

The Great Naval Review.

We publish to-day the London Times' account of the great naval review off Spithead on the 14th of July in honor of the Sultan of Turkey and the Viceroy of Egypt. The display was magnificent, and was rendered doubly attractive by the presence of Her Majesty in the Royal yacht. Unfortunately the weather was unpropitious; consequently the sham engagement with the forts did not result as successfully as was hoped. The distinguished visitors appear to have been greatly impressed with what they saw and heard while in England; for no sooner did the Sultan return to his capital than he commenced a series of reforms in the Government of his country by calling around him a Cabinet composed equally of Christians and Moslems, and ordering a Commission to proceed to Crete and inquire into the causes that led to the late rebellion of the Candians. It will thus be seen that the most beneficial results are likely to flow from the visit of the Commander of the Faithful to England. He has witnessed the wonderful progress in everything that contributes to the glory and prosperity of a country and the contentment and happiness of its people; and he has, in spite of previous convictions and prejudices, been brought to acknowledge that these blessings spring from the beneficent influence of Christianity and the priceless boon of Constitutional Government. No wonder His Excellency has gone home to emulate the noble example of our Mother Country—and in face of the fact that we have almost persuaded the Sultan to be a Christian, and conferred a lasting benefit upon his people, is there a Briton who regrets the princely reception that was extended to the illustrious ruler of 40,000,000 Musselmans?

Saturday, Sept. 7th. THE ARBITRATION—The arbitrators in the case of Thus vs. The Corporation failed to agree and referred the whole matter to the umpire, Mr R. Burnaby, by whom the plaintiff was awarded about \$1600 and costs, which will amount to some \$500 more. In addition to this sum the Corporation must pay its own counsel some \$400. The defendants have asked throughout most honorably. They have assumed the blame of a previous Corporation, though not legally bound to pay one dollar; they have met the plaintiff upon equitable points and preserved the good name of the city. The result of this long and wearisome suit will, we hope, stand as a warning to future Corporations not to overstep the bounds of legitimate power.

ASSAULT AT THE EUREKA CONCERT ROOM—John Pryor was brought before Mr Pemberton yesterday charged with brutally assaulting a "bummer" named Edwin Reid at the Eureka concert room, of which reputable establishment Pryor is barkeeper. Reid exhibited two artificial black eyes as a proof of the prowess of his assaulter, and the magister, after delivering a scorching address from the bench to Pryor (whose only excuse was that Reid would come in there while drunk) fined him \$25 or two months' imprisonment.

A PROFITABLE INVESTMENT ILLUSTRATED.—One of our prominent citizens insured his life in the Mutual Life Insurance Co. of New York during last summer. He paid a premium of \$193 50 for a policy (No 48,382)—amount \$5000. This summer he received a letter from the company's head office in New York advising him of a dividend in his favor of \$147 47 to increase his policy. We think this a profitable field for future harvests who will sow, that they may reap?

DEPARTURE OF THE ACTIVE—The steamship Active, Captain Winsor, sailed at five o'clock last evening for San Francisco. She had about 120 tons of freight and only 30 passengers. Among those on board we observed Mrs R. H. Adams, of Victoria; Mrs Haynes, of San Francisco; Mr Winkler, of Cariboo; and Mr James Anderson, of Big Bend. The evening was delightfully pleasant, and there was every indication of a speedy and enjoyable run down.

FROM NANAIMO, &c.—The steamer Sir James Douglas came in from the East Coast at 6 o'clock last evening, bringing fourteen passengers. The ship Vertigen will sail today from Nanaimo with coal for San Francisco via Victoria. The inquiry on the bodies of the two Indians and the white man killed on Hornby Island resulted in a verdict of death from wounds by parties unknown.

VISITS TO THE ADMIRAL—Yesterday afternoon Major General Steele, U.S.A., and Staff, visited the flagship Zealous, and were courteously received by Admiral Hastings and Captain Dawkins. A salute was fired in honor of the General. Governor Seymour and Mrs Seymour also visited the flagship yesterday afternoon and were received with the customary honors.

