The Weekly British Colonist,

Wednesday May 10th 1871

Manitoba and Railways.

Alluding to the progress being made by the Northern Pacific Railway, the *Manitoban* thinks the line will cross Red River about twelve miles north of Georgetown; and that from that point the steamers International and Manitoba will make semi-weekly trips to Fort Garry; and it is to this our contemporary thinks Governor Archibald referred in his speech in opening the Legislative Council, when he congratulated Parliament on "steam communication within a year, partly by boat and partly by rail, between this province and the rest of the continent." Our Winnipeg contemporary does not, however, appear at all disposed to rest content with any such arrangement. Nothing short of a branch line to Fort Garry, a project which it thinks ought to be encouraged by the Joint High Commission at Washington and by liberal subsidy on the part of Canada. Such an international arrangement, it thinks, would not differ from the extension of the Grand Trunk through Maine to Portland, and with the adoption of such a scheme it hopes to see the line completed to Fort Garry by midsummer of 1872. In this our contemporary is not out of harmony with some Canadian statesmen of lesser grasp. In looking over the debates which took place in the Senate upon the resolutions for the admission of British Columbia, we find such men as the Hon Mr Letellier de St. Just advocating "that British Columbia as well as Manitoba could comparatively be placed in communication with the Dominion at a very insignificant outlay; first, by the opening of a link between Fort Garry and Pembina where the American Pacific Railway will have an extension in a very short time from this, and secondly, by building a link on the shores of the Pacific from British Columbia to the Northern Pacific Railway, which the Americans are now building; affording to our two sister colonies the advantages of mutual communication, and of partaking of all the advantages of the great railway networks of the United States and of Canada." Now, Mr Letellier de St. Just, and one or two others who coincided with his views, might have made their "cheap and nasty" scheme still more cheap had they pointed out that "a link on the shores of the Pacific from British Columbia to the Northern Pacific Railway" is rendered unnecessary from the fact that both Victoria and New Westminster are within a few hours easy steam of where the American line must terminate. But we must entirely agree with the Postmaster General, the Minister of Marine and others who sided with them in the Senate, in disapproving of any such doubtful expedient. We could readily understand Annexationists and fools entertaining such a scheme; for it would indeed be difficult to pile on one better adapted to the work of Americanizing the Northwest and British Columbia. If Canada does not feel herself adequate to the task of binding together by means of an interoceanic railway all her enormous possessions west of the Great Lakes, she had better at once abandon the idea of empire; for no weaker bond will suffice to hold these possessions together. There must be no paltering here. The exigences of the case admit of no question—will endure no hesitation or delay. A bold national policy and prompt and decisive action, or complete failure and final abandonment are now the sole alternative. Nay, more, if Canada and the parent empire together cannot, or, what is practically the same thing, will not take advantage of the present flood-tide of westward empire, it will be as well to withdraw the Union Jack from this continent; and the sooner Canada and Great Britain are thoroughly convinced of this, if happy they are not already convinced, the better will it be for all parties.

Sunday, May 7th.

THE ATTORNEY GENERALSHIP.—Lest the stupidity of a certain moribund journal published in this city should mislead the very small portion of the Victoria public that still take it in, we will again state for its information that the (acting) appointment of Mr Alston is merely temporary. Mr Phillippo goes to England on leave of absence; but has no intention of returning to the Colony, for the very excellent reason that a Responsible Ministry will be formed on the 1st of July next, when, of course, Mr Alston's appointment will cease. The leave of absence signifies that Mr Phillippo has not yet received his commission as Judge of British Guiana. A similar course was adopted when Chief Justice Needham was called to Trinidad. He left the Colony on leave of absence, and did not tender his resignation until he had received his commission as Chief Justice of Trinidad which was placed in his hands at San Francisco.

PASSENGERS.—The following passengers were booked by the California last evening: Wm Thompson, Guthrie and wife, L S Moore, Mrs E S Dyer, Mrs Swiggert and 2 children, John L Butler, John Vogel.

Supreme Court.

(Before Chief Justice Begbie.)

The Queen Charlotte Coal Mining Company, [limited] in liquidation vs Bunster and Story Trustees of Mrs Hounslow.

This was an application on behalf of the Trustees, Bunster and Story, to have their names taken off the list of contributors, they being simply Trustees and having no beneficial interest in the matter.

