

ROMAN NEWS.

Father Brandi, of the Civiltà Cattolica, by order of the Holy Father has compiled a volume of the Bible, which is just about to be published.

His Holiness Leo XIII. has instructed the patriarch of Jerusalem, as grand master of the Order of the Holy Sepulchre, to send to Queen Christina and the Infanta Isabel, aunt of the King of Spain, the insignia of that order.

In Rome, a charitable institution carried on by the Popes, giving hospitality and refuge to Jews and unbelievers who are about to be received into the Church, has been seized and the property confiscated by the Italian government—that is, by Crispi. There is no pretense that it is State property, so this is a simple act of open robbery.

The Archbishop of Calcutta, at his interview with the Holy Father, related the progress of Catholicism in India and the development of the missions. The Archbishop presented to the Pope several precious articles sent by the Catholic natives, and assured His Holiness that Catholicism was enjoying the greatest tolerance. Some new Catholic seminaries are about to be established in India.

The London Morning Post has this dispatch from Rome: "The Pope is in excellent health and spirits. He is busy just now in preparing several documents with the object of showing that the Church not only may share in the progress of society, keeping pace with the most sweeping changes, but also may find in this progress the elements of a great development. The documents are calculated to show the Pope's immense faith in the future of Catholicism."

M. DE LESSEPS.

THE GREAT CANAL ENGINEER PASSES QUIETLY AWAY.

PARIS, December 7. — Count Ferdinand de Lesseps died this afternoon at the Chateau de Chésenaye.

M. de Lesseps was born on November 19, 1805, at Versailles, and his early life was spent as an attaché of various French consulates. He sprang into world wide fame at a bound over the Suez canal. He succeeded in the same year in obtaining a firman from the Viceroy of Egypt sanctioning the scheme. The ablest engineers opposed it, and volumes have been written of the struggles of de Lesseps. In 1865 the canal admitted of the passage of steamships. In 1867 small ships and schooners were admitted. November 17, 1869, the canal was formally opened with great ceremonies. The rest is known. The monarchs of Europe, who had paid no attention to him, all hastened to decorate him, and his fame from that time was assured. In the later years of his life great sorrow has come upon him through the failure of his scheme for cutting through the isthmus of Panama. It was that which has broken both his spirits and his health. Of the Panama canal scheme it will be recalled that the French engineers explored and surveyed in 1879, and in the same year the French Congress formally voted that the enterprise should be undertaken. De Lesseps was the prime mover. His fame had survived the downfall of the Empire he had served with such devotion, and the Republic had the same honor for him that the empire had had. His character had not come off without smirch in the general exposure following Sedan, but the French people honored him too highly and trusted him too much to listen to anything against him. So the Panama Canal Company was formed, and opened its books for subscriptions. At the head of the enterprise, the president of the board of directors, was Ferdinand de Lesseps. In 1880, when he was 75 years old, the work at Panama was formally opened. He was as vigorous and as able as he was eleven years before. He was the admiration and the pride of all France, and no Frenchman doubted but that, before he died, he would receive a vote of thanks in every legislative body in the world for piercing the Isthmus of Darien. When the engineers came back from making the survey and laying out the route, they said that the canal would be a sea-level canal—"Sea-level or nothing," said de Lesseps—and it would be 73 kilometres long, or about 45 miles, and would call for the excavating of 8,500,000,000 of tons of earth, and would cost about \$240,000,000, or, if you put it in

francs to get its formidable look to French eyes, accustomed to look at a franc as we look at a dollar, 1,240,000,000 francs. This amount the engineers regarded as very close calculating. But de Lesseps said: "Pooh! pooh! I invite you all to be at Panama in 1887 to see the first ship go through. And the canal will not cost more than 600,000,000 francs." The subsequent history of this project is well known, it culminated on February 9, 1893, when M. Ferdinand de Lesseps, his son Charles de Lesseps, Baron Cottu and MM. Eiffel and Fontaine, administrators of the Panama Canal company, were convicted by a jury in the Paris Court of Assizes, largely upon the confession and admission of Charles de Lesseps, of corrupt practices and of making improper uses of the funds of the Canal Company. M. Ferdinand de Lesseps did not present himself for that trial, and although sentenced to an imprisonment of five years and a fine of 3,000f, no steps have been taken to carry out the sentence, and he has remained unmolested at his country seat, near Paris. The reason for this leniency was the advanced age of M. de Lesseps and his enfeebled mental and physical condition. The sentence passed upon Charles de Lesseps was the same as that imposed upon his father. Baron Cottu and Fontaine were sentenced each to two years' imprisonment and a fine of 3,000f., and Eiffel to two years' imprisonment and to a fine of 20,000f. De Lesseps was one of the Freemen of the city of London. He visited there in 1870 and was the recipient of an enthusiastic welcome. The Queen received him, and conferred upon him the order of the Star of India. On July 30, of that year, the hospitality of the city was accorded "Le Grand Français." In presenting him with the freedom the Lord Mayor said, "We inscribe your name to-day upon our roll of Freemen in company with those of Richard Cobden and George Peabody, men whose actions, like yours, have been pacific and free from the taint of blood-guiltiness." After his retirement to La Chesnaye, M. de Lesseps had the fixed idea that the Queen of England would come and make all things right. He often arose in his chair and asked if Queen Victoria had arrived, and when any visitor came he thought it was she at last.