ARRIVAL OF H.M.S. ALERT, 4—H.M.S. Alert, from Callao, 46 days, dropped anchor in Esquimaux harbor last evening, at 6 1/2 o'clock. Captain Innes, formerly in command of the Alert, had been invalided and gone home, and the Alert is commanded by a Lieutenant whose name our marine reporter could not learn.

RETURNED—The steam despatch boat Leviathan, Mr Wyldes, Revenue Officer, commanding, returned from New Westminster yesterday morning, at 11 o'clock, with a small mainland mail. There was no news at the "capital." A small express for Dietz & Nelson was brought down.

SIR MOSES MONTFERRER, although upwards of 80 years of age, is about to sail from London to Moldavia to inquire into the recent outrages upon his coreligionists there.

SENT UP FOR TRIAL—Bentley, the "ninth part of a man," who is charged with embezzling \$497 in money placed in his hands for safe keeping by James Thorne, has been committed by the magistrate to stand trial at the next Court of Assizes.

FROM SITKA.—A schooner arrived from Sitka last evening, and reports the T. S. S. Lincoln in port there. The Resaca was met bound north. All the Victorians at New Archangel are in good health and prospering. The general news is unimportant.

INTERCEPTED—The Sir James Douglas intercepted the Active, as the last named vessel was leaving the harbour last evening, and placed three passengers from Nanaimo, bound for San Francisco, on board.

TREASURY SHIPMENT—The Active yesterday carried away nearly \$65,000, of which amount the Bank of British Columbia shipped \$25,636 62, and Wells, Fargo & Co. \$9,700.

THE CARIBOO EXPRESS—A private telegram from New Westminster announces the arrival there, at two o'clock yesterday afternoon, of the Cariboo Express.

The Alexandra will sail for the river at 5 o'clock this morning. Among the passengers will be Chief Justice Needham and Inspector of Police Brew.

THE CALIFORNIA ELECTION—A private dispatch received last evening, states that the Democrats have carried California by 10,000 majority. No news dispatch was received.

Details of the Naval Review.

[From the London Times, July 13.]

The time-worn adage that "man proposes and Providence disposes" received another exemplification in what may almost be called the "intended" naval review in honor of the Sultan yesterday. There was a fleet of men-of-war such as has never hitherto been brought together; there were fleets of yachts, fleets of pleasure-boats, Royal and illustrious visitors in numbers. Nothing was wanted to insure success but fair winds and clear skies. Had the south-western coast been favored with these, all would have seen well, and the Sultan would have seen a naval review on a scale of such magnitude as has never been attempted in England before. Fine weather only was essential to success, and it was exactly this essential that was wanting. To say that the weather was bad would hardly do justice to its inclemency. Bad weather in July is generally looked for at Spithead, and comes pretty nearly as regularly as the moon itself. The time chosen on this occasion was above all full of evil portents, for it was the time of the spring tides and at the change of the moon. Nevertheless, even those best versed in the uncertainties of an English climate were not prepared for the storms of wind which swept over Spithead yesterday, and effectually put a stop to all the evolutions which compose a naval review.

MOORING OF THE FLEET.—The whole fleet was moored in two magnificent lines, the flag-ship of the Port Division being that most superb of all English three-deckers, the Victoria, and that of the starboard the huge five-masted Minotaur, one of the great leviathans of our iron fleet. At equal distances from these came the rest of the fleet, which in guns, tonnage, and horse-power were as follows:—