The Attorney General instructed by Mr Bishop appeared for the applicants; Mr Johnson, for Mrs Hounslow, and Mr Drake for the liquidators.

After an argument lasting the whole day His Lordship held that the parties, although only Trustees, were liable for a certain amount contracted previous to March, 1870, if the shareholders did not pay up—but they would not be liable for debts contracted subsequent to March, 1870. His Lordship also stated that he was sorry to come to such a decision, as they personally ought not to have been on the list at all; but he was bound to follow the law.

"BIRDS OF A FEATHER, &c.—The Toronto *Globe*, from being a strong advocate of the early extension of Confederation to the Pacific, and of a transcontinental railway as an essential part of that scheme, has turned to championing the opposition to both. It is not surprising, under these circumstances, that our local contemporary should have gravitated towards the *Globe* and taken to appropriating from its columns 'Opinions of the Press'—said 'opinions' consisting of extracts from obscure little country paperlings, mere satellites which revolve around the *Globe*, and as a matter of course oppose the Terms because the *Globe* opposes them. In common fairness, if on no other ground, why does not our contemporary give extracts from some of the leading newspapers of Canada, such, for instance, as the *Spectator*, the *Leader*, the *Telegraph*, the *Times*, the *Gazette*, the *Citizen*—papers which are the organs of public opinion and every one of which has supported the Government scheme

NEW WESTMINSTER ITEMS: — The *Guardian* very properly calls upon the people to register for the election.....A public meeting was held at the Hyack Hall on Thursday to make preliminary arrangements for celebrating the Queen's Birthday. The meeting appointed a committee of 61 gentlemen, with power [?] to add to their number, to manage the celebration. It was resolved that the Government be asked for the customary grant to assist in carrying on the Indian sports and games. The Governor is to be invited to be present at the celebration.....The McGinley Troupe were giving their entertainments to large and enthusiastic audiences.....The Rev Mr Derrick lectured at the Mechanic's Institute, Burrard Inlet, on Friday evening, and was announced to preach in St Mary's Wesleyan Church today.....The McGinley Troupe were to give a performance last evening for the benefit of the Hospital.

FROM NEW WESTMINSTER.—The steamer Enterprise, Capt Swanson, arrived yesterday afternoon bringing 18 passengers, Barnard's Cariboo Express with $35 000 in treasure and a mail. Following is the passenger list: Miss M Irving, Mrs Reece, Captain Stump, Messrs D Oppenheimer, G Oppenheimer, J M Wark, W H Newton, J Reece, F Mitchell J M Robinson, J P Tunstall, Hall, Cearns, Pettingell, Layton, Crossley.

THE PANORAMA.—Mr Barker is engaged in boxing his fine panorama preparatory to shipping it by the Pacific for California, where it will be first exhibited. It is a pity that a local work of art by a local artist should be allowed to leave the city without the citizens of the place being allowed an opportunity of seeing it.

CARIBOO.—The *Sentinel* makes very bitter complaint because the Government has withheld the $500 recommended to be paid to the Fire Department by the Legislative Council.....There is not much mining news beyond what has already appeared in our telegraphic columns.....The Church Institute entertainment passed off well.....The weather continued cold and backward.....A fire broke out in a cabin in Stout Gulch. The cabin belonged to Mr Jones and was totally destroyed.

BRISK AT NANAIMO. — Capt McCullough informs us that on Friday there were at Nanaimo the following vessels: Steamships Pacific and California, bark Shooting Star, schooner W H Meyer, and steamers Emma, and Isabel, and the schooner W Harrison from San Francisco coming in.

THE PACIFIC.—This steamship seems to have lost her forefoot and to have sustained other damage of a not very serious character. She has gone on the beach at Nanaimo for temporary repairs and, it is supposed, will get off for San Francisco on or about Wednesday next.

OMINECA.—A gentleman from Quesnelmouth states that a letter had been received from J Hawkins of Germansen creek by Mr Gillis. The writer says that he has found good diggings in the bank on the upper part of Germansen Creek and has sold his lower claim for $500.

TREASURE SHIPMENT. — Following is the amount of treasure shipped per steamer California yesterday by Wells, Fargo & Co:—Bank of British Columbia, $36.908 33; Bank of British North America, $22.649 44; Wells, Fargo & Co, $16.806 00. Total, $76.363 77.

