of Sheriff; Skinner, relating to shipping seamen from St. John; Tilley, relating to lands required for railway purposes, also one to vest the appointment of the Chief of Police in Corporation of St. John.

Bill to incorporate Gymnasium at St. John agreed to.

Progress was made in Bill to increase jurisdiction of City and County of St. John, maximum to sum of \$80; Watters opposed, and Tilley, Skinner and Cudlip supported it.

Mr. Cudlip said he would bring forward his Railway resolution on Tuesday.

Bill relating to Grimross Neck Island being discussed.

March 7.

A Bill to amend the law relating to pra-

rection of Marsh lands, Lancaster, or be received, also a petition of Thos. ver. St. John, refused.

Mr. Ferris brought in a Bill to amend in Parish of Sheffield a great road against magistrates in civil suits adopted.

Mr. Tilley presented petition of (of Commerce, St. John, in favor of extension of jurisdiction of City of John.

Bill relating to administration of in equity, adopted. Also one to defray between Carleton and Victoria.

Mr. Gilbert's Bill for simultaneous under discussion.

Mr. Boyd presented petition from 'burn, manager of N. B. & C. Rail against Incorporation of Digdigguish Company; also petition from John field for a select committee on his claims.

Mr. Young moved for returns of road expenditures by all Commission pointed within last six years.

Mr. Lindsay introduced a bill to rate Woodstock and Houlton Railway.

Mr. Tilley laid before the House citation of Mr. Brydges, representing capitalists, to construct Inter Colon road; offers to build road for subside by Provincial Government, and running without expense to Province.

Mr. Munroe presented a large from Woodstock in favor of Western sion.

House went into committee on L. p's Railway resolution.

LECTURES.—On Wednesday evening Rev. Wm. Wilson of Woodstock delivered an interesting and instructive lecture on the phy of the Moon, Eclipses and Tides, listened to by a large and attentive audience.

On Monday evening 7th inst., J. W. L. Esq., of St. John lectured on the St. Jol giving a history of its first settlement, the heavy storm, the halt was not so well on previous occasions, but the audience pleased with the lecture.

Last evening, Mr. Lawrence delivered a lecture on Railways and Railway E Westward. It is impossible this to do more than announce that the was well received by a large and re audience.

On Tuesday evening next, Mr. will lecture on "Hindostan."

At the close of the lecture a Railway was held, when the following r passed unanimously:—

RESOLVED.—That in the opinion of ing, the present Session of the Legis not close without making provision for state construction of that section of the A. Railway between the line at St. John American border on such a route as serve the general interest of the Provi And further Resolved.—That a co forgoing Resolution be forwarded to the representatives of the County of Charlotte, to the Hon. Messrs. Robinson and To Legislative Council.

Mr. Osburn, Manager of the N. Railway, thoroughly endorsed the Valley route crossing the N. B. & C. miles from St. Andrews, advocated Lawrence.

**ITEMS.**

—As the governor of Trinidad Holworthy, the colonial secretary, other friends were sailing in the Paris, the boat was upset and the w ty immersed. The governor and rished.

It is proposed to establish a settlement upon the land confiscated insurgent natives of New Zealand, estimated at about eight million acre New Zealand Parliament has already necessary measures for carrying important project.

—One of those dreadful exhibits so common in India, a suttee, or the of the living widow with the dead her husband, recently took place in ana. All the parties who assisted were seized and punished according malignity of their offences.

It is estimated that the cost to S. Government of the soldiers, per nearly \$1,200 a year.

At Beaufort, S. C., occupied b derals, the marble coverings of some tombs of the aristocracy, have been by soldiers to be used in the consti their quarters.

—Marshal Wrangel, the comm chief of the army invading Denmark 84 in April, but he is still exceedingly. Prince Frederick Charles v mends the advanced guard is 35.

There is said to be a tenement New York city having 68 rooms, feet, containing 70 families, of 14 and 138 children, 11 dogs and 43.

**IT CURES SO QUICK.**

Railways Ready Relief, whether a ternally or taken internally