PORT DIVISION.—WOODEN SHIPS.—1. The Victoria, 102 guns, 1,000-horse power, 4,127 tons, Captain Frederick Beaufort P. Seymour, C.B. (Flag of Admiral Sir T. S. Pasley). 2. The Donegal, 81 guns, 800-horse power, 3,245 tons, Captain Edward W. Tournour. 3. The Revenge, 73 guns, 800-horse power, 3,322 tons, Captain George Le G. Bowyear. 4. The Duncan, 81 guns, 800-horse power, 3,727 tons, Captain George Hancock (Broad Pendant of Commodore J. W. Tarleton, C.B.). 5. The Irresistible, 60 guns, 400-horse power, 2,642 tons, Captain John Borlase, C.B. 6. The Lion, 60 guns, 400-horse power, 2,611 tons, Captain John M. Hayes, C.B. 7. The St. George, 72 guns, 500-horse power, 2,864 tons, Captain Matthew S. Nolloth. 8. The Royal George, 72 guns, 400-horse power, 2,616 tons, Captain Thomas Miller. 9. The Mersey, 36 guns, 1,000-horse power, 3,733 tons, Captain Henry S. Hillyar, C.B. 10. The Lily, 31 guns, 600-horse power, 2,654 tons, Captain Gerard J. Napier. 11. The Liverpool, 39 guns, 600-horse power, 2,656 tons, Captain John Seacombe. 12. The Phoebe, 30 guns, 500-horse power, 3,896 tons, Captain John Bythesea, V.C. 13. The Sutlej, 35 guns, 500-horse power, 1,065 tons, Captain Trevenen P. Coode. 14. The Dauntless, 31 guns, 580-horse power, 1,575 tons, Captain Edward P. B. Von Donop. 15. The Nymphe, 4 guns, 300-horse power, 1,084 tons, Commander Thomas Barnardiston. 16. The Daphne, 4 guns, 300-horse power, 1,081 tons, Commander George L. Sullivan. 17. The Terrible, paddle steamship, 19 guns, 300-horse power, 1,850 tons, Captain John E. Commerell, C.B., V.C.

STARBOARD DIVISION.—IRON-PLATED SHIPS.—1. The Minotaur, 84 guns, 1,350-horse power, 6,621 tons, Captain James Graham Goodenough (Flag of Rear-Admiral F. Warden, C.B.). 2. The Achilles, 26 guns, 1,250-horse power, 6,121 tons, Captain Edward W. Vansittart. 3. The Warrior, 32 guns, 1,250-horse power, 6,121 tons, Captain John Corbet. 4. The Black Prince, 41 guns, 1,250-horse power, 6,109 tons, Captain Charles Fellows. 5. The Bellerophon, 14 guns, 1,000-horse power, 4,270 tons,

Captain Reginald J. J. Macdonald. 6. The Lord Clyde, 24 guns, 1,000-horse power, 4,067 tons, Captain Roderick Dew, C.B. 7. The Vainan, 24 guns, 800-horse power, 5,063 tons, Commander Charles H. Stirling. 8. The Pallias, 6 guns, 600-horse power, 2,372 tons, Captain Matthew Conolly. 9. The Retons, 4 guns, 200-horse power, 1,253 tons, Commander Arthur Morrell. 10. The Royal Sovereign, 5 guns, 800-horse power, 3,765 tons, Captain Cowper P. Coles, C.B. 11. The Prince Albert, 4 guns, 500-horse power, 2,537 tons, Commander Charles D. Inglis. 12. The Wivern, 4 guns, 350-horse power, 1,899 tons, Captain Hugh T. Burgoyne, V.C. 13. The Viper, 2 guns, 160-horse power, 737 tons, Commander Henry E. Crozier. 14. The Vixen, 4 guns, 160-horse power, 755 tons, Commander Charles D. Lucas, V.C. 15. The Waterwitch, 2 guns, 167-horse power, 777 tons, Commander Philip R. Sharpe. 16. The Gladiator, paddle steam-vessel, 6 guns, 430-horse power, 1,210 tons, Captain Elphinstone D'O. D'A. Applin.