THE RACES.—We would urge on all who wish to make the races on the 24th a grand success the importance and necessity of at once placing the amount of their subscriptions in the hands of the committee.

CHINESE CHARGE.—The 62 Chinese brought up by the Shooting Star are at work outside the pit at Nanaimo. Their presence, though naturally distasteful to the white miners, has not caused any ill-feeling.

THE Grappler will go to Skeena next week.

After Hudibras.

Who to a pledge has put his hand,
And by the same will fall or stand;
When sanguine expectations fail,
May one day find himself in jail.
But who his solemn word has passed,
On attic thought, a little fast;
In time explains the thing away,
When others fail may live to pay.

P.

THE ORPHANS.—A movement is on foot for an amateur concert, to be followed by a *soiree dansante*, in aid of the orphans of the Sisters of St Ann. A deserving object, truly.

THE CALIFORNIA.—This propeller, with 300 tons of Nanaimo coal aboard, arrived yesterday morning at 5 o'clock, and will sail at daylight this morning for Portland.

FROM SAN FRANCISCO.—The schooner W H Meyer with 7 passengers, and the schooner W Harrison with 13 passengers, have arrived at the Newcastle quarry.

NEW TRAIL.—It is rumored that Harper Bros have secured a charter for a trail from Quesnelmouth, following the line of the old telegraph trail part of the way.

EAST COAST.—The steamer Sir James Douglas arrived from Nanaimo and Comox last evening at 5:40, bringing 20 passengers and a quantity of freight. Among the passengers were Miss Skinner, Miss Lindsay and Messrs Davies, Barnaby, Bromley and Dunsmuir.

COWICHAN — It is said Mr Morley will not be a candidate for the Legislature from this district; but that Mr Arch. Dods will.

UP.—The Merchants' Line has put the fine American bark Moneynick on the berth for Victoria to sail on the 20th inst.

DUE.—The schooners Clara Light and Stagbound from San Francisco.

Are We Taken In and Done for?

EDITOR COLONIST.—I have read with a feeling of amazement and alarm the declaration of Mr Trutch that British Columbia will not enforce the fulfilment of the Terms of Union.

Whatever Mr Trutch and his Co-Delegates may have understood with respect to the ten years' guarantee of the Railway, the people of this Colony were assured that the entire agreement would be fulfilled to the letter.

Any deviation from those Terms would be a shameful breach of faith and a deliberate swindle.

Whether the bargain be a hard or a soft one, does not matter now. Canada has agreed to do thus and so and Canada will be held to that agreement by the people of British Columbia at the peril of secession.

Mr Trutch is absent from the Colony, but Dr Helmcken and Dr Carrall are in the city. Perhaps, if called on, they would enlighten the public as to any secret *understanding* they may have had with the Canadian Cabinet. If they have been party to the huge swindle such as this union would now appear to be, their memories will be deservedly execrated by the people of BRITISH COLUMBIA.

MAY 5TH, 1871.

The Terms in the Senate.

The debate which took place in the Canadian Senate, upon the Terms of Union appears to have quite equalled, in point of ability, that of the Commons. Amongst the many speeches, that delivered by the Hon Peter Mitchell probably stands first. It marks the Minister of Marine as a statesman of comprehensive views and rare ability. The speech, as reported in the Ottawa papers, would fill about a page of this journal, so that even a summary of it would be too great a tax upon our limited space; but a short extract or two may not be out of place. Having graphically stated the rise and progress of the grand scheme of Confederation, he said:

"We are now asked to accept as a member of our Confederacy the fine Province of British Columbia, one greater in territorial extent than the extensive Province of Quebec and twice as large as the fine Province of Ontario, and which, if accepted by Parliament, as I feel assured it will be, will extend Canada from her present western limits at the base of the Rocky Mountains to the shores of the Pacific; and yet we find some of the honorable gentlemen opposite uttering predictions in relation to this measure which bear a strong resemblance to those to which I have referred as having been made in reference to confederation and the North West acquisition and which I trust and believe will prove as unfounded. British America will thus have become practically united from the Atlantic to the Pacific. It is true that the Islands of Prince Edward and Newfoundland still stand aloof; but their union with us is only a question of time, and however desirable it may be to bring them in it is much less to us as object of financial interest than one of national pride; and when that event occurs it must be only when their own interests as well as their inclinations induce them to seek for admission, and until that period arrives we should not desire their union with Canada."