If four quarters will make a yard, how many will make a garden?

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City and District Savings Bank

NOTICE is hereby given that a dividend of Eight Dollars per share on the Capital stock of this institution has been declared, and the same will be payable at its Banking House, in this city, on and after Wednesday, the 2nd day of January next.

The Transfer Books will be closed from the 15th to the 31st December next, both days inclusive.

By order of the Board.  
HY. BARBEAU, Manager.  
Montreal, 28th November, 1894, 218

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ST. ANTHONY'S YOUNG MEN.

The energies that the young men of St. Anthony's Society displayed in bringing the best talent together for their annual concert was well rewarded by the large audience that attended.

Mr. P. J. Gordon occupied the chair and opened the concert with a few remarks, in which he said it was their tenth anniversary concert.

The splendid singing of Miss Hollinshead was appreciated as it should be, and as it always is appreciated at St. Anthony's concerts. Miss McAndrew was quite a favorite, while the clever comical acting of the one act laughable farce called "The Secret, or a hole in the wall," was irresistible.

Among those who particularly contributed to the evening's enjoyment were Misses O'Malley, Appleton, McAndrew, Drum and Hollinshead, Messrs. W. Hammall and E. C. Eaton, Frank Feron, L. C. O'Brien, J. P. McAnally, C. M. Hockley, James Cardiff, P. Evans and T. Matthews. The whole finishing with a laughable farce in one act, called "The Secret, or a hole in the wall." A good deal may be said for the acting, which was most comical.

"I wish you would give me a receipt for this lovely cake, Mrs. Bouncer." Certainly, Mr. Bouncer; but don't you think a receipt for your last quarter's board would do instead?"

NAPOLEON'S RULES OF WAR.

The military genius that this twenty-eight-year-old commander had shown in the campaign in Italy bewildered his enemies and thrilled his friends.

"Things go on very badly," said an Austrian veteran taken at Lodi. "No one seems to know what he is about. The French General is a young block-head who knows nothing of the regular rules of war. Sometimes he is on our right, at others on our left; now in front, and presently in our rear. This mode of warfare is contrary to all systems, and utterly insufferable."

It is certain that if Napoleon's opponents never knew what he was going to do, if his generals themselves were frequently uncertain, it being his practice to hold his peace about his plans, he himself had definite rules of warfare. The most important of these were:

"Attacks should not be scattered, but should be concentrated."

"Always be superior to the enemy at the point of attack."

"Time is everything."

To these formulated rules he joined marvellous fertility in stratagem. Thus, in the beginning of the campaign, of 1796, Napoleon made a feint of marching toward Genoa. Beaulieu, his opponent, directed a large body of troops there. Napoleon instantly countermarched and routed the Austrians left behind at Montenotte. This done, and before Beaulieu, moving slowly and ponderously, could join his colleague, the French had literally sprung between the two bodies, engaging and defeating first one at Millesimo, and then the other at Dego.—*Ida M. Farbell in McClure's Magazine.*

FASHION AND FANCY.

A new era in muffs has begun. It is the ornamental. The fashionable muffs which the shops display have attained such a high degree of novelty that they bear but little resemblance to the fur muff of last year. The new muffs are rather gaudy. It takes but a scrap of velvet, a bit of lace and a nodding flower to make one.

Fur muffs are not as popular as of old. The muff of the hour is artistic. Some Parisian muffs just imported prove this.

One designed for afternoon receptions is made of clover colored mirror velvet caught in the centre by a wide bunch of woven gilt braid. A violet feather aigrette combined with a gold osprey is caught near the top of the muff, while nesting down in one corner is a bunch of violets. The muff is lined with pale pink brocade.

Another muff is half ermine and half green velvet. The velvet appears to be carelessly wrapped around the muff and caught at the top with a changeable green satin bow. Tucked in at the side of the muff between the velvet and fur, is a pink silken petaled rose. This idea of combining fur and velvet in a muff is new and much the vogue.

There is much sense in the fad for fancy waists. If regarded in the right way, they are really economical investments. In the first place, they save the bodice to one's best gown, and in combination with any shirt they make a costume suitable for variety of informal occasions. It is not necessary to have these fancy waists made of costly silk or perishable chiffon; they will answer the purpose just as well if fashioned of some of the new inexpensive crepes or cheap taffetas.

The most interesting financial event of the past week was the completion of its part of the Baring liquidation by the Bank of England.

Francis Kossuth, son of Louis Kossuth, the revolutionist, on Nov. 27th took the oath of allegiance to the king (Emperor Francis Joseph).

In Belgium and Holland, where the washerwomen are famous for the snowiness of the linen, borax is used a great deal. It is a natural salt, and is not injurious to the most delicate fabric. It should be used in the proportion of a handful to ten gallons of water.

"What are you here for, George?"  
"I's been tuck up, suh, fer raisin' hogs."  
"Why, there's no law against that?"  
"Dat's what I tell um, suh; but dey scrtter found out dat I raise de Logs over de fence."

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