GUN VESSEL AND GUNBOATS.—STARBOARD DIVISION.—1. The Stork, gunboat, 2 guns, 60-horse power, 236 tons, Lieutenant Charles E. Reade (Captain A. W. A. Hood). 2. The Pigeon, 2 guns, 60-horse power, 235 tons, Lieutenant Henry S. Mandevill. 3. The Pigeon, 2 guns, 60-horse power, 268 tons, Lieutenant Francis C. de Lonsada. 4. The Redwing, 2 guns, 60-horse power, 236 tons, Lieutenant William M. Moger. 6. The Clinker, 2 guns, 60-horse power, 235 tons, Navigating Lieutenant George S. Aldricks. 6. The Bullfrog, 2 guns, 60-horse power, 236 tons, Lieutenant Alfred C. May. 7. The Ferret, 2 guns, 60-horse power, 233 tons, Lieutenant John J. Gregory. 8. The Orwell, 2 guns, 60-horse power, 268 tons, Lieutenant Alfred F. Marescaux.

PORT DIVISION.—9. The Lee, gun vessel, 5 guns, 60-horse power, 431 tons, Commander Charles W. Andrew. 10. The Magnet, gunboat, 2 guns, 60-horse power, 238 tons, Lieutenant George B. Golden. 11. The Pheasant, 2 guns, 60-horse power, 235 tons, Second Mate George H. Robertson. 12. The Hyena, 2 guns, 60-horse power, 236 tons, Lieutenant Blair S. Hamilton. 13. The Surly, 2 guns, 60-horse power, 236 tons, Lieutenant George W. J. Aldham. 14. The Sandfly, 2 guns, 60-horse power, 236 tons, Lieutenant Charles S. Shuckburgh. 15. The Highlander, 1 gun, 60-horse power, 233 tons, Lieutenant Arthur C. H. Paget. 16. The Speedy, 2 guns, 60-horse power, 273 tons, Navigating Sub-Lieutenant Nathaniel Child.

ROYAL YACHTS.—The Victoria and Albert, 2 guns, 600-horse power, 2,345 tons, Captain Sir Sereno Highness the Prince of Leiningen, G. C. B. The Elfin, 40 horse power, 98 tons, Navigating Lieutenant Alfred Balliston. The Osborne, 2 guns, 430 horse power, 1,084 tons, Commander John D'Arcy. The Fairy, 128 horse power, 312 tons, Staff-Commander William H. Drysdale.

TWOOP SHIP, YACHTS, TENDERS, &c.—The Serapis, 3 guns, 700 horse power, 4,173 tons, Captain John C. Soady. The Malabar, 3 guns, 700 horse power, 4,173 tons, Captain Frederic D. Rice. The Enchantress, 1 gun, 250 horse power, 835 tons, Staff-Commander John E. Pooley. The Helicon, 2 guns, 250 horse power, 837 tons, Commander Edward Field. The Black Eagle, 260 horse power, 540 tons, Staff-Commander T. W. Sullivan. The Fire Queen, 120 horse power, 313 tons, Staff-Commander Frederick W. Paul. The Sprightly, 100 horse power, 234 tons, Chief Officer George Allen. The Princess Alice, 120 horse power, 270 tons, Navigating Lieutenant William H. Parker. The Argue, 50 horse power, 318 tons, Chief Officer Patrick Taboney. The Seaweed, Commander Robert Sterna. The Medusa, 312 horse power, 889 tons, Staff-Commander Thomas Potter. The Lightning, 2 guns, 100 horse power 296 tons, Commander David Aird. The Porcupine, 1 gun, 182 horse power, 882 tons, Staff-Commander Edward K. Calver. The Lizard, 1 gun, 150 horse power, 340 tons, Lieutenant Stanhope G. Price. The Dee, 1 gun, 220 horse power, 704 tons, Navigating Lieutenant George Raymond. The Pigmy, 1 gun, 100 horse power, 227 tons, Staff-Commander William H. Petch. The Bann, 80 horse power, 267 tons, Senior Mate Philip Johns.

The total strength of the whole fleet therefore was of vessels of war (exclusive of armed troop ships, &c.), 49, mounting 1,092 guns, and having an aggregate horse power of 22,500 horses, and a burden of 102,000 tons. This in numbers exceeds the fleet that left for the Baltic under Sir Charles Napier in 1854. Both these fleets, however, were nothing in numbers to the tremendous armada which the Queen with the Prince Consort reviewed at Spithead in 1856. Then there were no less than 300 craft afloat of various kinds and sizes, including 26 screw line-of-battle-ships and 90 first-class frigates.