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Now I beg to remove an impression that seems to have taken possession of the minds of some honorable gentlemen that the proposed Railway is built in the interest of British Columbia alone or that it is to be viewed as the price of her admission. This is not strictly the fact, and it is unfair to that Province and to this important measure so to consider it. It was clearly understood when the North Western Territory was acquired that without Railway connection between Canada and that country, its acquisition would be a burden; while with such connection, that vast and fertile region would become a point of attraction to emigration from Europe to the West. Now it is estimated that the length of the proposed railway from the shores of the Pacific to connect with the Canadian system of railways will be about 1,500 of which are 1200 miles in Canada and 300 miles in British Columbia; and it is, therefore, unfair to charge upon the latter Province that it alone is the cause of its construction throughout its entire length as in any case we would have had to connect ourselves by railway with the North West; 'tis true this might have been a work of greater time, and its ultimate completion might have been more or less remote; but yet as a national necessity, it had to be done, and without it that country would shortly have drifted away from us into the great Republic upon our borders; and we should therefore not ascribe to the Pacific Province alone the responsibility of imposing upon us the construction of the railway. The acquisition of the North West created the national necessity, and the admission of British Columbia merely engages us to hasten its completion."

* * * * * * * * * * *

I will now speak of the cost of the road, and for the purpose of illustration will divide it into three sections; and of this I may say that until more accurate explorations and surveys are made any estimate which is given must be a mere approximate one. The Government, however, have not gone into this matter without the best information that could be obtained, and they have the assurance from an Engineer of standing, which gentleman is very conversant with British Columbia and is now within hearing, and, who himself has made an exploration of a line of railway across our North West possessions at the Rocky Mountains to the Pacific through the Province, that the road is quite practicable and that even with the high price of labor which prevails in that country that the 600 miles of it through British Columbia can be built for $60,000 per mile, which would give the cost of that portion at $36,000,000. That gentleman further states that 212 miles of the land through which it passes is of good quality and fit for settlement, and a considerable portion of it far above the average of settlement lands in Canada. The second division, commencing near the sources of the Saskatchewan and extending through the Red River country a distance of 1,500 miles is largely composed of prairie lands, and though an hon. gentleman has stated the cost of railways on prairie lands at $20,000 per mile, I have placed the 1500 miles of that section at $30,000, or a total of $45,000,000. Then I estimate the most eastern 400 miles, computing the whole distance, at 2,500 miles, at $60,000 per mile or $24,000,000, making in all a total cost of $105,000,000.

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But hon. gentlemen say we cannot construct the work in ten years. If we can get the means to construct the line at all, we can do it in ten years and if it is to be done, then, 'twere well to do it quickly and give the present generation the benefit of its use. The Central Pacific road, which was constructed through a much more difficult country, was built in three years, and I can see no reason why ours should not be built in ten. But if we assume that from any unforseen cause, we should fail in having it completed within that time, but that we in good faith commenced and progressed with the work as rapidly as it was possible to do it, does any one believe that any difficulty would arise from such a course or British Columbia could find fault? I certainly do not, and while some honorable gentlemen have taken exception that it is so written in the Bond, and that the resolutions should be rejected and be again remitted back for the consideration of British Columbia, I think such a course is fraught with danger. The Parliament of that country would at once claim to open up and discuss each individual item of the conditions, and thus defer indefinitely the consummation of what we so much desire.

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Then consider the national advantages that must accure from this measure. We are now the third greatest maritime power in the world. At the present time France has not as much tonnage as we have, and before ten years pass away we will have made great advances in maritime importance, for the railways and public improvements now going on or in contemplation will stimulate industry and commerce, and our ships will have more than they can do. We have the timber, the coal, the fish, to require the employment of a large amount of tonnage and to give employment to a hardy maritime population. In conclusion, I will merely say that I am confident that the future historian of this country will refer in laudatory terms to the action of Parliament if it adopts the resolutions which have been submitted for its consideration, and which I trust will be the means of consolidating British power on this continent and forming a nationality, whose limits East and West will be the shores and islands of the Atlantic and Pacific (applause.)

