

The Weekly British Colonist

Wednesday July 19th 1871

The Question of Routes.

In yesterday's edition of this journal was published a well written and very sensible paper upon the subject of the most practicable route by which the railway may reach Esquimalt, the great Pacific harbor of the Dominion. While regretting that we must join issue with our valued contributor upon what may be considered as collateral points, it is satisfactory to find that we are in perfect accord upon the cardinal point, viz, the necessity for reaching Esquimalt. So long as there is an agreement on that fundamental point, there is not likely to be any fatal disagreement amongst honest men in respect of mere collateral issues. If there be only an earnest and intelligent conviction that Esquimalt must be reached, the question as to how it can best be reached may well be discussed in a spirit of friendliness and candor. And we conceive ourselves warranted in concluding that this conviction must have gained a lodgement in every candid mind. This conviction rests upon three distinct propositions. Firstly, as has been well put by our correspondent, should the railway stop on the Mainland, we will say Burrard Inlet—it would involve some eighty miles of intricate navigation, exposed to sunken rocks, strong, erratic and treacherous currents and, in many places, bad holding-ground. To minds unfamiliar with such subjects the full force of this objection may not be very apparent, its influence upon the commercial and maritime interests of the country may not be very clearly realized. But there need be little hesitation in affirming that the success of the railway scheme as the highway of commerce and of peoples, must, in a very large degree, depend upon an avoidance of that eighty miles of intricate and dangerous navigation—navigation wholly unsuited to ocean-going ships. Secondly, for the railway to stop at Burrard Inlet would be to place the terminus of the Canadian Pacific Railway at a serious disadvantage, as compared with that of the American line coming to Puget Sound. Our railway must be regarded as one of several lines, each of which will, to a great extent, be competing for the same thing. While the Canadian line will possess very decided advantages over the Northern Pacific line, as the Northern Pacific line will possess great advantages over the Union Pacific line, in point of distance, gradients, and the character of the country traversed in crossing the continent, still we cannot afford to give to the Northern Pacific the enormous advantage it would unquestionably possess in point of terminus, were ours to stop short at Burrard Inlet. In such an event, the difference might prove fatal to the full success of the enterprise for all the mist exhaled by local interests cannot conceal the magnitude of the difference. On the other hand, with our line terminating at Esquimalt the Canadian Pacific Railway would possess a most important advantage over its more immediate and met-to-be-fared rival in point of terminus; for, while ours would tap commerce in its track through the inevitable Straits of Juan de Fuca, the terminus of the other must be sought from sixty to one hundred and fifty miles further from that track of commerce, that ocean highway. Lastly, and, very much leastly, there is the strategic or military feature to be considered. We are not disposed to believe in the probability of a war between the two great Anglo-Saxon peoples who appear destined to divide the continent of America; but, still, in dealing with a national work of such magnitude as the Canadian Pacific Railway, it might be unwise to close one's eyes to the possibility of such a contingency. At any rate, the less prospect of success our neighbors possess, the less will they be disposed to provoke a rupture. Without relinquishing one iota of confidence in the justness of our claim to San Juan Island, and in the probability of justice being done in the matter by the Emperor of Germany, true wisdom would suggest the propriety of looking at the question of railway routes and terminus in the light of the possibility of San Juan falling into the hands of our neighbors. Looking at it in that light, we find a third and very cogent reason why the railway should not stop short at Burrard Inlet, thereby rendering it necessary that the entire commerce destined for the 'True North West Passage' should, under the possible frown of batteries on Kellott's Bluff. These three, although the chief, do not constitute the sole reasons in favor of carrying the railway to Esquimalt; yet it will be admitted by every candid person that their aggregate weight should suffice to silence mere local murmuring. If the success of this great national undertaking so largely depends upon Esquimalt