ARRIVAL OF THE SULTAN AND VICEROY.—After several baseless "alertes" the engine and carriage made their appearance in the dockyard, and halted by a little platform, covered with red cloth, at which His Highness and suite, attended

by Major-General Seymour and officers attached to his suite, descended. The Mayor and Corporation immediately advanced to his Highness and began their address.

The Osborne was prepared with great elegance and luxury for the reception of his Majesty, nor was the Helicon, on which the Viceroy of Egypt embarked, at all wanting in taste and care for his Highness's proper entertainment. As soon as the Corporation could get off to the Osborne, their address was presented to the Sultan, who received it with proper consideration; the same forbearance was not exhibited by many who were impatient of the delay inside the waters of the dockyard. It was too much to ask of those who had got up so early and who had historical parallels while the Mayor and his functions, or to reflect on the wonderful changes since the Crescent and the Star indicated the presence of the enemies of civilization and Christianity. The salute in honor of the Sultan was speedily followed by that which welcomed his lieutenant in the land of Egypt, and when the Mayor and Corporation had subsided from the deck of the Osborne into their barge and were rowed on shore, the procession of the Sultan and Viceroy was formed from the harbor, and with the wind whistling through the rigging, and a cold, leaden-colored sea, flecked with white sea-horses surging against their bows, the Osborne and Helicon stood out towards Spithead, followed by the Enchantress, flying the Admiralty flag, the Tanjore, Ripon, Syria and other vessels which were entitled to take part in the pageant, and by some non-official steamers.

Up to the head of the fleet the Sultan's yacht came slowly, plunging heavily through the swell, and with an amount of motion that might have been harassing to the feelings of a far more nautical body of visitors than the Turkish suit. Very few were visible on deck, however, and certainly all were wise in keeping as much under shelter as possible. Closely following the Osborne came the Viceroy's yacht Helicon. The Admiralty yacht Enchantress, the Tanjore, sat apart for foreign Ministers and visitors of distinction, the Lords, and the Ripon, with representatives of the House of Commons.

ARRIVAL OF HER MAJESTY THE QUEEN.

As the yachts approached Osborne, the Royal yacht could be discerned through a fresh squall which wiped out a gleam of sunshine, but it was seen that the Royal standard was flying, and soon afterwards it was announced by some keen-sighted person that the Queen was, indeed, on board—an announcement which created the liveliest gratification. There was a short delay off Osborne, during which rain fell with considerable spirit, and the wind falsified the prognostications that the rain would beat it down. Soon the standard of England flew together from the main of the Victoria and Albert, and proclaimed that the Sultan was in the presence of the Sovereign under whose sway there are almost as many followers of the Prophet as under his own rule. The first signal made put an end to all hope of naval manoeuvres, and obliterated the most eagerly-looked for portion of the day's programme. It was "annul weighing." It was 1:40 when the Queen's yacht moved shortly ahead, preceded by the Trinity yacht as pilot, and followed by the Osborne, Pelicon, Enchantress, and other vessels placed at the disposal of visitors. A rumour ran from ship to ship that, by the desire of her Majesty, no salute should be fired, and she steamed between the lines of the fleet. But whether this was a false alarm, or a momentary lull in the weather caused a change in the Royal purpose, certain it is that as the Victoria and Albert drew near the leading vessel of the Port Division, proceeding between the Daphne and Waterwitch, the crews of all the men-of-war were thrown aloft into the shrouds, and first a gun from the Dane—the Poder Skram—followed by another from the Italian corvette, seemed to unloose the muzzles of the British fleet, and from ship to ship the fire ran, now rising in a thundering crash through the abating storm, or dying away in a hoarse, rough murmur in the midst of an angry squall. The effect of the great masses of men in the shrouds was scarcely inferior to that produced by their tapering ranks as we had seen them when they manned the yards.

