

INCIDENTS OF THE WAR.

Anecdotes of the Crown Prince.

Russell, writing to the "Times" from Soutz les Forets, on the 7th ult., says: "I have been the accidental and unseen witness of a little scene just now which is worth mentioning. A country cart was rumbling down the street with two wounded officers—young men—on their way to the station. An officer on foot beckoned to the driver to stop and went up to the cart, the occupants of which tried to salute him, but he made a gesture, and leaning over entered into conversation with them for ten minutes, evidently asking them about their wounds. On parting he shook each by the hand and continued his way up the street, accompanied by two other officers. He halted at my quarters and inquired if there were any wounded inmates—they had been removed, some to their last resting-place—then went on, and meeting a cart full of wounded soldiers, talked to them each in turn, and so went on visiting the hospitals and the wounded in the most unostentatious manner. It was the Crown Prince. No wonder his men are fond of him. Many did not know him till he had passed on. He told how the soldiers, one and all, seem to rejoice in their wounds, and make light of them for the sake of the cause, and there was an honest exultation in his tone at the honor of commanding such troops."

M. Olivier and M. Paradol.

One of the most unfortunate and pitiable victims of the present war has been M. Olivier, under whose blundering and ineffectual administration the war was brought about. It is a man without a country, a party, or a friend. He is more despised and detested by the populace of Paris than any politician of the day, and he would have fallen a victim to their fury at any time they could have got hold of him within the last thirty days. A few months ago Napoleon induced two of the ablest men of the Constitution or Orleans party—M. Olivier and M. Prevost-Paradol—to come over to his side. What a tragic end was that of Paradol, and what a miserable end has been that of Olivier! He died a suicide in Washington, while Olivier is a fugitive in Switzerland.

An Englishman Fighting.

At Forbach, in the hottest of the action, an English tourist, happening to be there, fought on the French side. When the French division retreated, that gentleman fought like a lion. British provocation and energy were shown as a glorious example even among these brave columns of French divisions, retreating with regret before an overwhelming number; and when their *freres d'armes* were nearly exterminated, not only the English gentleman fought gallantly, but he saved the life of a wounded soldier, and he is now in Metz, modestly stopping in his hotel, where I intend to go and ascertain his name—Metz Cor. of the Standard.

Subsistence in Paris.

It is estimated that the bakeries have at least fifteen days subsistence. Besides this the Ministry has collected in Paris 25,000 quintals of flour, 150,000 quintals of rice, and an immense amount of potatoes, and vegetables of all sorts. There has also been collected 100,000 heaves, 500,000 sheep, and all the grain and forage necessary for their temporary keeping. Salt, spices, coffee, sugar and other articles of that nature are also stored in sufficient quantities for the subsistence of Paris during the three months, making more than 60,000,000 rations. At the same time, the stores of grain and other commodities are stored in great quantities of salt pork and salted fish, together with straw, oats, and hay for the necessary subsistence of horses of the army as well as those of private parties. Munitions of war are also plenty.

Capture of a Train Full of Soldiers.

The correspondent of the "Standard" at Manheim, speaking of the news of the battle of Woerth, says: "The first incident of which we received notice was the capture of 1,000 French soldiers in a railway train. Similar circumstances occurred in the great American struggle, but this is the first of its kind in European warfare. The train was proceeding rapidly from Hagenau to Bismarck, in total ignorance of the advance of the Prussians beyond Wissembourg. The surprise must have been complete, as not a shot was fired, I believe, until the astonishment and horror of the Frenchmen, upon the train having come to a standstill, they looked out and found themselves covered by the rifles of the Prussian infantry, must have been ludicrous in the extreme; and it is fortunate for them that no resistance was attempted, or the slaughter, spent up as they were in railway carriages, must have been terrible. The incident, although of no great importance in itself, shows a want of arrangement and an absence of any system of mutual intelligence between the various divisions of the French army, which is certainly significant of bad generalship, and is in strong contrast to the perfection of the arrangements of the Prussian army."

1870.

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E. & N. A. Railway.

1870. SUMMER ARRANGEMENT. 1870.

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MAY next. Trains will run daily as

follows:

TRAINS GOING EAST.

Leave St. John at 7 and 11.15 a.m., and

2.15 and 5 p.m.; the 2.15 train going to

Quispamsis, and the 5 p.m. to Sussex only.

TRAINS GOING WEST.

Leave Point du Chene at 6.30 and 10.45

a.m.; Sussex at 6.15 and 10.15 a.m., and

4.05 p.m., and Quispamsis at 8.40, 11.42

a.m., and 3 and 6.35 p.m. The 11.15 a.m.

and 5 p.m. trains from St. John, and 10.45

a.m. train from Point du Chene only will

carry freight.

EASTERN EXTENSION TRAINS

to and from Sackville connect daily at

Pointe-Junction, leaving Sackville at 5.45

a.m., and Pointe-Junction at 7 a.m. train

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Steamers to and from P. E. Island, Pic-

ton, Port Hood, and Canoe, Richibucto,

Miramichi, Bay Chaleur, Restigouche,

Paspouche, Gaspe, Rimouski, Quebec and

Montreal, connect at P. E. Island, and

specialty advertised. Stages connect daily

at Sackville for Amherst, Truro and all

places in Nova Scotia.

At Sackville to and from Hopewell,

Hillsboro, and New Albert Mines. At She-

diac to and from Cocagne, Richibucto,

Miramichi and other places on the North

Shore of New Brunswick.

The Trains advertised to leave St. John

at 2.15 and Quispamsis at 3 p.m., will not

commence to run until Wednesday, 1st

June, and then only if continued during the

month of June, July, August, and

September.

LEWIS CARROLL,

General Superintendent.

Railway Office, St. John, N. B.,

6th May, 1870.

may 26

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SAINT JOHN, N. B.

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Brussels, Tapestry, Velvet, Kid-

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CARPETS.

DAMASKS, REPPS, TERRAYS,

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English Floor Oil Cloths,

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73 kegs Faking Soda; 57 sacks Rice;

25 bbls. Pearl Barley;

17 casks Washing Soda;

15 bbls. Currants; 70 boxes Raisins;

27 bbls. Dates—assorted;

6 " Cream Tartar—English;

40 " Pickle—assorted;

65,000 Paper Bags—assorted sizes;

105 Tobacco Pipes—all kinds;

220 gross Mason's Blacking;

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Black Lead;

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27 bbls. W. Wine and Acid Vine