being the ultimate terminus, true patriotism and community of interest ought to insure the acquiescence of all sections of the community and all localities of the United Colony. It is obviously impossible that the railway should run everywhere and terminate at everybody's door; but it is of supreme importance that the best route and the most advantageous terminus should be secured without any particular reference to purely local considerations. We desire it to be distinctly understood that, in pursuance of that grand object, we are in no way wedded to the route via Johnson Strait. Indeed, we would be happy to think with our correspondent that the common object can best be attained by means of a ferry at Nanaimo; for, in that case, the railway would pass down through the most thickly populated portion of the Colony and would conserve existing interests, a result greatly to be desired, provided always that it should prove to be compatible with the attainment of the great object of reaching Esquimalt. But, although anxious to believe that the theory presented by our correspondent is the most practicable, we confess ourselves unable to accept it. To the scientific mind the bridging over even the tunneling of Seymour Narrows does not appear to present any very formidable engineering difficulty; but the idea of a thirty-mile ferry suggests to the mind a source of perpetual cost, delay, inconvenience, the bridging difficulty would disappear with the completion of the work. The ferry would be a substitute for a never-ending difficulty, which neither time or money could altogether overcome. This, however, one of those questions that must find a solution at the hands of the eminent engineers to whom the work has been entrusted—not at the hands of the public writer or the politician. We are only anxious to have the public mind as well as the scientific mind duly impressed with the paramount importance of having Esquimalt reached by whatever route. Nor have we the slightest sympathy with an attempt being made in a certain quarter unnecessarily to alarm the public mind upon the subject of the coast survey. In accordance with the Terms of Union, the Canadian Government have two years in which to make the survey and locate the route. We offered them three years. Notwithstanding that, however, we find the Canadian Government actually anticipating union with the survey, and fully resolved to exert every energy in order that the work for which two years have been allotted shall be done in about twice as many months; and although it is quite true that the parties now amongst us have their instructions to repair without delay to the interior, there is not the slightest reason for apprehending that Mr. Sandford Fleming and the parties expected to arrive in some three weeks will be indifferent to the important work of ascertaining the most favorable point at which the railway may be carried over the waters which divide Vancouver Island from the continent.

The "Spoil"-ing Communist.

A very amusing paragraph appeared in the Standard yesterday morning. It was as effort on the part of the editor to convince the gentlemen connected with the railway survey that Mr. DeCosmos is the great, original, Simon-pure Confederationist, that he waded through a sea of forensics to obtain the excellent terms which Messrs. Trutch, Helmcken and Carrall secured from the Dominion—and that he never opposed the construction of the railway or said that Canada 'wouldn't, couldn't, and dare not' guarantee its construction in ten years. In another part of this issue we convict him out of his own mouth—prove by extracts from his personal organ—that last year within the space of three months he turned about and wheeled about and jumped Jim Crow three times, and that he did so each time with a lie in his mouth! Further, we are prepared to prove that in the Council at New Westminster he asked for Confederation first and Terms afterwards! That in the fall campaign of 1868—when Dr. Helmcken beat him by a majority of nearly two to one—he claimed in the presence of 300 persons at Alhambra Hall, 'To Hell with Confederation'; that not more than four months ago he ridiculed the Canadian Militia Act—which the English papers praise so highly—and alluded to Canadians as North American Chinamen! We think the reader will admit that, summed up in a few words, this is a pretty good record for the original, Simon-pure Confederationist 'gent'. But we can go still further and prove that he was not only an open enemy of the railway, but that in the Council in the Spring of last year he ridiculed the Government Terms in toto, and introduced a scheme of his own which only got one vote besides his own. His scheme provided for the building of a wagon-road within three years. He proposed that the terminus of the railroad should be at Yale, said it would cost from \$75,000,000 to \$150,000,000, and in the same breath asked for the expenditure of \$1,000,000 per year upon it, at which rate, by his own showing, from seventy-five to one hundred and fifty years would be required to complete it! These are all facts—facts on record and in print in his own files, from which, as the election approaches, we intend to make copious extracts. The entire drift of yesterday's paragraph in the Standard was to glorify that extraordinary nondescript, Amos DeCosmos. He speaks of himself in the most vainglorious terms, while denouncing those who disagree with him; yet nowhere in his article has he a good word to say for or of anyone else. It is all Self! Self! Self!!! His faithful horsewhisperer Humphreys, his chief cook and bottlewasher Buntst, his errand-boy and telegrapher Kay—all are ignored. Not a syllable has he to say in praise of either. It is Amos DeCosmos—first, last and all the time in whose interest the Standard is 'run'; it is Amos DeCosmos who is to be enriched by the 'spoils of office' when he is 'victor,' and the three men who still cling to him are so dazzled by his Brummagem wares that they cannot discover the drift and bent of his policy, notwithstanding he says it is 'his influence and vote only that secured