Masonic Speech of Earl De Grey in Washington.

Earl de Grey was brought to his feet a second time by a complimentary allusion to him and to his mission, and to his high position as a Mason. The Earl said: "Most Worshipful Sire and Brethren: I beg to return to you my most grateful thanks for the kind reception which you have been pleased to give me this evening. I feel proud of this reception, because I know that it has been accorded to me as the representative of the great body of the English Masons [applause], and therefore I may venture to say, accorded to me as a representative of my country. [Great applause.]

The leading principle of our craft is that of fraternity with every brother who belongs to it, whatever be the race and nation to which he holds allegiance, and therefore it will not be wonderful that America should be willing to greet with a fraternal welcome any foreigner who might come among them. But, sir, I do not feel that here in the United States I ought to call myself a foreigner. [Long-continued applause.]

I am constantly forgetting that I am not at home, and while it is true that our fraternity extends beyond the bounds of nationality, it is no less true upon every Masonic principle that the ties which ought to bind American and English Masons are of a peculiar class and dear character, for, sir, they would greatly err who thought the fraternity of Masonery was an order which made men forget their patriotism.

I believe that all true Masons are inspired by the warmest feelings of patriotism. It was through the brethren of our ancient fraternity in England that the Masons of the United States obtained their first charter which added one more to the many ties which American and English Masons are bound together.

Sir, the remarks which you have made this evening, the speeches to which we have listened, and particularly the remarks which you have made to us in another place, have in respect to the ties which bind together the two countries left very little for me to say. But I am reminded of an old English election story, which is connected with the name of Burke, who, going out to argue with an opponent, was so eloquent that his opponent retained to essay a reply further than to exclaim: 'I say ditto.' [Applause and laughter.]

As it is, sir, I have so little to say on the part of the subject that I say 'ditto' to the Most Worshipful Grand Master. Yes, sir, it is true that we have the same history. It is true we belong to the same ancestry and therefore, say it is not strange that you should have been pleased to accord to me as the representative of English Masonry in this country, a warm and cordial reception.

The first Lodge warrants in this country bear the date of England, and that country has not forgotten the mighty and glorious empire which has sprung from her loins. [Applause and cheers.] If I am permitted and if I have rightly interpreted the meaning of the kindness which you have shown to me to-day, I shall carry with me recollections of the deepest gratitude. I shall take back with me to my own Grand Lodge the account of the occurrences here to-night, and I am confident when I relate them they will be received with but one feeling in that distant Masonic assembly,—a feeling of the earnest desire that we might see more and know more in England and in English Masonic circles of this country and of the Masonic Order of the United States. And I am tempted to take back with me across the Atlantic another recollection not purely Masonic—to take back with me the recollection and to mention it where I know it will be received with great pleasure, of the manner in which was received the toast given to my illustrious sovereign. And another pleasant recollection will be the thought of having sat at the right hand of one who wore the scarf of Washington and that a gavel of the first President of the United States was used on the occasion [applause].

I can truly say the memory of this day will not easily fade from my mind. I believe that it is of the highest interest to the civilization of the world that there should be the closest and most intimate union between the two Governments. [Applause long continued.] If it should be the good fortune of my life to contribute to that result I shall be happy. [Greeted with applause as he took his seat and there was music by the band.]

FRAUD

On the 27th June, 1866, MOTEEWALLAH, a Printer, was convicted at the Supreme Court, Calcutta, of counterfeiting the

LABELS

of Messrs CROSSE & BLACKWELL, London, and was sentenced by Mr Justice Phear to

TWO YEARS RIGOROUS IMPRISONMENT

And on the 30th of the same month, for

SELLING SPURIOUS ARTICLES

a ring Labels in imitation of Messrs CROSSE & BLACKWELL'S, SHAIK SACHOO was sentenced by the Subdivisional Magistrate at Sealdah, to

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FRESH AND LOCHFYNE HERRINGS,
FRIED SOLES,
FRESH AND FINDON HADDOCKS,
PURE SALAD OIL,
SOUPS IN QUART AND PINT TINS,
PRESERVED MEATS IN TINS,
PRESERVED HAMS AND CHEESE,
PRESERVED BACON,
OXFORD AND CAMBRIDGE SAUSAGES,
BOLOGNA SAUSAGES,
YORKSHIRE GAME PATES,
YORKSHIRE PORK PATES,
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SPECIAL TO THE DAILY BRITISH COL

Europe.