It was near three o'clock when the Queen's yacht anchored, and the cannonade seemed to have produced a desire to carry out as far as was possible the rest of the programme. The Royal yacht accordingly signalled, "Is it possible for the gunboats to attack the forts?" The answer was "Yes," and the attack was ordered by the signal "Weigh, and attack forts," and this was done at once, with a noisy good will which left nothing to be desired on the part of those who had come down to hear a cannonade.

THE ATTACK.

The gunboats, under the command of Captain Hood, of the Excellent, began

moving about like so many mosquitoes, and at once proceeded in two divisions to attack the Portsmouth defences, and to represent as far as could be done by such small fry an attempt to force the harbour. They were formed in two lines thus:—

STARBOARD DIVISION.—1. The Stork, 2 guns, 60 horse power, 236 tons. 2. The Fancy, 2 guns, 60 horse power, 235 tons. 3. The Pigeon, 2 guns, 60 horse power, 268 tons. 4. The Redwing, 2 guns, 60 horse power, 235 tons. 5. The Clinker, 2 guns, 60 horse power, 235 tons. 6. The Bullfrog, 2 guns, 60 horse power, 236 tons. 7. The Ferret, 2 guns, 60 horse power, 233 tons. 8. The Orwell, 2 guns, 60 horse power, 273 tons. PORT DIVISION.—9. The Lee, 5 guns, 80 horse power, 431 tons. 10. The Magnet, 2 guns, 60 horse power, 238 tons. 11. The Pheasant, 2 guns, 60 horse power, 235 tons. 12. The Hyena, 2 guns, 60 horse power, 236 tons. 13. The Surly, 2 guns, 60 horse power, 236 tons. 14. The Sandfly, 2 guns, 60 horse power, 236 tons. 15. The Highlander, 1 gun, 60 horse power, 233 tons. 16. The Speedy, 2 guns, 60 horse power, 273 tons.

Long before these pigmy assailants had made a hostile movement, Forts Monckton, Block House, King's Bastion, Portsmouth, Southsea Castle, the Lumps Fort, and Eastney had made everything ready to give them a warm reception. All the guns in all the batteries were cast loose, and small detachments of infantry were distributed in most of them. In all previous naval reviews where this attack and defence has been represented it has generally formed one of the prettiest features of the day's proceedings. But yesterday nothing was pretty, because nothing could be seen without physical annoyance and discomfort. One division of the gunboats attacked Monckton, while the second attacked Southsea, the Lumps Fort, Eastney, &c. According to the programme it was arranged that the Southsea works should be silenced, and that the main defences of Portsmouth should come to the relief and drive off the flotilla, and it was well this was so, for the gunboats in rough sea and heavy wind would have stood no chance against Southsea Castle alone. The fire from the boats was even better than could have been expected under the circumstances, while from the steady forts it was replied to with thunders of artillery. There were, of course, showers of rain and always heavy wind during the whole time of this sham battle, which in truth never raged very fiercely, and at last dwindled down to a mere dropping fire, and the gunboats steamed back to their anchorage, leaving the victory of the forts. In this as in all other portions of the day's proceedings, the weather spoilt everything, and a large proportion of the visitors' vessels had returned to harbour before it was over.

INSTALLATION OF THE SULTAN AS KNIGHT OF THE GARTER.

Before the gunboats had ceased their attack, the Royal yacht weighed anchor and proceeded towards Osborne, saluting as usual as she passed. It was near four o'clock when Her Majesty returned, and a race took place between all the vessels to keep pace with the Victoria and Albert. While the Royal yacht was slowly dropping down to her berth, the Queen was earnest satisfaction that his Majesty had received the Garter at the hands of our gracious sovereign, and were the blue ribbon over his shoulder. A quarter of an hour or more elapsed before the Queen went on board the Albion from the Royal yacht, having taken formal leave of her Imperial guest, and the signal was made to salute the Sultan as he returned past the fleet to Clarenceyard. A guard of honour was in waiting at the private station, or rather siding in the Clarence yard, where the Royal train was drawn up near the water's edge. By this train his Majesty left about seven o'clock, and arrived at the private station at Nine Elms soon after nine. A long cortege of Royal carriages, with a Royal escort, was in waiting, and his Majesty drove off amid the cheers of an immense crowd which had collected to witness their arrival and departure.