the passage of the Terms! Was there ever such presumption—such unparalleled cheek and egotism? Why, the very man who claims to have secured the passage of the Terms was the only member of the Legislature who opposed them! But this is not all, although the Lord knows, it is sufficient to swamp even DeCosmos. He not only opposed the Terms, but threatened in public and private circles to annex the colony to the United States if Victoria was not made the terminus of the Railway. In his paragraph Mr. DeCosmos makes a shuffling attempt to relieve himself of the charge of having applied the term 'Carpetbaggers' to the Surveyors. He probably had a premonition that his nose would be again tweaked on the public streets if he did not retract. In his ignorance he credits the origin of the term Carpetbaggers to Dr. Carrall. While denying that Dr. Carrall ever used the expression attributed to him, we would state for the information of Mr. DeCosmos that the term originated in the South shortly after the war closed, and was designed to indicate a horde of men from the North who came with carpetbags, vociferating in a strong, nasal twang—'To the Victors belong the Spoils.' Such was the origin of a term which applies forcibly to DeCosmos and the few who, with him, hope to grasp the 'spoils' at the next election.

Friday, July 14th.

FROM THE EAST COAST.—The steamer Sir James Douglas arrived from Comox and Nanaimo yesterday at 4:30 p. m., bringing about a dozen passengers, among whom we noticed Mr. J. J. Austen and Mr. Mohun. The bark Zephyr was loading stone at the quarry and the steamer Prince Alfred would sail for Victoria last night and reach here this morning. At Comox the Union Coal Company's men are making a splendid road to the coast. Mr. Pilcock is cleaning away the ground for a grist mill. The stones are on board a ship nearly due at Victoria. Cattle are rolling fat at Comox and the inquiry is made, 'Why do not the Victoria butchers come up to buy? there are plenty for sale.' Poor Titus' remains were committed to the grave on Sunday at 2 o'clock p. m. The whole settlement was in attendance and Rev. Mr. Reese read the funeral service.

WIFE WHIPPING.—Information reached the Inspector of Police on Wednesday evening that a man residing in the suburbs had cut the throat of his wife with a razor and that the injuries were of a fatal character. We believe a physician to sew up the ghastly wounds was sent for. On arriving at the house it was found that the husband had first ducked his wife in water and then beat her upon the head with a bucket, inflicting a severe, but not dangerous wound. Although suffering severely the woman resolutely refused to prosecute and the Inspector was reluctantly compelled to forego the pleasure of locking the man up.

ST. NICHOLAS SKATING RINK.—This most attractive place of healthful amusement presented yesterday more than usual interest. A large number of ladies, accompanied by gentlemen friends, visited the Rink, some as spectators and others to participate in the graceful art. Mr. Ames, with almost matchless skill, possesses a faculty of teaching the most timid and inexperienced, who in a short time overcome that awkwardness and seeming helplessness which nearly all, especially the ladies, experience upon first assuming rolling sandals. The Rink is becoming more popular every day, and under the excellent management it promises to become one of the institutions of the city.

DOG SHOOTING.—John Burroughs was charged before the Police Magistrate yesterday with firing off a loaded gun within the city limits. The defendant told the Court that he had lost a number of fowls quite recently by the depredations of dogs and that seeing one of the destructive 'critters' on his premises he seized a gun and fired at him. The dog unfortunately still lives to continue his depredations and the complainant, probably out of sympathy with the defendant for being so poor a shot, withdrew the charge.