LONDON, May 1.—In the the H Commons the debate on the bud resumed. W H Smith member fo minister moved the following re that in the opinion of this Hou inexpedient to increase the rate ation on incomes; he argued t that additional burden will fall ixely on small incomes.

LONDON, May 1.—A vote wa which resulted in the defeat of solution against the increase of Tax. In the House of Commo rison and Healey made bitter on the budget. Lowe defended it the Government had presented available substitute for the imp jected by the house.

PARIS, May 1.—The Commu revoked the order for the arrest Cluseret.

The Masons take turns wi Nationals in guarding the rampa do duty bravely under a terrib

VERSAILLES, May 1—Nego for the surrender of fort D'Issy failed.

The bombardment has now menced and is very violent.

The Municipal elections thro France have passed off quietly at Lyons.

Earl Granville, in the House of L night, declined to answer quest specting negotiations for settlemen San Juan boundary with the United St said that Government was under obl of secrecy until treaty ratifications changed.

VERSAILLES, May 2d—Fort completely surrounded by Ver

A Paris paper says the Ver were repulsed at Fort Issy las The bombardment of Vanvres and rouge continued to-day An ment is expected before evening sailliste are daily gaining ground Issy is deserted

It is rumored Dombrowski a were made prisoners at Asniere

VERSAILLES, May 2—Last nig Chasseurs captured Clamart station at the point of the bayon insurgents were killed

LONDON, May 2—A great ba expected to-morrow near Choisey

PARIS, May 2—Cluseret's arrest to his negligent conduct, whereby Fo was compromised.

NEW YORK, May 2—A special cor cut telegraphs the following from B Sunday: An Imperial Council was day to consider the situation of Pari marck was present and agreed to n Versailles Government that a further period would be allowed for the re of authority, the enforcement of o fulfilment of treaty stipulations, aft the Germans will take independent a establish law and order. The dispa phasizes the wish of Germany not fere in the interminable civil wars or in the revolution and characterized graceful excesses and which cannot b tolerated, for the moral and materi ests of Germany as well as of all Eu suffering.

LONDON, May 2—Times' special forts towards conciliation continue. meeting will be held next Sunday.

An affair at Clamart the slaughter rible. The reported resignation of M is false.

VERSAILLES April 3 — The batte breaching d'Issy to night.

PARIS, May 3—The Column Vend be demolished on the 8th and on day all statues and vestiges of the chial regime will be destroyed.

Rumors of the resignation of McM false.

In the infantry engagement befor the Versailliste were repulsed wit losses on both sides. There were gagements at Neuilly. Both sides h own ground.

The Commune is silent respec Clamart battle.

LONDON, May 2—Private reliable information the belief that it is the intention of the Germa store the Regency as the legitimate governme event of Versailles not being able to enforce thority.

PARIS, May 2—the second enclete fortificatio close to the fortifications of D'Issy is in ruin village evacuated. It is understood that the for mined and that when the Versailles troops ente be blown up.

BERLIN, May 2—In the German Parliament Bill incorporating Alsace and Lorraine with t came up before the house. Bismarck restated ment on which the measure was based. Th armies hold possession of sufficient territory in secure payment of the indemnity in accordanc preliminary terms of peace, should no other ar be arrived at.

LONDON, May 3—In the House of C Gladstone said he was opposed to enfranchising women in its present but was ready to sustain a careful me the same object. Beresford Hope, me Cambridge University, opposed the e of suffrage to females as an out womanhood. The members for Ed and the Universities spoke in favor o suffrage. On a vote being taken it in a majority of sixty-four against th

PARIS, May 3—The Communists are back.

The Versaillist forces on Thursda reoccupied the Park of Issy.

The village of Issy is almost co surrounded, and its defenders are pressed.

Shells have been falling in Rue and several persons were killed.

The Versaillists are massing with parent intention of making an attack Issy.

PARIS, May 2—The Prussians have ed strict execution of the terms of cap The Commune have been obliged t the garrison at Fort Vincennes.

An incessant cannonade has been all day from Neuelly to Villiers.

LONDON, May 2—In the House of Pe Kimberley, Earl Russel and Earl Gr