

FROM MANITOBA.

The Province has been divided into the five districts for census purposes.

The prospect for the winter are encouraging. The troubles seem to be over and the work of arrangement is proceeding very satisfactorily.

The Indians are very quiet, and seem to have fairly settled down to the new order of things. They have behaved remarkably well throughout.

Small pox is disappearing as the weather grows colder, and no further danger of its spreading is apprehended. The Indians along the Siskatchewan have been decimated.

No trace of Scott's body has yet been found; but it is the intention of the English settlers to erect a monument over what was supposed to have been his grave, inside the quadrangle of the Fort.

The Lieutenant Governor is working well, and the chaos that existed is fast giving place to order and regularity. The half-breeds appear to be content with what he has done hitherto, and there is a pacific feeling spreading throughout the settlement that speaks well for the wisdom of his measures.

Quite an event has just been added to the railway annals of Scotland. The Sutherland Railway, the most northerly in Great Britain, has just been opened by the Duke of Sutherland in a run in his own locomotive "Dunrobin." In this trip he was accompanied by their Royal Highness, the Prince and Princess Christian, and a large party of the aristocracy of the neighborhood. The Duke himself, who is an accomplished engineer, stood on the foot-plate and drove the engine, and beside him sat the Princess and Duchess of Sutherland.

"THE PROPHECY OF BLOIS."

The Paris *Constitutionnel* publishes a document of a prophetic character which just at the present moment possesses a more than ordinary interest. We allude to a prediction well known in certain parts of France as "the Prophecy of Blois." It was made in 1505 by an Ursuline Nun of that city, and she foretold that troubles would come upon both Blois and France in 1548 and in 1570. The former part of her prediction has come true; and therefore there is a probability that the latter part of it may also be realized. While foretelling terrible troubles to France in the present year, the nun went on to predict *la sauteur accord a la France*, and added that he should be a man whom the country did not expect. According to her prophecy the *grands malheurs* were to begin after the middle of July—it will be remembered that the war dates from just before that time—and before the vintage. The troubles foretold were to affect the capital especially, in which there was to be a fearful fight and very great massacre. "Both good and bad will fall in battle, for all the men will be called out and only the old men left in the place. The time," adds the nun, "will be short; for the women will prepare the vintage, though the men will return to complete the work. Meantime no news will be obtained, excepting through private letters. Presently, three couriers will arrive at Blois, of whom the first will bring tidings that all is lost, the second will be in too great a hurry to stop at all, and the third, who will come by fire and water"—probably that is by railway—"will be the bearer of good news. *Te Deum* will then be sung, such as

never has been heard sung before; but this *Te Deum* will not be in honor of him who reigned at the first, but for the saviour granted (*accorde*) to France." The prophecy of Blois ends by a statement to the effect that "the Prince will not be there; they will go and seek him elsewhere; and after the Prince has ascended the throne, France will enjoy peace and prosperity for twenty years."

DREADFUL TORPEDO ACCIDENT.—Intelligence has been received of another dreadful torpedo accident that occurred Sept 23 at Cuxhaven, by which several valuable lives have been lost. The steamer *Neufonfelde* had returned from the mouth of the Elbe with a considerable number of torpedoes on board, which she had been sent out to remove and convey to the military depot at Cuxhaven. Before she had time to land them, several officers of the Landwehr, belonging to the coast defence division, came on board to inspect them, and probably incautiously handled them for they exploded with a tremendous crash, and the vessel was literally blown to pieces, and sunk in shoal water the funnel alone indicating the position of the wreck. The captain and four of the crew were killed on the spot, as were also the four officers who came on board to examine these dangerous engines of war, which have caused more injury to the Germans at Bremerhavet, Kiel, and now at Cuxhaven, than to the enemy; though it is but fair to suppose that a knowledge of their being placed out along the coast may have prevented the French blockading squadron from making any attempt at landing on German soil. The only survivors are the engineer, the boatswain and a boy.

Lt.-Col. Wily, of the Militia Department, returned lately from Toronto where he went to disposed of the second batch of horses lately brought back from the Red River expedition. The prices obtained were good, and it certainly reflects great credit upon Col. Wily's judgment in the selection of animals last spring for this service when we mention that in a number of instances the horses sold for more than was paid for them. One team bought for \$310 sold for \$430. Thus owing to judgment and good management the country has not lost by the transaction.—*Citizen*.

A Prussian soldier, but just returned from the front, was standing in the centre of a listening group, detailing to an officer his narrow escape from death by one of the Chassepot bullets. He took out his watch, and showed it pierced through by the ball, which, having thus expended its strength on the solid metal, inflicted but a slight wound on his breast. The people pressed around to get a look at the watch, and one citizen, impulsively taking out his own gold time-keeper, put it into the hand of the astonished soldier, saying: "Here, take this one! It is a good one. Yours will never go again!"

A Paris letter says: The women in France are as enthusiastic as the men, and it is said that in the ranks of the *Franc-tireurs*, along the frontier, are to be found several of the fair sex who have adopted as a uniform jacket and the knickerbockers of black velvet fastened at the knee, over woollen stockings striped black and scarlet, black ankle boots, red flannel shirts, a black velvet cap with two crowned plumes, and a cartridge-box of the model worn by officers of the artillery.

COLONIAL CADETS.—Young Canadians who are desirous of winning naval renown should, if they wish to stand a chance of getting a cadetship in the English navy, have their names sent to the Honorable Mr. Aikins, Secretary of State, who must transmit them to the British Colonial Secretary before the first of January.

A good stroke of work was done on the 6th at Mont Valerien. While the cannon of Mont Valerien were demolishing the works set up by the Prussians on the heights of Meudon, Gen. Noel, who commands this fort, sent out 2,000 men armed with sacks and pickaxes. They proceeded under the protection of the guns of the fort to gather in an abundant harvest of potatoes, and returned in two hours, bringing back their 2,000 sacks quite full. A herd of 1,500 oxen is said to have been drawn away from the Prussian camp and brought to Paris.

REMITTANCES

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MONTREAL.—(Per Agent)—Major Shackle, \$6; Capt. G. McDougall, \$2; Major N. Labranche, \$2; Capt. J. B. Hyndman, \$2; Capt. Doran, \$2; Sergt. Ferguson, \$2; Captain F. Mackenzie, \$4; Col. Spicer, \$6; Qr.-Mr.-Sgt. Cowie, \$2; Lieut. Col. Bailey, \$2; Col. Harwood, D.A.G., \$4; Walter Shanly, Esq., \$2; Capt. Renaud, \$2; Lt. Col. H. Hogan, \$2; Major J. Smith, \$1; Lt. Col. Beaudy, \$1.

SHERBROOKE, E. T., Que.—(Per Agent)—Dr. E. D. Worthington, \$1.

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Montreal, March 11th, 1870.

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