ALL FOR PARTY.—O. C. Bowen, a member of Congress for one of the Southern States, having four wives living, was convicted of bigamy two or three weeks ago at Washington City and on the 1st inst. was pardoned by the President. He walked out of prison with his fourth wife, who was the divorced wife of another man.

CANVASSING.—We hear that the Communist is canvassing for pledges already. Let electors beware! Pledge to no man whose only claim to popular favor is that he will divide the 'spoils' with those who vote for him. Straws show which way the wind blows; and as a straw DeCosmos has no equal in this country.

FATHER CHINQUY.—On Sunday evening, the 18th June, Father Chinquy preached in the Lecture Hall, St. Ann street, Quebec. On coming out at the conclusion of the service he was mobbed by a crowd awaiting him at the door. Father Chinquy left the Roman Catholic faith some eighteen years ago, and has ever since been connected with the Presbyterian Church.

QUEBEC ELECTIONS.—At the date of our last Canadian mails the election of members of the Provincial Legislature was going on. Of the thirty-one returns that were in twenty-five were Ministerialists, one Independent, and one Opposition. The whole number of members is sixty-five.

THE ZEALOUS.—This ship is now out 14 days from San Francisco and is momentarily expected. Some parties at Esquimalt say they heard the report of guns from the direction of the Straits about 11½ o'clock on Wednesday night.

THE CALIFORNIA.—This propeller will leave Portland to-day for Victoria, where she will take on board the G. S. Wright's passengers, mails and freight and carry them on to Sitka.

The steamer North Pacific arrived at 7 o'clock last evening, bringing 50 passengers and a small mail. She will sail again about 10 o'clock this morning.

How the Standard-Bearer Supported Confederation and Favored the Building of the Canadian Pacific Railway.

NO. 1.—THE PEOPLE MUST NOT BE DECEIVED—THERE IS NO CHANCE OF A RAILROAD.
"We think it is far better to offer reasonable inducements to British Columbians to unite with the Dominion than tell them that they will get a railway at once, when the thing is utterly improbable. We hold that it is dangerous to our best interests to deceive the people. For if the people, by false representations, are led to believe the construction of the entire railway at once to be a certainty, and afterwards find that it will not be constructed at once, they may turn against Confederation and the good that could have been accomplished will be deferred."

A WAGON ROAD SHOULD SATISFY THEM.
"If our people will be satisfied with the opening of a Wagon Road through the Rocky Mountains within three years and the expenditure of \$500,000, or \$1,000,000 annually, after three years of constructing our end of the railroad, they may get it. More at present they are not likely to get."—Standard 1st July 1870.

NO. 2.—THE "COLONIST" LYING.—THE ROAD WON'T BE BUILT.
"The Dominion Government will not construct the railway at once, it is not practicable. Where is the five or ten years that the Colonist has spoken about in which it is guaranteed to be built if this be true? Do the words as early as practicable mean ten years?"—Standard, 12th July, 1870.

NO. 3.—GETTING READY TO FLEE.
"The commencement of the line itself simultaneously on both sides of the continent with the expenditure of \$1,000,000 a year in this country would be a vast help of itself, and so far as it bears on the question of Confederation with Canada ought to offer ample inducements to our people to join Canada, other conditions being satisfactory, without aiming at too much and accomplishing nothing. We believe in having half a loaf rather than no bread, and being content with \$1,000,000 a year, on our end rather than no road."—Standard, 16th July, 1870.

NO. 4.—HE FLOPS.—THE RAILROAD WILL BE BUILT, SUBB!
"The guarantees of England and Canada being granted the railway from Victoria to Montreal is a certainty."—Standard, 26th July 1870.

NO. 5.—THE RAILWAY OF VITAL IMPORTANCE.
"Next to the financial terms is the provision for the commencement of the railway within two years and for its completion through to the Canadian railway system say Montreal within ten years."—Standard 31st August, 1870.

NO. 6.—THE RAILROAD AND THE TERMS NOT OF MUCH ACCOUNT, AFTER ALL.