It would be ungracious and unfair to the Admiralty which had charge of this vast pageant not to give a word of praise to the excellence and precision of all their arrangements for the accommodation of the numbers of the public who were enabled to be present at the spectacle.

The grand ball given to the Belgian Volunteers recently, at the Agricultural Hall, is said to have been a success. The immense barn was turned, by the use of paint, gilding, draperies, and gas, into a splendid reception-room, and the 9,000 guests were delighted. It is noticed that there was no one to introduce the Belgians, and consequently, till supper-time, very few found partners; but, after all, that was nobody's fault. Who would have expected a Belgian to be over modest? The success of the entertainment may give the Ministry a hint. Next time they want a ball-room they have only to cover and floor the quadrangle of Somerset House, and they may receive the 5,000 guests who Sir S. Northcote says ought to have invitations, and include Mr Sheridan, who, on Thursday, was quite plaintive on behalf of omitted members.

English and Continent

We continue our synopsis of English and Continental news: Mr. Pennsylvania promoter, hined before the Commission on He says that unions exist all and described a case at Pitts three or four murders had been kept off street Jersey stopped and compelled all owners the to leave work also. The labor are usually Irish, the labor Americans, doing the work, and the Scotch rising so fast i were positively dreading in th his own words the owners wou Scotch workmen, lest 'they st proprietors,' a striking test Scotch power of getting on. Contia has obtained a private lter to build a market-place Green, for the convenience of buildings are making much pro a short time Bethnal Green London districts will have a the poor can sell to the poor. The regular practice is to ma sitting in the gutter. Miss B deserves every credit, but we w why it should be needful to opening of a market. The G Railway is in the Gazette at las has been appointed by the C ery, and the state of affairs briefly this. There is a net £900,000 a year, of which £50 sorbed in the interest of debent serbies £400,000 a year for pr other shareholders, but ther amounting to £3,000,000. The pay these off in seven years, a shareholders must go witho They may of course pay their de borrowing, but they will hav 000 as interest, which will not much. They may, however, k hearts. The Reform Bill cann road for ever, and when it is o Parliament will perhaps be abie them. Another failure or two, are more to come,—will clear the very much, and, meanwhile, will the slergyman, widows, children unfortunial people who are rui Sheffield Outrage Commissiona minated their labors. Certif granted to a number of perso confessed their offences, the first being on behalf of Broadhead, costs were refused. Certif granted also to Crookes, Hal number of others; but in the cas Thompson, Secretary of the Swiss Union, it was refused, the Chief C er, Mr Overend, saying he did not had made a full disclosure. A m of the workmen of Sheffield indignation at numerous trade out have been the subject of inqu Commission. In his address the Station said that these disclos upon all members of trades un watch the management of their the use of their funds, that the contributed for lawful purposes, again be perverted to the empl assassins and incendiaries, whose d outrage to humanity. The Com sitting in London, taking evidence constitution and working of trad generally, have witnessed a sort between Mr Roebuck and a mecha Conolly, both members of the Co At a trades' union meeting he did not it was not surprising that an outg to light at Sheffield had taken pla that the town was represented in F by such a man as Mr Roebuck, was called to account by Roeb equivocated so much that the Com desired Conolly to withdraw—sje in point of fact, from the Commi cause of the members of the Con Conolly, both members of the Co At a trades' union meeting he did not it was not surprising that an outg to light at Sheffield had taken pla that the town was represented in F by such a man as Mr Roebuck, was called to account by Roeb equivocated so much that the Com desired Conolly to withdraw—sje in point of fact, from the Commi cause of the members of the Con Conolly, both members of the Co At a trades' union meeting he did not it was not surprising that an outg to light at Sheffield had 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