"We ought to have obtained a larger subsidy; but nevertheless we venture the prediction that it will be accepted by the people. To get the railway we are to give up a large tract of country as large as ten colonies the size of Prince Edward Island and that track the best in the country. All that we are to get for it is \$100,000 a year for ever. Canada may seem to be acting liberally, but it is only our present necessities that make it appear so much more liberal than it really is."—Standard, 1st Sept., 1870.

NO. 7.—THE TERMINUS FIRST, THE TERMS AFTERWARDS.

"No candidate ought to be returned by Victoria unless he pledges himself to vote for Confederation on condition that Victoria be made the terminus."—Standard, 13th Oct., 1870.

NO. 8.—THE TERMINUS EVERYTHING, THE TERMS NOWHAY.

"Let no candidate receive a vote unless he pledges himself squarely to vote for the Terminus as a condition of Confederation."

FINIS.—THE PERSON WHO WROTE THE ABOVE EXTRACTS SIGNED HIS OWN NAME.

The letter to which we allude as having been written in the Colonist Office, says that Mr. DeCosmos opposed "Confederation and the Railway." Now, this is wholly untrue. Mr. DeCosmos was the first person in the colony who brought Confederation before the Government of Vancouver Island, before Union in 1868, and after Union, before the Government of British Columbia, in 1867, and year by year, through all the political changes of five years, consistently and persistently, without shadow of turning, insisted on Confederation; and on the day when it was finally adopted by the Legislature, he secured, through his personal influence and his only, an unopposed vote of the Legislative Council in favor of the terms of Confederation. —Standard, July 13th, 1871.

THE CRAIGFLOWER Picnic will be held tomorrow. The farmers, with their wives and sons and daughters, are coming for miles around to show by their presence the deep interest they feel in popular education. There will be sports and dances, and music by Haynes' band.

THE RAILWAY SURVEY.—Forty-five men were selected yesterday to accompany the surveying parties to the mainland, and all are requested to meet in New Dominion Hall, Colonist Building, at 10 o'clock this morning to make arrangements for the start.

SKENA TRAIL.—Mr. U. Nelson will start for Skeena to-day with a gang of men to open the trail. He will go well provided with food and supplies to put the work through in good shape.

NEW BUILDING.—Mr. J. Moody, sen., is about to erect another handsome building upon his property at the corner of Pandora and Amelia streets.

TENDERS for bridges across the Chilliwack and Luk-A-Kuk rivers are required at the Lands & Works office at New Westminster and Victoria up till noon of the 29th inst.

HARDWARE.—Alfred Felloes, Yates street, has just received a large addition to his stock of hardware and iron.

The examination of the pupils of Saanich School, Mrs. Butler, lady principal, will be held to-day.

In Town.—The Bishop of Alaska, who is on his way to visit his Diocese.

The steamer Prince Alfred will arrive this morning at Esquimalt and will sail some time during the day for San Francisco.

The Enterprise sailed at 7 o'clock yesterday morning for New Westminster, carrying 30 passengers and a fair freight.

The Otter will sail at 3 o'clock this morning for Skeenamouth. She will have 40 passengers and a very ght.

BARRETT'S PANORAMA is being exhibited on Puget Sound to large and delighted audiences.

ELECTRICITY IS LIFE. PULVERMACH'S PATENT GALVANIC CHAIN BANDS, BELTS AND Pocket Batteries.

THREE REMARKABLE AND HIGHLY improved inventions render electricity perfectly self-applicable, and extremely efficacious in a mild continuous form, no shock or unpleasant sensation being experienced, whereby it becomes a true fountain of health and vigor, speedily soothing aching pains, re-animating flaccid limbs, restoring the sluggish functions of the system, imparting renewed energy and vitality to constitutions debilitated by whatever cause. Medicines and their deleterious consequences are thus entirely dispensed with. The daily increasing number of cures effected by PULVERMACH'S MEDICO-GALVANIC SYSTEM is so extensive and varied, that it forcibly points to its invention as the embryo of the universal remedy.

N. B.—The following testimony from the ELITE of the English medical faculty has been received:

"We, the undersigned, have much pleasure in testifying that Mr. J. L. PULVERMACH'S recent improvements in the Voltaic Batteries and Galvanic Appliances for Medical Purposes, are of great importance to scientific medicine and that he is entitled to the consideration and support of everyone disposed to further the advancement of real and useful progress."

Dated this 9th day of March, 1866.
Sir Charles Locock, Bart., M.D., F.R.C.S.
Sir Henry Holland, Bart., M.D., F.R.S.
Sir Wm. Ferguson, Bart., F.R.S.
Edward H. Slevoking, M.D., M.R.C.S.
Sir J. Ronald Martin, F.R.C.S.

PULVERMACH'S SYSTEM is also approved of by an official report of the Academie de Medicine, Paris; Royal College of Physicians, London; and the Imperial Faculty, Vienna, and its curative virtues are confirmed by thousands of private testimonials of cures effected. (See pamphlet, gratis).

These facts appeal to the good sense of every sufferer to avail himself of this scientific and curative progress to which the inventor has devoted a lifetime of study and labour, as an ardent disciple of that great benefactor of mankind, the late illustrious electrician, MICHAEL FARADAY.

PULVERMACH'S MEDICO-GALVANIC CHAIN BANDS are exceedingly effective without the aid of medicine, restriction of diet, or the least derangement of the patient's habits and daily occupations in the following maladies:

Rheumatism,	Tic Douloureux,	Spasmodic Cerebral,
Sciatica,	Hemiplegia,	Urinary Disorder
Solstitial,	Paralysis,	Epilepsy
Lumbago,	Spasms,	Nervous Debility
Neuralgia,	Female complaint,	Functional Dys-
Headaches,	Constipation,	orders, &c
Liver Complaints,	Cramp,	

The effects of the application of Pulvermach's Chains in any of the above disorders is immediately perceptible—the relief of pain instantaneous.

PRICE LIST OF PULVERMACH'S CHAIN BANDS AND BATTERIES.

R. Chain Band for Nervous Debility, Head, Tooth Ache, and Nerves in the Head, 21s. to 30s.
B. Chain Bands for Legs, Voice and other affections of the Throat, 3s. 6d. to 21s.
N. Chain Bands for Sciatica; Rheumatic, Neuralgia and Gouty Pains, Local Paralysis, Cramp, etc., 18s. to 25s. and 40s.
B. Chain Bands for Lumbago, Indigestion, Liver, Chest and functional Disorders, etc., (worn as a belt) 22s. to 40s. and 55s.
B. Chain Bands for Writer's Cramp, Trembling, Nervousness, etc., 22s. to 30s. and 40s.
B. Combined Chain Band for Central Paralysis, Epilepsy, General Debility, Functional Disorders, etc., 20s. to 50s.
A complete set of Combined Chain Bands, Belts and Chain Battery for restoring vitality, 2s. to 27s.

CAUTION: A Perpetual Injunction in Chancery, dated 18th August 1869, was granted to J. L. Pulvermach against Alfred Barrows, alias C. D. Hammond, alias Henry James, alias C. D. Barrows, his assistants, agents and servants restraining the said person or persons from the use of the name of J. L. Pulvermach in any way, and a penalty of \$5000 from deceitfully advertising Belts, &c. exclusively representing them as electric. This decree is printed in extenso in Pulvermach's Pamphlet of recent Testimonials and Medical Reports of cures, containing likewise numerous extracts from many standard and scientific works, viz: Dr. Ferriar's "Materia Medica," Dr. Hauser's "Practice of Medicine," Dr. Handfield Jones' "On Nervous and Functional Disorders, &c." This pamphlet may be had at the office of this Paper, or of J. L. Pulvermach's Galvanic Establishment, 200 Regent St., London.

General Depot: Messrs. LANGLEY & CO. YATES STREET VICTORIA.

Ayer's Hair Vigor, FOR RESTORING GRAY HAIR.

TO ITS NATURAL VITALITY & COLOR

Advancing years, sickness, care, disappointment and all hereditary predisposition to premature baldness, all turn the hair gray; either of them disposes it to fall out prematurely; the effect is unsightly and unpleasant to behold. Dr. Ayer's consummate skill has produced an antidote for these deformities, which has won gratitude for its merits from multitudes of women and men. His Hair Vigor sometimes reproduces the natural color, with its gloss and freshness of youth. The comparatively few bald and gray heads that we now see, are those who have not yet discovered the virtues of AYER'S HAIR VIGOR for renewing the hair. The fresh and young hair we see on older heads is often the product of his art. If you are disfigured or made old, sad and ugly, by gray hair, restores its youthful color and with its own features to their original softness and agreeable expression. As an elegant dressing for beautifying the Hair it has no superior.

PREPARED BY DR. J. C. AYER & CO., LOWELL, MASS.

Practical and Analytical Chemists, And Sold all round the world.

MOORE & Co., Victoria, Wholesale Agents.

Field's Oysters.

THE UNDERSIGNED HAVING BEEN appointed agent for the Pacific Coast of the above favorite brand of oysters, now offer the same to the trade in lots to suit.

These Oysters are this year's picking and both one and two pound cans are guaranteed to be equal in weight as well as in quality to any in the market.

LOUPE & HAAS, Importers and Wholesale Grocers, 216 CALIFORNIA STREET, CAL.

San Francisco June 9th, 1871, J. M. J.

Many chapels are their devotions, and most markedly. Is son, or has Father designs? 'Hyacinthe' not to look at, and appear that of a Guard. The white and the kept is are, and their long but a "Blue" words, revolvers, and assassins. They are leaders of the Commune, but better perhaps, who were made acot here are a great number, which is freely provided. There is no to be in the case are mostly occupied with several wars even with suffering from the dead has nearly well battered, sword planted with thorns. These "perfect" in decay, no repulsive agents—hacked, bodies without occasionally lumps still respectable people, and the soldiers are in order. There are of numerous wounded and alive, and household certify to having gone. But the victims have similar neighborhood of the fighting was severe and the troops that were the funeral of the fallen and placed in the it up with stones and were so dreadful that, made for the circumcisions, tar and pe when the incineration, chloride of lime, and all danger

general was in fact a quiring a cannon in perfect. The coround of cannon—and Dame closed with a m the palace to the were full of sympathy and the soldiers had he route open. The suggests. It was ex of the prelate would tugh the streets, but was not a success—prolong delay." On which was draped elies, the remains of ed on a catafalque, the four theological fellow martyrs lay being covered with b, symbolic of the mar bands, executed obitels martyrs and Mo cannon was fired-off lightened the effect of appis' beautiful fua sensation—it was d at the Communist's cathedral were hung names of the executed, nes—those of the de added to the relics of predecessors who kept the see of Paris, ry, the robe the Archbishop and into mortal and dust. McMahon was loudly the Cathedral; the Chinese as most distinguished foreigner of artillery; indeed, as the militia honors due to the Legion of Honor.

any streets—in some cases are said to be consumed best and worst one of the of trees one half burned and green. The insurance no responsibility and 700 mil required to make good the something to repair Paris. Rue such aristocracy had their town are advocating not the Tulleries—it will be de- ght. But in the young France representatives enough of vet any stimulus. Rothschild property in the city and is is manions have been injured ward for his giving the poor of being the seige. Some streets names—that of Rue l'Oratoire— was twice burned during six and Garibaldi.

its and hope (Yat and Bergott searching. The Spartans cut up The executions in Paris are not many. Petitions are aded a liberal and merciful septhe gods.

NEFORD'S SOLUTION OF ACNE.

FLUID MAGNESIA

each, Headache, Heart Sour Eructations and

DIANE'S CURE FOR RUMATIC GOUT.

other complaints of th bladder.

Infants, Children the sickness of Pregnancy, Dis- responsible and Storekeepers.

DINNEFORD'S and use DINNE- tion Gloves and Belts.

Williams, OOKBINDER AND OLKER,

& Co's Government St.

EVERY STEAMER

is already large stock of first

NEWSPAPERS, &c,

fish Cal or Morocco, with gilt any desired pattern. J712